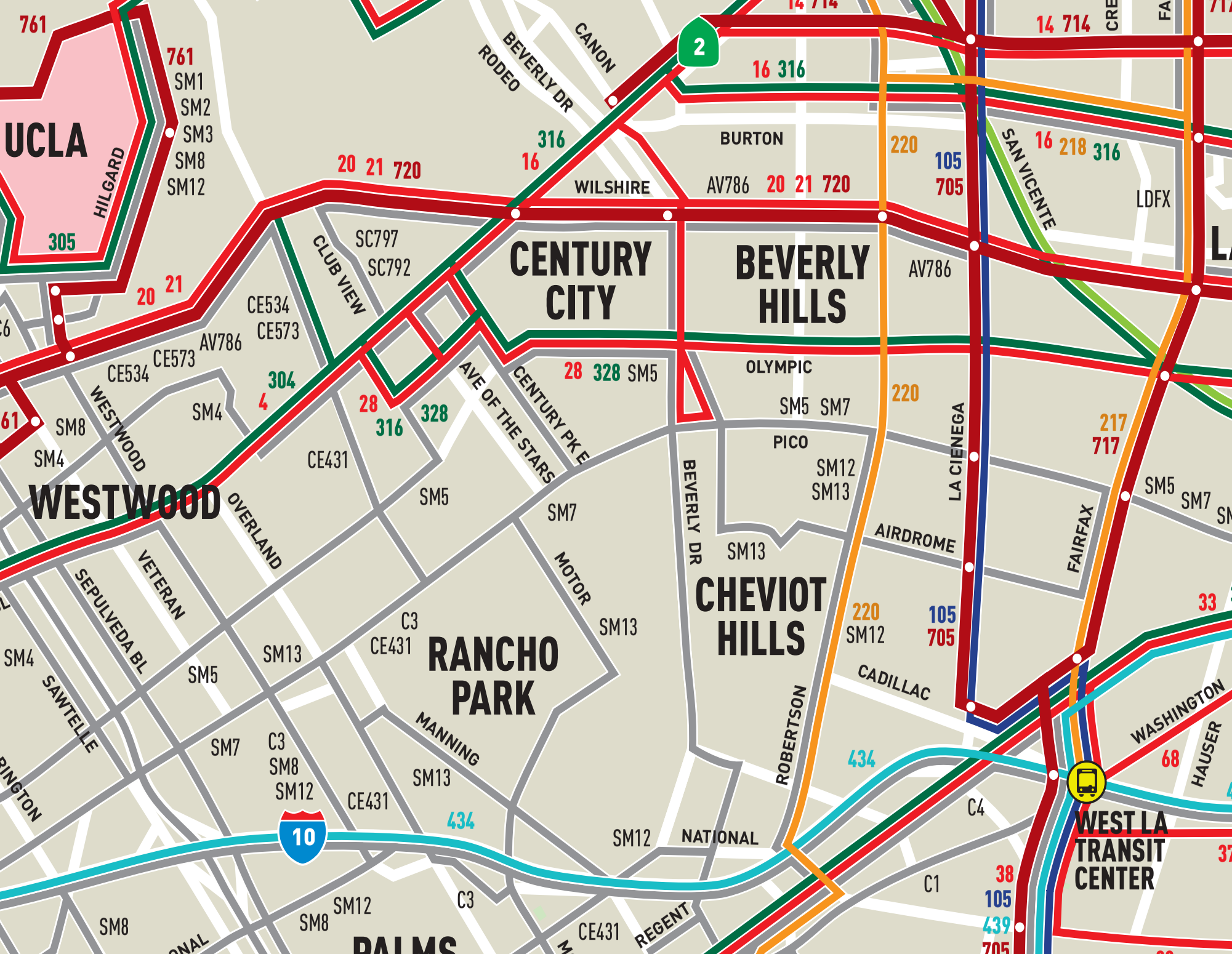
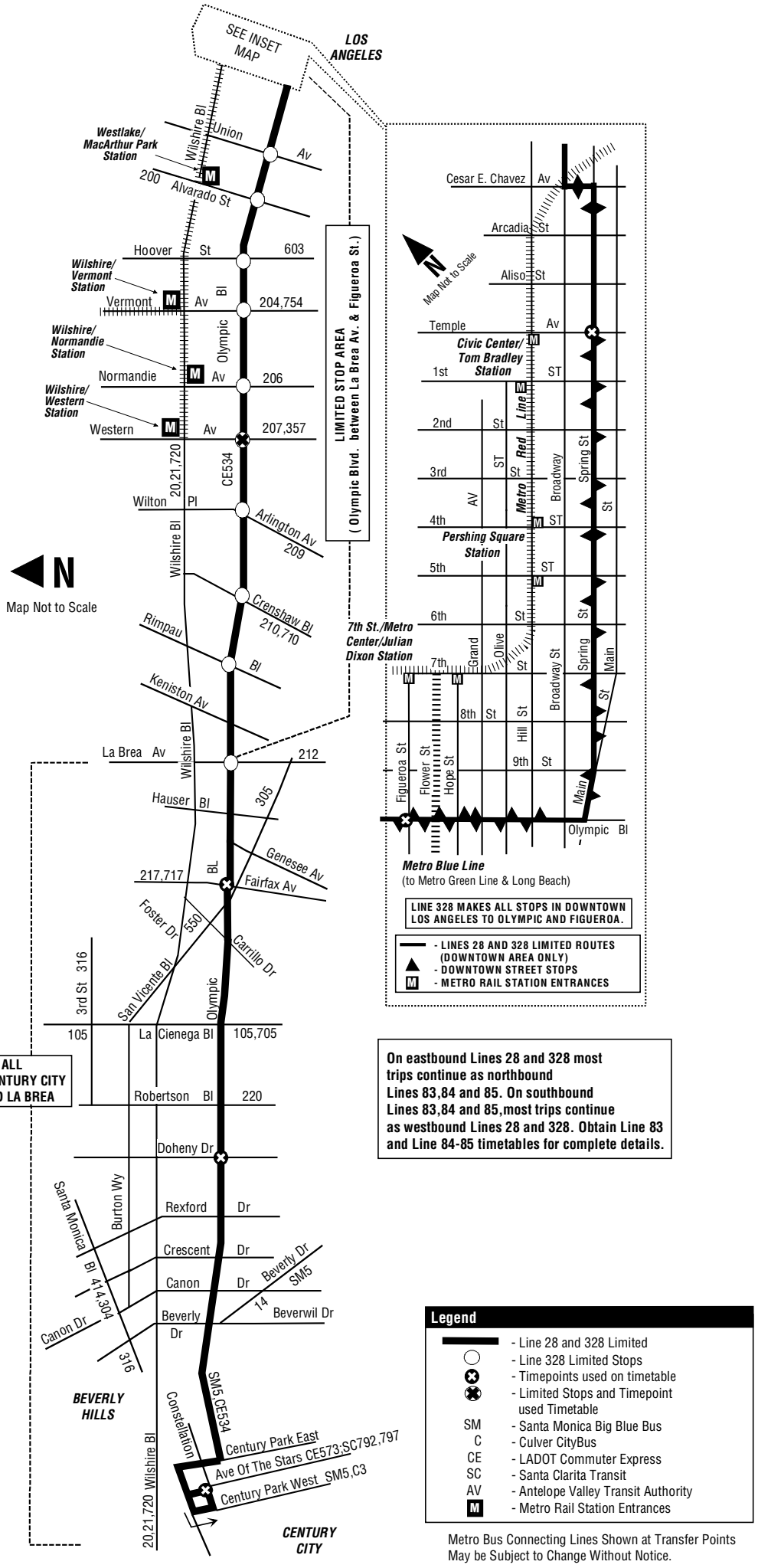
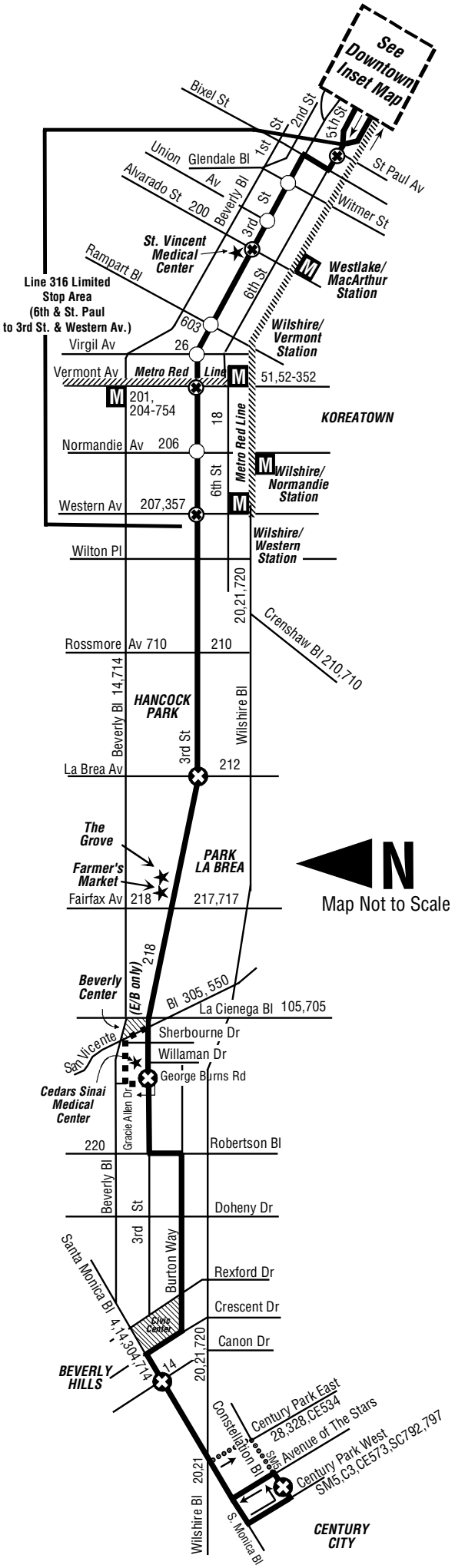
APPENDIX C
TRANSIT ROUTES


UCLA
HILGARD
761
SM1
SM2
SM3
SM8
SM12
305
RODEO
BEVERLY DR
CANON
2
16 316
316
16
20 21 720
WILSHIRE
BURTON
AV786 20 21 720
220
105
705
SAN VICENTE
16 218 316
LDFX
CLUB VIEW
SC797
SC792
CENTURY CITY
BEVERLY HILLS
AV786
20 21
CE534
CE573
AV786
CE573
CE534
304
4
28 328 SM5
OLYMPIC
SM5 SM7
220
217
717
28
316
328
AVE OF THE STARS
CENTURY PK E
WESTWOOD
SM8
SM4
SM4
WESTWOOD
CE431
SM5
SM7
PICO
SM12
SM13
LA CIENEGA
SM5
SM7
OVERLAND
BEVERLY DR
SM13
AIRDROME
FAIRFAX
VETERAN
SEPULVEDA BL
MOTOR
SM13
C3
CE431
RANCHO PARK
CHEVIOT HILLS
220
SM12
105
705
33
SM4
SM5
SM13
SAWTELLE
CADILLAC
WASHINGTON
HAUSER
SM7
C3
SM8
SM12
MANNING
SM13
CE431
ROBERTSON
434
68
10
434
C4
WEST LA TRANSIT CENTER
SM12
NATIONAL
C1
38
105
439
705
SM8
SM12
SM8
C3
CE431
REGENT



Metro Bus Connecting Lines Shown at Transfer Points
May be Subject to Change Without Notice.



Line 316 has limited stops between 6th & St. Paul and 3rd & Western only.
Line 316 services all stops otherwise.

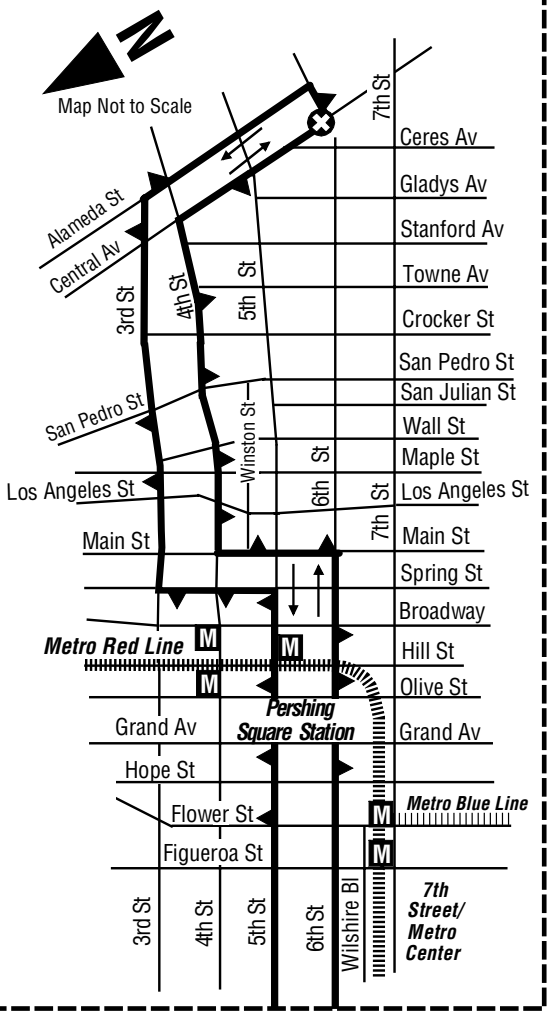
Legend

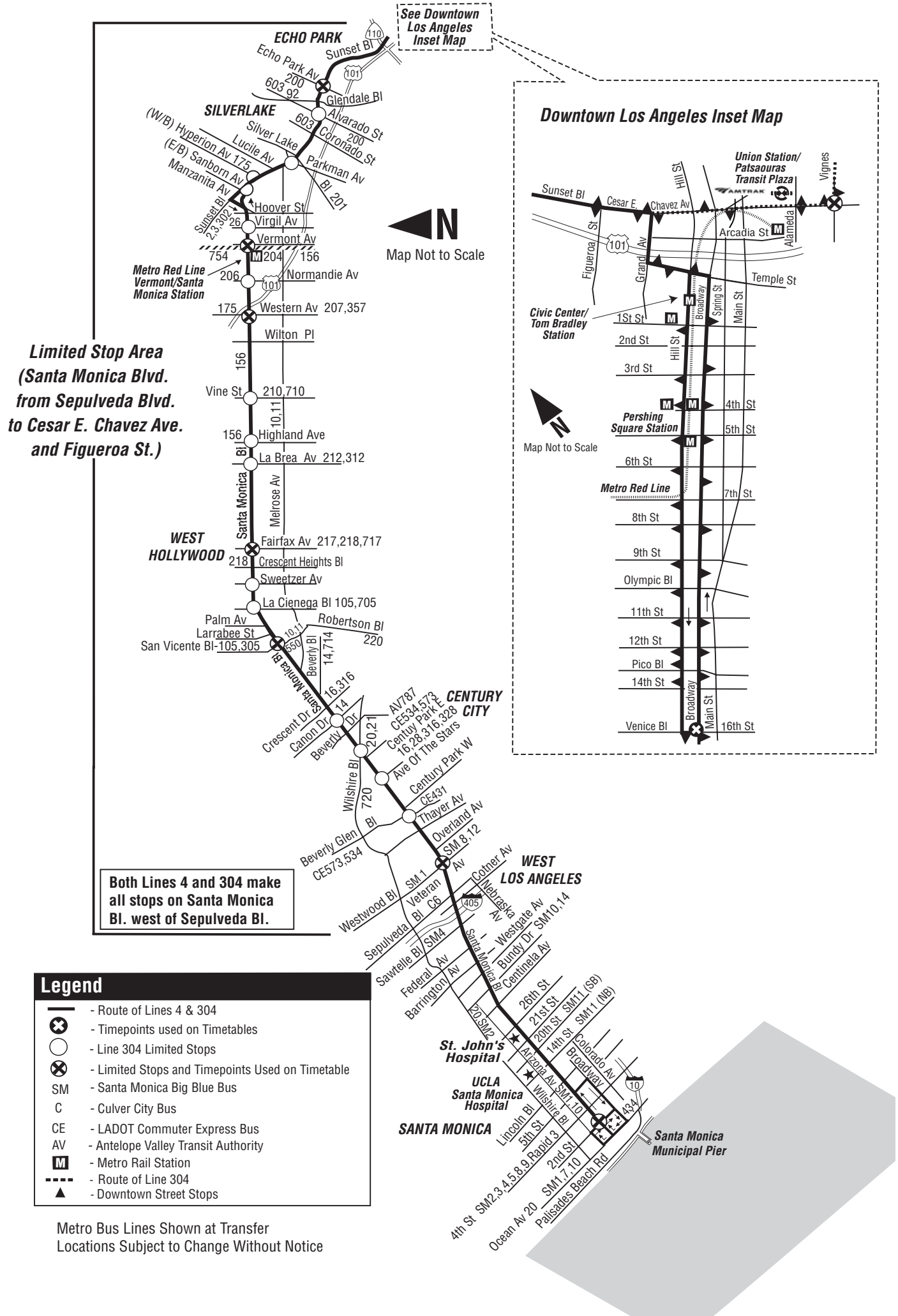
- Route of Line 16-316
- Short Line Turnaround Loop for trips starting at George Burns & 3rd, Eastbound only
- Timepoints used on Timetable
- Limited Stops and Timepoints
- Limited Stops
- M - Metro Red Line Station Entrances
- CE - LADOT Commuter Express
- C - Culver City Bus
- SM - Santa Monica Big Blue Bus
- SC - Santa Clarita Transit
- Late night/early morning loop (10pm - 7am)

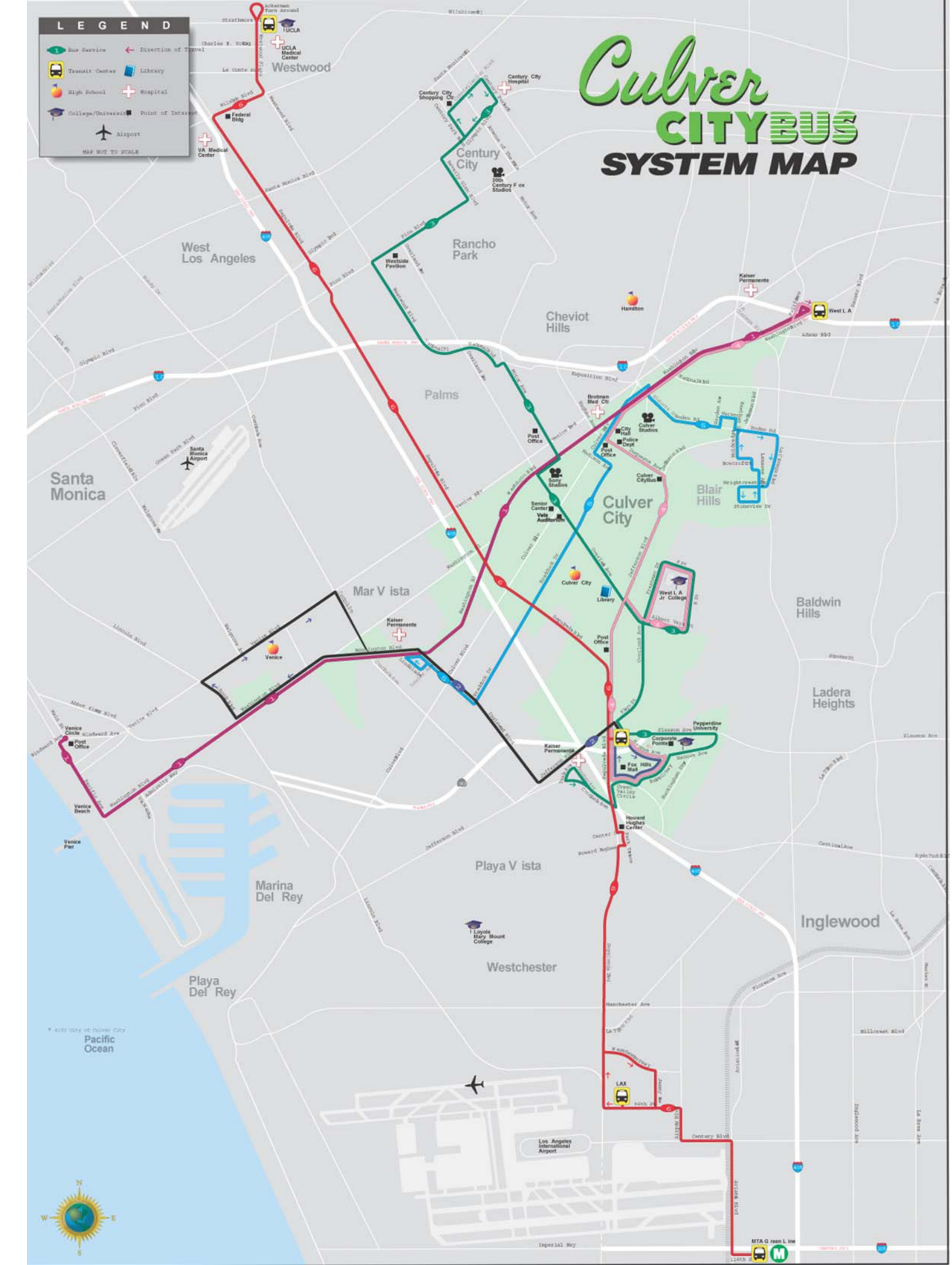
Metro Bus Lines Shown at Transfer Locations
Subject to Change Without Notice

Downtown Los Angeles Inset Map

▲ - Downtown Street Stops
M - Metro Station Entrances

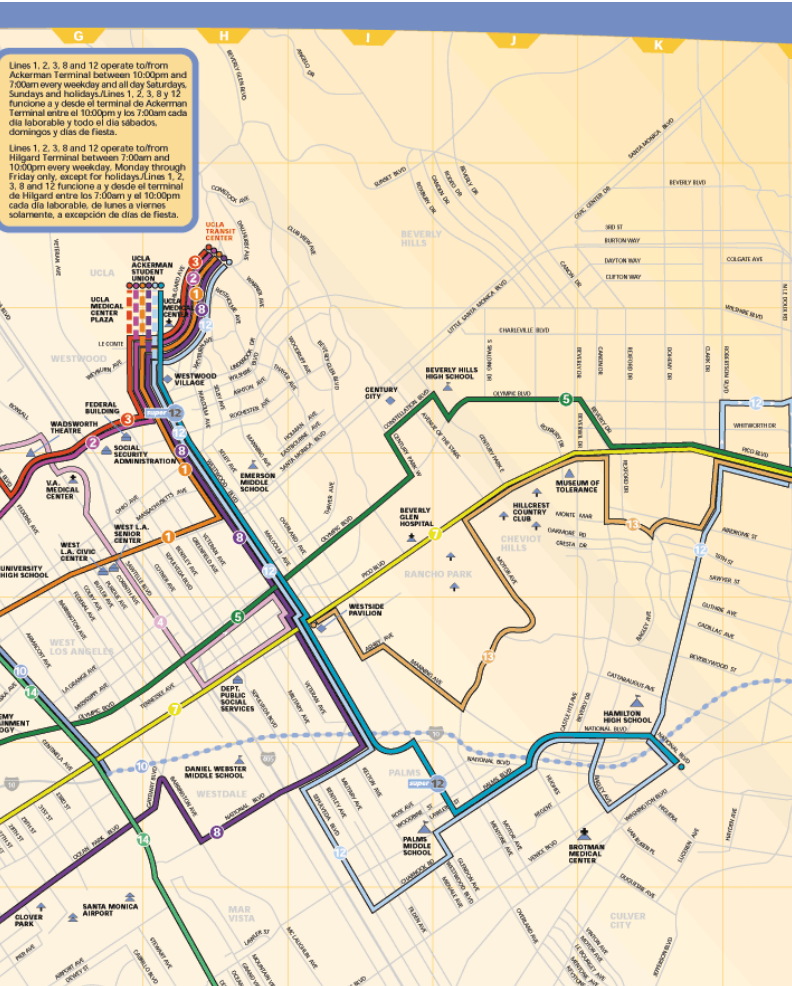



See Downtown Los Angeles Inset Map
ECHO PARK
Sunset Bl
Echo Park Av
200
603
92
Glendale Bl
SILVERLAKE
Alvarado St
603
200
Coronado St
(W/B) Hyperion Av 175
Silver Lake
Lucile Av
(E/B) Sanborn Av
Manzanita Av
Parkman Av
Bl 201
Sunset Bl
2,3,302
Hoover St
26
Virgil Av
Vermont Av
754
204
156
Metro Red Line Vermont/Santa Monica Station
206
Normandie Av
175
Western Av 207,357
Wilton Pl
156
Vine St 210,710
10,11
156
Highland Ave
Bl
La Brea Av 212,312
Santa Monica
Melrose Av
WEST HOLLYWOOD
Fairfax Av 217,218,717
218
Crescent Heights Bl
Sweetzer Av
La Cienega Bl 105,705
Palm Av
Larrabee St
San Vicente Bl-105,305
10,11
550
Beverly Bl
14,714
Robertson Bl
220
Santa Monica Bl
16,316
Crescent Dr
Canon Dr
Beverly Dr
14
20,21
AV787
CE534,573
Century Park E
16,28,316,328
Ave Of The Stars
CENTURY CITY
Century Park W
Wilshire Bl
720
CE431
Thayer Av
Beverly Glen Bl
CE573,534
Overland Av
SM 8,12
Av
Cotner Av
WEST LOS ANGELES
Westwood Bl
SM 1
Veteran
Bl C6
Nebraska Av
405
Sepulveda Bl
SM4
Westgate Av
Bundy Dr SM10,14
Sawtelle Bl
Federal Av
Barrington Av
Santa Monica Bl
Centinela Av
20 SM2
26th St
21st St
20th St SM11 (SB)
14th St SM11 (NB)
St. John's Hospital
Arizona Av
Colorado Av
Broadway
UCLA Santa Monica Hospital
SM1,10
Wilshire Bl
10
434
SANTA MONICA
Lincoln Bl
5th St
2nd St
Santa Monica Municipal Pier
4th St SM2,3,4,5,8,9,Rapid 3
SM1,7,10
Ocean Av 20
Palisades Beach Rd
Limited Stop Area (Santa Monica Blvd. from Sepulveda Blvd. to Cesar E. Chavez Ave. and Figueroa St.)
N
Map Not to Scale
Both Lines 4 and 304 make all stops on Santa Monica Bl. west of Sepulveda Bl.
Downtown Los Angeles Inset Map
Union Station/ Patsaouras Transit Plaza
AMTRAK
Vignes
Hill St
Sunset Bl
Cesar E
Chavez Av
Arcadia St
Alameda
St
Figueroa
101
Grand Av
Temple St
Civic Center/ Tom Bradley Station
Broadway
Spring St
Main St
1St St
2nd St
Hill St
3rd St
4th St
Pershing Square Station
5th St
6th St
Metro Red Line
7th St
8th St
9th St
Olympic Bl
11th St
12th St
Pico Bl
14th St
Broadway
Main St
Venice Bl
16th St
N
Map Not to Scale
Legend
- Route of Lines 4 & 304
- Timepoints used on Timetables
- Line 304 Limited Stops
- Limited Stops and Timepoints Used on Timetable
SM - Santa Monica Big Blue Bus
C - Culver City Bus
CE - LADOT Commuter Express Bus
AV - Antelope Valley Transit Authority
M - Metro Rail Station
- Route of Line 304
- Downtown Street Stops
Metro Bus Lines Shown at Transfer Locations Subject to Change Without Notice


LEGEND
Bus Service
Direction of Travel
Transit Center
Library
High School
Hospital
College/University
Point of Interest
Airport
MAP NOT TO SCALE
Culver CITYBUS
SYSTEM MAP
Westwood
West Los Angeles
Century City
Rancho Park
Cheviot Hills
Palms
Santa Monica
Culver City
Blair Hills
Mar V ista
Baldwin Hills
Ladera Heights
Marina Del Rey
Playa V ista
Playa Del Rey
Westchester
Inglewood
Pacific Ocean
UCLA
UCLA Medical Center
Federal Bldg
VA Medical Center
Century City Hospital
Century City Shopping Ctr
20th Century Fox Studios
Westside Pavilion
Kaiser Permanente
West L A
Hamilton
Brotman Med Ctr
Post Office
City Hall
Police Dept
Culver Studios
Culver CityBus
Sony Studios
Senior Center
Vets Auditorium
Culver City
Library
West L A Jr College
Santa Monica Airport
Venice
Venice Circle
Venice Beach
Venice Pier
Pepperdine University
Corporate Pointe
Fox Hills Mall
Howard Hughes Center
Loyola Mary Mount College
LAX
Los Angeles International Airport
MTA Green Line

Lines 1, 2, 3, 8 and 12 operate to/from Ackerman Terminal between 10:00pm and 7:00am every weekday and all day Saturdays, Sundays and holidays./Líneas 1, 2, 3, 8 y 12 funcione a y desde el terminal de Ackerman Terminal entre el 10:00pm y los 7:00am cada día laborable y todo el día sábados, domingos y días de fiesta.

Lines 1, 2, 3, 8 and 12 operate to/from Hilgard Terminal between 7:00am and 10:00pm every weekday, Monday through Friday only, except for holidays./Líneas 1, 2, 3, 8 and 12 funcione a y desde el terminal de Hilgard entre los 7:00am y el 10:00pm cada día laborable, de lunes a viernes solamente, a excepción de días de fiesta.



5 Olympic Blvd

Santa Monica-Century City
Rimpau Transit Center

Effective April, 2004/
Efectivo Abril, 2004


7
Pico Blvd
Santa Monica-SMC-Westside Pavilion-Rimpau Transit Center
super 7
Effective April, 2004/
Efectivo Abril, 2004
Rimpau
Rimpau Transit Center
5, 12, 13
La Brea
Hauser
Pico
Fairfax
La Cienega
Robertson
12-13
Beverly
5
13
Avenue of the Stars
Motor
13
Century City
Beverly Glen
Overland
Westwood
Sepulveda
Sawtelle
4-8-12-13
15
Bundy
14
10-14
Cloverfield
20th
11
18th
14th
Lincoln
3
11
1-10
Santa Monica
6th
4th
2-3-8-9
4th
2-3
Main
1-8
Ocean Av.
Pico
Broadway
Santa Monica
Santa Monica Place &
Third Street Promenade
Westside Pavilion
Connection:
1—14 Big Blue Bus
Culver City
MTA
Limited stops
"Super 7" is an express service with limited stops. See below for "Super 7" bus stops.
Pico Rimpau Transit Center
Pico & La Brea
Pico & Fairfax
Pico & La Cienega
Pico & Robertson
Pico & Beverly Drive
Pico & Westwood (Westside Pavilion)
Pico & Sepulveda
Pico & Sawtelle
Pico & Bundy
Pico & 20th
Pico & 18th (Santa Monica College)
Pico & Lincoln
Pico & Main
Santa Monica Pier
Downtown Santa Monica (all Line 7 stops)

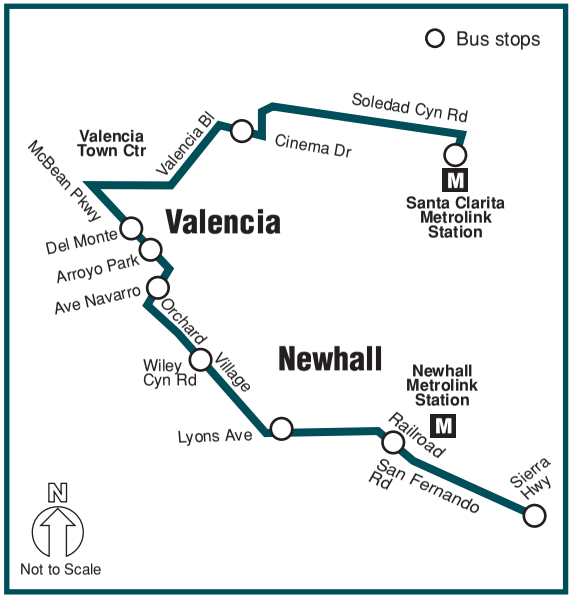
13 Cheviot Hills

Westside Pavilion-Rancho Park
Beverlywood-Rimpau Transit Center

Effective April, 2004/
Efectivo Abril, 2004


Route 786 to Century CIty
and West Los Angeles
Santa Monica Blvd.
A
Melrose
Sunset Blvd.
Sunset Blvd.
Beverly Glen
Beverly
Hills
Rodeo Dr.
Santa Monica Blvd.
La Cienega
Fairfax
La Brea
Westwood
Wilshire Blvd.
C
786
B
Wilshire Blvd.
786
Veterans
Administration
UCLA
D
Constellation Blvd.
Rodeo Dr.
E
Westwood Blvd.
Century Park
Avenue of the Stars
Wilshire Blvd.
Federal
Bldg.
San Diego Fwy.
Santa Monica Blvd.
Century
City
N
W
E
S
(map not to scale)

797 Weekdays to Century City



A.M. Passenger Pick Up

Santa Clarita Metrolink	Cinema Drive	McBean Pkwy & Del Monte	Lyons & Orchard Village	Newhall Metrolink	San Fernando & Sierra Hwy
5:27	5:32	5:38	5:44	5:48	5:53
6:10	6:15	6:21	6:27	6:31	6:36
6:40	6:45	6:51	6:57	7:01	7:06
7:10	7:15	7:21	7:28	7:32	7:42

Passenger Drop Off

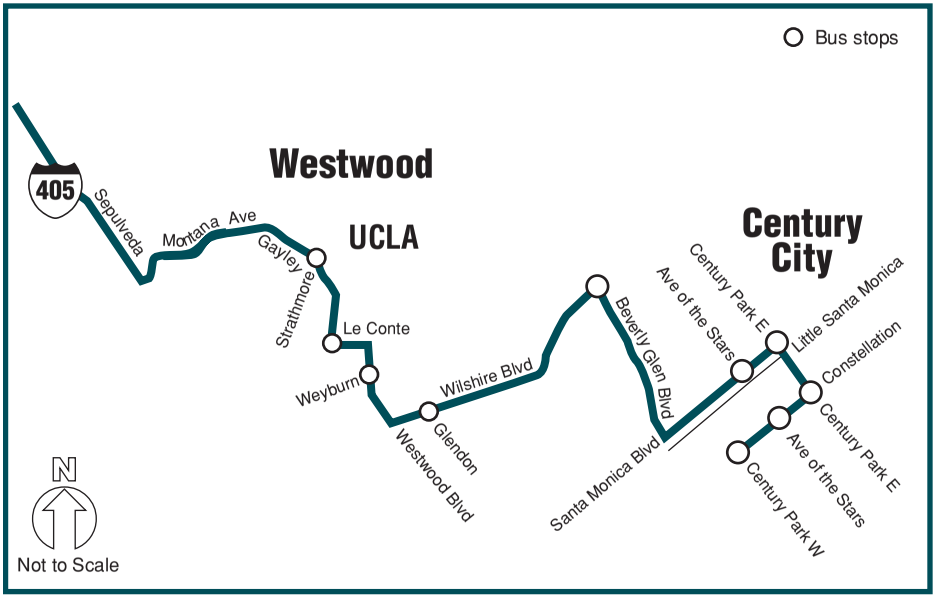
Gayley & Strathmore	Wilshire & Glendon	Century Park West & Constellation
6:45	6:51	7:01
7:41	7:47	7:52
8:11	8:17	8:22
8:41	8:47	8:57

P.M. Passenger Pick Up

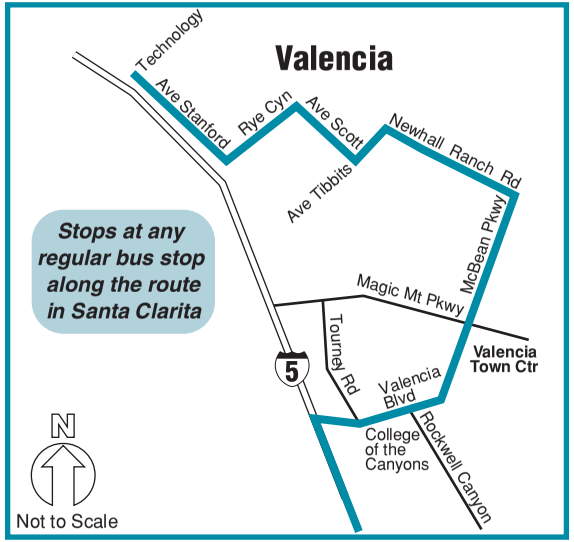
Century Park West & Constellation	Wilshire & Glendon	Gayley & Strathmore
4:10	4:26	4:33
4:40	4:56	5:03
5:10	5:30	5:37
5:40	6:00	6:07
6:35	6:45	6:51

P.M. Passenger Drop Off

San Fernando & Sierra Hwy	Newhall Metrolink	Lyons & Orchard Village	McBean Pkwy & Del Monte	Cinema Drive	Santa Clarita Metrolink
5:23	5:28	5:31	5:37	5:42	5:47
5:53	5:58	6:01	6:07	6:12	6:17
6:27	6:32	6:35	6:41	6:46	6:51
6:57	7:02	7:05	7:11	7:16	7:21
7:31	7:36	7:39	7:45	7:50	7:55


Bus stops
405
Sepulveda
Montana Ave
Gayley
Strathmore
Le Conte
Weyburn
Wilshire Blvd
Glendon
Westwood Blvd
Westwood
UCLA
Beverly Glen Blvd
Santa Monica Blvd
Century Park E
Ave of the Stars
Century Park W
Little Santa Monica
Constellation
Century Park E
Ave of the Stars
Century City
N
Not to Scale

792 Weekdays from Century City



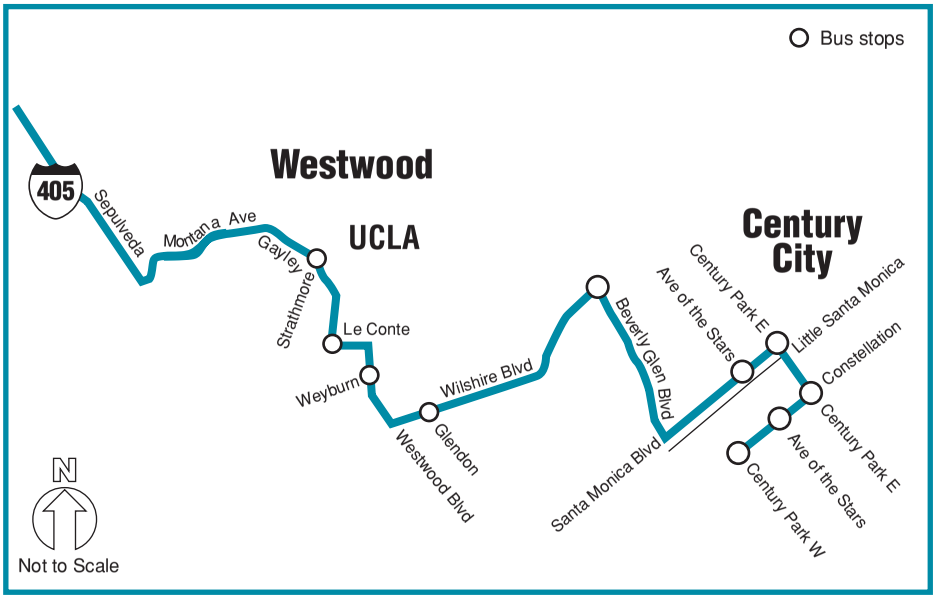
A.M. Passenger Pick Up		
Century Park West & Constell-ation	Wilshire & Glendon	Gayley & Strathmore
7:01	7:13	7:19
7:58	8:10	8:16
8:28	8:40	8:46
8:58	9:10	9:16

A.M. Passenger Drop Off			
Valencia & Rockwell	McBean & Magic Mtn Pkwy	Ave Stanford & Rye Cyn	Ave Stanford & Technology
7:49	7:54	8:04	8:07
8:46	8:51	9:01	9:04
9:16	9:21	9:31	9:34
9:41	9:46	9:56	9:59

P.M. Passenger Pick Up			
Ave Stanford & Technology	Ave Stanford & Rye Cyn	McBean & Magic Mtn Pkwy	Valencia & Rockwell
		2:52	2:57
2:59	3:02	3:12	3:17
3:29	3:32	3:42	3:47
3:59	4:02	4:12	4:17
		5:22	5:27

P.M. Passenger Drop Off		
Gayley & Strathmore	Wilshire & Glendon	Century Park West & Constell-ation
3:47	3:52	4:05
4:07	4:12	4:25
4:37	4:42	4:55
5:07	5:12	5:25
6:07	6:12	6:25

Purchase your EZ Transit Pass online at santaclaritatransit.com


Bus stops
405
Sepulveda
Montana Ave
Gayley
Strathmore
Westwood
UCLA
Le Conte
Weyburn
Wilshire Blvd
Glendon
Westwood Blvd
Beverly Glen Blvd
Santa Monica Blvd
Century Park E
Ave of the Stars
Century City
Little Santa Monica
Constellation
Century Park E
Ave of the Stars
Century Park W
N
Not to Scale

APPENDIX D

CENTURY CITY NORTH AND WEST LA SPECIFIC PLAN TRIP RATES, INTERNAL TRIP ADJUSTMENTS, LOCAL HIGH-RISE TRIP GENERATION SURVEY

Section 1. **ESTABLISHMENT OF SPECIFIC PLAN**

A. The City Council hereby establishes this Century City North Specific Plan applicable to that area of the City of Los Angeles shown on the Map (Figure 1) within the heavy lines thereon.

B. This Specific Plan is intended to provide regulatory controls and incentives for the systematic execution of that portion of the Plan which includes said area and to provide for public needs, convenience and general welfare as the development of such area necessitates. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and do not convey any rights not otherwise granted under the provisions and procedures contained in said Chapter, except as specifically provided for therein.

Section 2. **DEFINITIONS**

The following terms used in this Ordinance, with the first letter of each word thereof capitalized, as defined below. Whenever any term is used in this Ordinance, it shall have the meaning specified in Section 12.03 of the Los Angeles Code, except as specifically defined herein.

Block: An area of land, whether under one or several ownerships, shown on the Map (Figure 1) and bounded either by streets or by streets and the boundary of the Specific Plan Area.

Cumulative Automobile Trip Generation Potential (CATGP): The cumulative total daily Trips generated by all Projects on commercially zoned lots within the Specific Plan Area for which building permits are issued subsequent to November 15, 1981, which total shall be calculated utilizing the factors contained in the following table:

OFFICE COMMERCIAL

Medical	75 Trips/1,000 sq. ft. of Floor Area
Drive-Through Bank Facility	192 Trips/1,000 sq. ft. of Floor Area
Other Office Commercial	14 Trips/1,000 sq. ft. of Floor Area

(The Trip generation factor for other Office Commercial includes the Trip generation potential of office uses, and incidental Retail Commercial uses in the same building not to exceed 3 percent of the Floor Area of such building.)

RETAIL COMMERCIAL

Retail Commercial and incidental office	28 Trips/1,000 sq. ft. of Floor Area

space uses on the lot referred to in Section 7	
Sit-Down Restaurant in Hotel	18 Trips/1,000 sq. ft. of Floor Area
Other Sit-Down Restaurant	45 Trips/1,000 sq. ft. of Floor Area
Fast Food Restaurant	553 Trips/1,000 sq. ft. of Floor Area

(A fast-food restaurant is a restaurant located immediately adjacent to and on the same level as an automobile parking area and where patrons are not served food or beverages at tables by employees of the establishment.)

Other Retail Commercial	35 Trips/1,000 sq. ft. of Floor Area
HOTEL	10 Trips/Guest Room

(The Trip generation factor for Hotels includes the Trip generation potential of Guest Rooms, ancillary hotel facilities (such as laundry, storage, accounting, lobby, front desk, cashier, administrative, corridor, mechanical, kitchen, rest room and similar areas), and 75 square feet of restaurants, meeting rooms and retail commercial facilities per Guest Room, not exceed a total of 26,250 square feet in any one Hotel. In the event of any change in use or demolition of a Hotel or any portion thereof, Trips shall only arise from such demolition or change in use based on the number of Guest Rooms demolished or changed in use and/or any demolition or change in use of any Floor Area used for restaurants, meeting rooms or commercial facilities in excess of the less of 75 square feet per Guest Room or 26,250 square feet. If a Hotel contains more than 75 square feet of Floor Area per Guest Room of restaurants, meeting rooms, and Retail Commercial facilities, the non-Trip generating 75 square feet per Guest Room shall first be applied to Floor Area utilized for meeting rooms. To the extent Floor Area utilized for restaurants and other Retail Commercial facilities exceeds 75 square feet per Guest Room, Trips generated by such additional Floor Area utilized for restaurants, or other Retail Commercial facilities shall be calculated at the appropriate Retail Commercial category. In no event may more than a total of 26,250 square feet of Floor Area, 75 square feet of Floor Area per Guest Room, be utilized for meeting rooms in any one Hotel.)

RESIDENTIAL	7.55 Trips/Dwelling Unit

(Notwithstanding any provision of this Ordinance to the contrary, when calculating the CATGP for Projects within the Specific Plan Area, the Floor Area contained within (1) a United States Post Office, public library or other public use approved by the City Planning Commission;

West Los Angeles TIMP Specific Plan

APPENDIX A

TRIP GENERATION TABLE

LAND USE [1]	TRIP RATE (trip per ksf or unit)
SHOPPING CENTERS (Square Feet of GLA) [3]:	
30,000 or less	10.16
40,000	9.15
50,000	8.44
75,000	7.24
100,000	6.56
150,000	5.67
225,000	4.89
300,000	4.4
400,000	3.97
500,000	3.66
600,000	3.43
800,000	3.15
1,000,000	2.97
1,250,000	2.79
1,600,000 or more	2.61
RETAIL USES:	
Convenience Market (open 15-16 hours)	34.57
Convenience Market (open 24 hours)	53.73
Building Materials/Lumber [4]	3.27
Discount Store, Club	4.35
Furniture Store	0.39
Home Improvement/Hardware/Paint Store [4]	6.1
Nursery (Garden Center)	3.73
Supermarket	10.34
Specialty Retail [5]	5
Other Retail [6]	9.6
RESTAURANTS:	
Low-Turnover (Quality Restaurant)	7.39
High-Turnover	12.92
Fast Food	40.09
BANKING USES:	
Walk-In Bank	17.35
Drive-In Bank	43.63
Walk-In Savings and Loan	5.33
Drive-In Savings and Loan	6.83
RESIDENTIAL:	
Apartments	0.49 / dwelling unit
Condominiums	0.55 / dwelling unit
Single Family House	1.01 / dwelling unit
Elderly Housing - Detached	0.95 / dwelling unit
Elderly Housing - Attached [7]	0.08 / dwelling unit
INDUSTRIAL:	
Industrial Park/Industry	0.98
Industrial (continued):	
Manufacturing	0.75
Self-Storage	0.26
Science Research & Development	1.07
Warehousing	0.74
OFFICES (Square Feet of GFA) [2]:	
20,000 or less	2.84
30,000	2.55
40,000	2.37
70,000	ERR
100,000	ERR
200,000	ERR
400,000	ERR
600,000	ERR
800,000 or more	1.08
Government Office	3.6
Medical Office	4.08
AUTOMOBILE USES:	
Auto Care Center [8]	2.87 / 1000 sq. ft. GLA
Tire Store	5.13 / 1000 sq. ft. GFA
Gas Station	
without mini-market	15.18 per fueling position
with mini-market	17.45 per fueling position
with mini-market & car wash	16.18 per fueling position
Regular Car Wash (full-service)	81 per site
Self-Service Car Wash	8.00 per wash stall
New Car Sales	2.62 / 1000 sq. ft GFA
Used Car Sales/Car Rentals	1.00 / 1000 sq. ft. lot size
HOSPITALS:	
General	1.22 per bed
Nursing Home	0.17 per bed
OTHER:	
Live Theater	0.02 per seat
Movie Theater	0.15 per seat
Child Care Facility	13.62 / 1000 sq. ft. GFA
Health Club [9]	4.3 / 1000 sq. ft. GFA
Tennis/Racquet Club	3.86 per court
Recreational Community Center [10]	1.38 / 1000 sq. ft. GFA
Hotel/Motel	0.76 per room
Schools (a.m. rates)	
Elementary School	0.30 / student
High School	0.41 / student
Private School	0.93 / student
University/College/Trade School	0.19 / student

APPENDIX A
NOTES:

All rates are in p.m. peak trips per hour per 1000 square feet (ksf) unless otherwise noted.

This Trip Generation Table is comprised of the most recent nationally accepted trip generation rates as established by the Institute of Transportation Engineers (ITE) and San Diego Association of Governments.

Trips for Land Uses not listed in the Trip Generation Table shall be calculated by the Department of Transportation based on reasonable methods and additional sources of empirical data as approved by the Department of Transportation.

For Shopping Center or Office sizes not shown, p.m. peak trips per hour may be calculated by interpolating between the sizes and corresponding trip-rate amounts that are shown.

[1] For a Project having more than one use, trips shall be calculated on a case-by-case basis, subject to Department of Transportation approval.

[2] Gross Floor Area (GFA) is the total square footage confined by the outside surface of the exterior walls of a building, and any exterior used for commercial purposes, except that square footage devoted to vehicle parking and necessary interior driveways and ramps.

[3] Gross Leasable Area (GLA) is the area for which tenants pay rent. For purposes of trip generation calculation, the floor area of any parking garages within the building shall not be included within the GLA of the entire building.

[4] GFA for Building Materials/Lumber and Home Improvement/Hardware/Paint Store shall include building areas and any outdoor storage areas which are accessible to the customer on a "self-serve" basis.

[5] '"Specialty Retail" are low trip generators such as jewelry shops, art supply stores, quality apparel stores, etc.

[6] '"Other Retail" are high trip generators such as yogurt and specialty coffee shops, video rentals, dry cleaning, etc.

[7] Elderly Housing (attached), restricted to senior citizens, contain residential units similar to apartments and condominiums. They may also contain special services such as medical facilities, dining facilities, and some limited support retail facilities.

[8] An automobile care center houses numerous tenants providing automobile related services, including a mix of repair and service facilities, auto detailing, car stereo installation, seat cover upholstering, etc.

[9] Health Clubs are privately owned facilities which may include dance studios, swimming pools, whirlpools, saunas, tennis, racquetball and handball courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar.

[10] Recreational Community Centers are public facilities similar to and including YMCA's, often including classes for adults and children, meeting rooms, swimming pools, saunas, tennis, racquetball and handball courts, exercise classes and locker rooms.

Revised December 30, 1996

(2) additions or alterations to existing buildings or other Projects, where the cumulative Trips of all such additions, alterations or other Projects on a single lot do not exceed 35; and (3) Floor Area constructed utilizing Transferred Trips shall not be included.)

Floor Area: The total square footage of the floor area of a building as described in Section 12.21.1 A 5 and 12.21.1 B 4 of the Los Angeles Municipal Code, except for floor area of a balcony, porch or walkway having either no exterior walls or exterior walls which are at least 50% open and unobstructed and which have been covenanted to remain so unenclosed and unobstructed by the recordation of a covenant in a form designed to run with the land.

Floor Area Ratio: The Floor Area of a building as compared to the buildable area of the lot as such Floor Area would be computed if a one-story building were to be constructed thereon.

Guest Room: One or more habitable rooms in a Hotel, designed as a unit, with entrances and exits common to all such rooms in the unit.

Improvement/Dedication Percentage: The percentage which the estimated 1981 cost of a street or sidewalk dedication or traffic improvement referred to in Section 3B1(b) of this Ordinance bears to the total estimated 1981 cost of all the listed dedications and improvements.

Map: The map contained in this Ordinance (Figure 1).

Office Commercial: Includes all commercial activities not included in Retail Commercial.

Pedestrian Corridor: A public pedestrian way, consisting of Pedestrian Walkways and Pedestrian Crossings, as shown on the Map.

Pedestrian Crossing: A grade-separated public pedestrian way over or under a public street.

Pedestrian Walkway: A public pedestrian way within a Block.

Plan: The West Los Angeles Community Plan, a part of the General Plan of the City of Los Angeles.

Private Access to Corridor: One or more pedestrian access points to the Pedestrian Corridor from adjacent lots.

Project: Any building, structure or addition to any building or structure to be constructed on a lot within the Specific Plan Area, excluding any construction or renovation activity which does not add to CATGP. Project also means a change of use which increases CATGP.

Project Permit: A permit issued pursuant to Section 3C of this Ordinance.

Project Site: That area upon which improvements related to a Project are made.

Option B Private Club Useage and Trip Calculations

Estimated Membership Utilization	**Memberships**	**Percent**
Condo Memberships (2 per unit)	294	16%
Estimated Local Memberships	1,500	84%
Total Memberships/Guests	**1,794**	**100.00%**

Description	**Averagae Daily Trip Calculation**
Estimated Local Memberships	1,500
Average Uses Per Week	3
Total Uses Per Week	4,500
Average Uses Per Day	643
Club membership trips per day	1,286
Employee trips per day (est.)	120
Total daily trips	1,406

	Begin		End	Member Utilization	Employee Trips	Trips 2-hour period	Directional 1-hour
Hours	6:00 AM	-	8:00 AM	15.0%	+ 15 emply.	**208**	**104**
	8:00 AM	-	10:00 AM	10.0%	+ 15 emply.	144	72
	10:00 AM	-	12:00 PM	5.0%		64	32
	12:00 PM	-	2:00 PM	15.0%		193	96
	2:00 PM	-	4:00 PM	5.0%	+ 30 emply.	94	47
	4:00 PM	-	6:00 PM	15.0%	+ 30 emply.	**223**	**111**
	6:00 PM	-	8:00 PM	25.0%		321	161
	8:00 PM	-	10:00 PM	10.0%	+ 30 emply.	159	79
						1,406	

Overland Traffic Consultants recently completed peak hour traffic generation surveys for two existing high rise condominiums located on Wilshire Boulevard in the City of Los Angeles. The purpose of the traffic survey was to collect traffic volume data from local high rise condominium developments and compare the results with traffic generation estimates contained in the Institute of Transportation Engineers (ITE) Trip Generation handbook. This comparison provides additional information relative to the traffic rates which are used to develop traffic estimates for high-rise condominium projects located in the Century City area of Los Angeles.

Two high rise condominiums were surveyed during the morning (7 – 9 am) and afternoon peak hours (4 – 6 pm). The sites surveyed included The Blair House (128 units) located at 10490 Wilshire Boulevard and the Wilshire Regent (208 units) located 10490 Wilshire Boulevard. The surveys were conducted on Wednesday May 3rd and Thursday May 4th, 2005 (survey data attached).

The results of the Wilshire Boulevard surveys have been tabulated and the weighted average peak hour traffic rates per unit have been calculated. The Wilshire Boulevard survey results are summarized below and compared to the traffic rates published by the Institute of Transportation Engineers (ITE) for high-rise condominiums.

As shown in the table below, the Wilshire Boulevard trip generation data is significantly lower than the ITE trip generation for high-rise condominiums. Based on this data comparison, it is very likely that traffic volume estimates for high rise condominium projects in Century City will be conservative using the ITE trip rates.

Condominium Trip Generation Comparison

Source	AM Peak Hour	PM Peak Hour
ITE High Rise Condominium	0.34	0.38
Wilshire Bd. High Rise Condominium	0.20	0.30

TRIP GENERATION SURVEY - RESULTS

CLIENT: THE RELATED COMPANIES
SITE: WILSHIRE REGENT, 10501 WILSHIRE BOULEVARD
DATE: THURSDAY, MAY 4, 2005 WEDNESDAY, MAY 3, 2005
PERIOD: 7:00 AM TO 9:00 AM 4:00 PM TO 6:00 PM
UNITS: 208
PEAK HOUR TRIP RATE **0.17 AM TRIPS PER UNIT** **0.16 PM TRIPS PER UNIT**

TIME:	INBOUND	OUTBOUND	TOTAL
7:00 - 7:15	4	9	13
7:15 - 7:30	2	10	12
7:30 - 7:45	0	3	3
7:45 - 8:00	2	6	8
8:00 - 8:15	1	3	4
8:15 - 8:30	3	4	7
8:30 - 8:45	2	3	5
8:45 - 9:00	3	8	11

TIME:	INBOUND	OUTBOUND	TOTAL
4:00 - 4:15	7	6	13
4:15 - 4:30	7	3	10
4:30 - 4:45	2	2	4
4:45 - 5:00	3	1	4
5:00 - 5:15	6	2	8
5:15 - 5:30	3	5	8
5:30 - 5:45	6	4	10
5:45 - 6:00	7	0	7

1 HOUR TOTALS	INBOUND	OUTBOUND	TOTAL
7:00 - 8:00	8	28	36
7:15 - 8:15	5	22	27
7:30 - 8:30	6	16	22
7:45 - 8:45	8	16	24
8:00 - 9:00	9	18	27

1 HOUR TOTALS	INBOUND	OUTBOUND	TOTAL
4:00 - 5:00	19	12	31
4:15 - 5:15	18	8	26
4:30 - 5:30	14	10	24
4:45 - 5:45	18	12	30
5:00 - 6:00	22	11	33

OVERLAND TRAFFIC CONSULTANTS, INC.
25876 THE OLD ROAD, #307
SANTA CLARITA, CA 91381
(661) 799 - 8423

TRIP GENERATION SURVEY - RESULTS

CLIENT: THE RELATED COMPANIES
SITE: THE BLAIR HOUSE, 10490 WILSHIRE BOULEVARD
DATE: THURSDAY, MAY 4, 2005 WEDNESDAY, MAY 3, 2005
PERIOD: 7:00 AM TO 9:00 AM 4:00 PM TO 6:00 PM
UNITS: 128
PEAK HOUR TRIP RATE: **0.24 AM TRIPS PER UNIT** **0.53 PM TRIPS PER UNIT**

TIME:	INBOUND	OUTBOUND	TOTAL
7:00 - 7:15	2	4	6
7:15 - 7:30	2	1	3
7:30 - 7:45	2	3	5
7:45 - 8:00	4	8	12
8:00 - 8:15	0	4	4
8:15 - 8:30	4	5	9
8:30 - 8:45	1	2	3
8:45 - 9:00	5	10	15

TIME:	INBOUND	OUTBOUND	TOTAL
4:00 - 4:15	10	7	17
4:15 - 4:30	5	5	10
4:30 - 4:45	10	10	20
4:45 - 5:00	13	8	21
5:00 - 5:15	4	6	10
5:15 - 5:30	4	5	9
5:30 - 5:45	2	3	5
5:45 - 6:00	4	5	9

1 HOUR TOTALS	INBOUND	OUTBOUND	TOTAL
7:00 - 8:00	10	16	26
7:15 - 8:15	8	16	24
7:30 - 8:30	10	20	30
7:45 - 8:45	9	19	28
8:00 - 9:00	10	21	31

1 HOUR TOTALS	INBOUND	OUTBOUND	TOTAL
4:00 - 5:00	38	30	68
4:15 - 5:15	32	29	61
4:30 - 5:30	31	29	60
4:45 - 5:45	23	22	45
5:00 - 6:00	14	19	33

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High-Rise Residential Condominium/Townhouse
(232)

Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

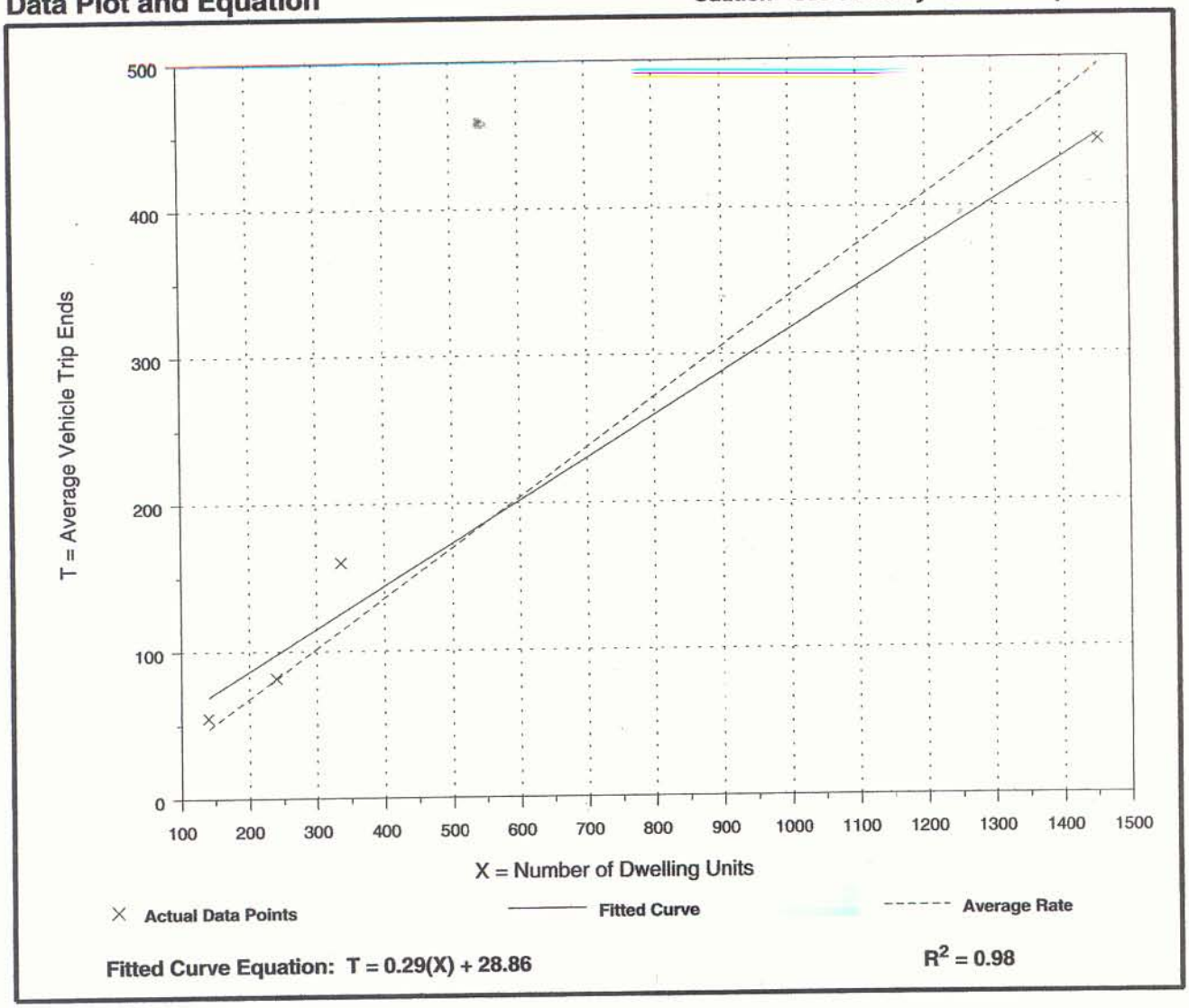
Number of Studies: 4
Avg. Number of Dwelling Units: 543
Directional Distribution: 19% entering, 81% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.34	0.31 - 0.48	0.59

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 0.29(X) + 28.86

R^2 = 0.98

High-Rise Residential Condominium/Townhouse
(232)

Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

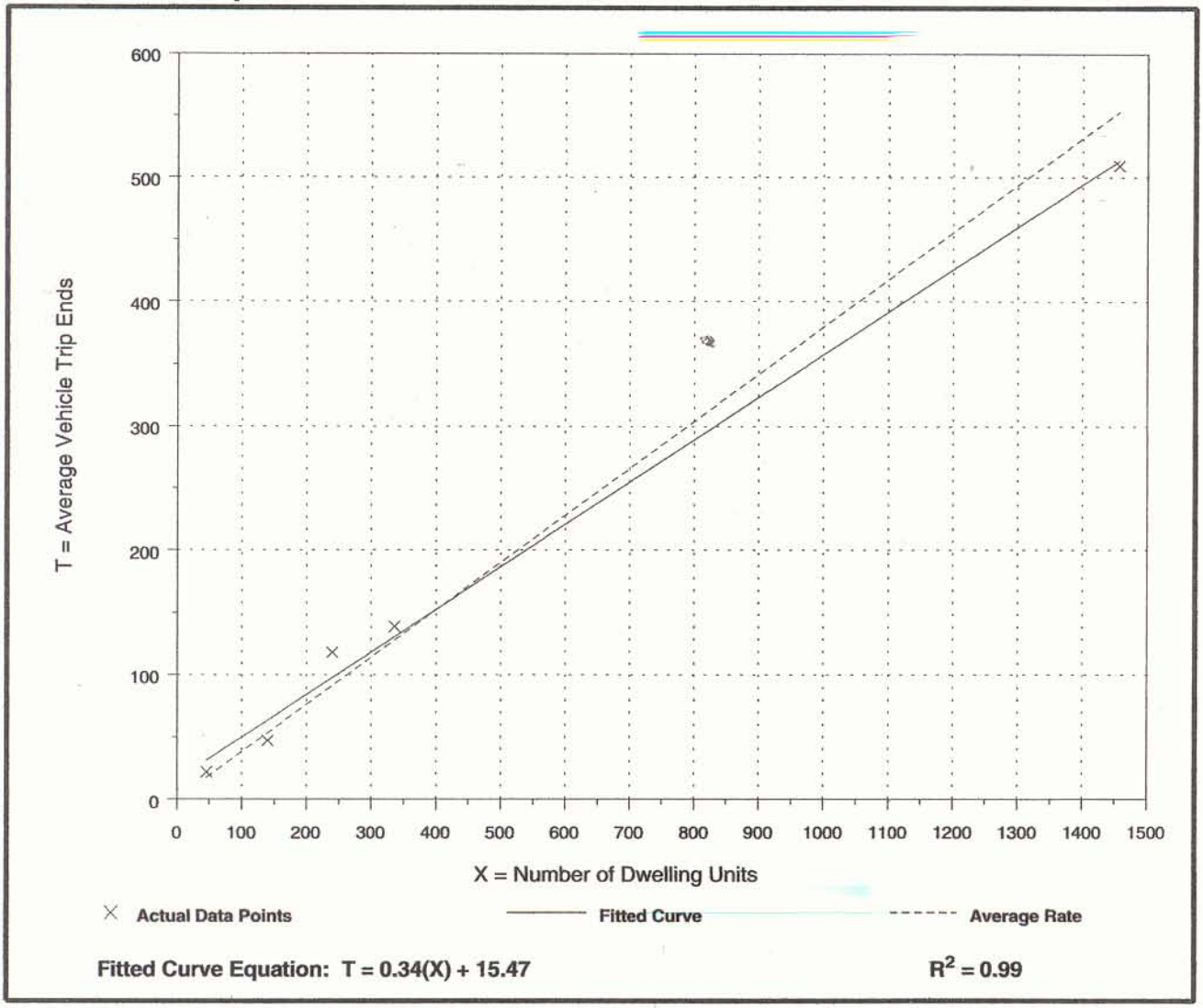
Number of Studies: 5
Avg. Number of Dwelling Units: 444
Directional Distribution: 62% entering, 38% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.34 - 0.49	0.62

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



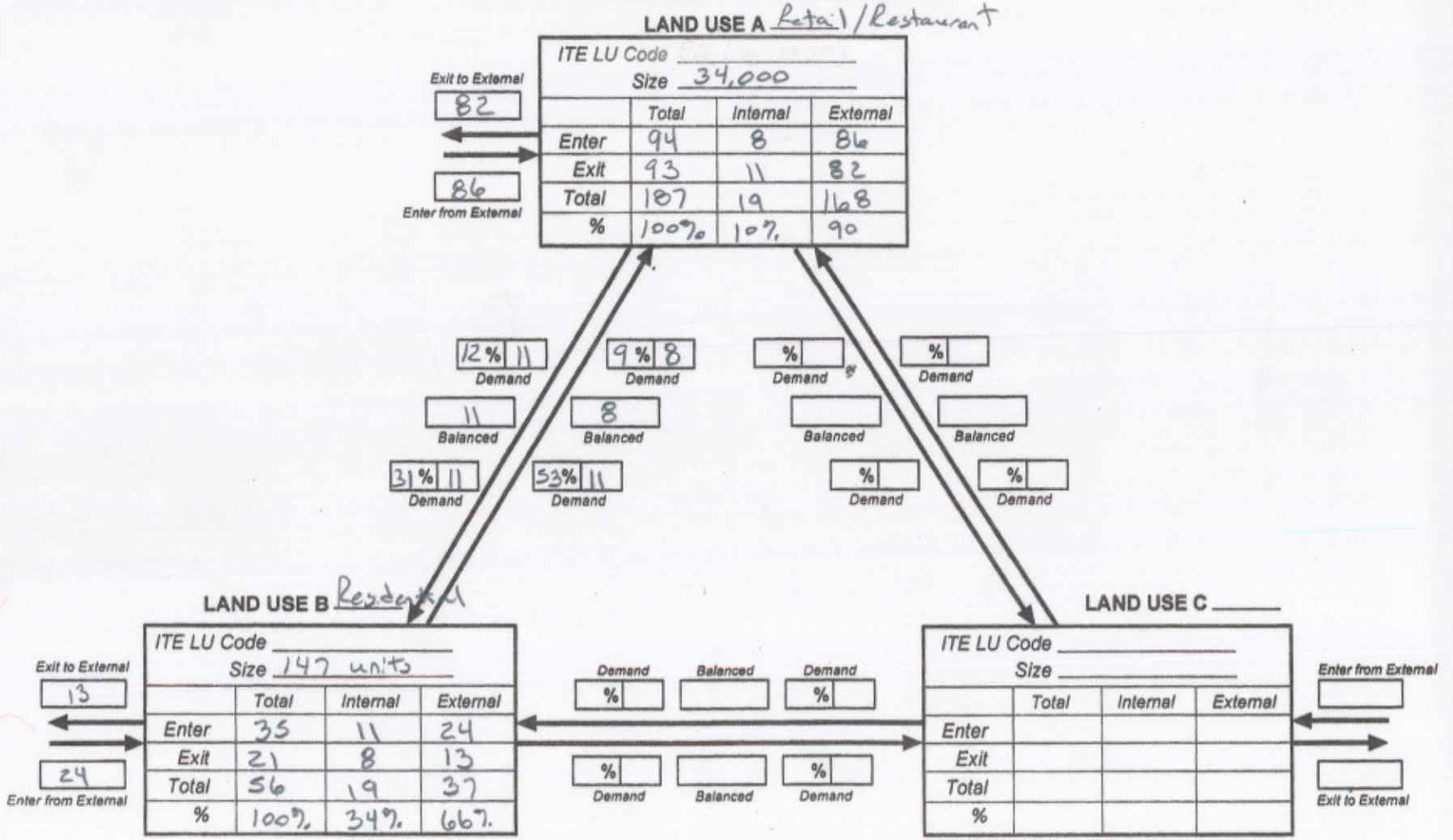
Fitted Curve Equation: T = 0.34(X) + 15.47

R^2 = 0.99

Analyst JTO
Date 7-10-05

MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt St. Regis
Time Period PM Peak Hour



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	86	24		110
Exit	82	13		95
Total	168	37		205
Single-Use Trip Gen. Est.	187	56		243

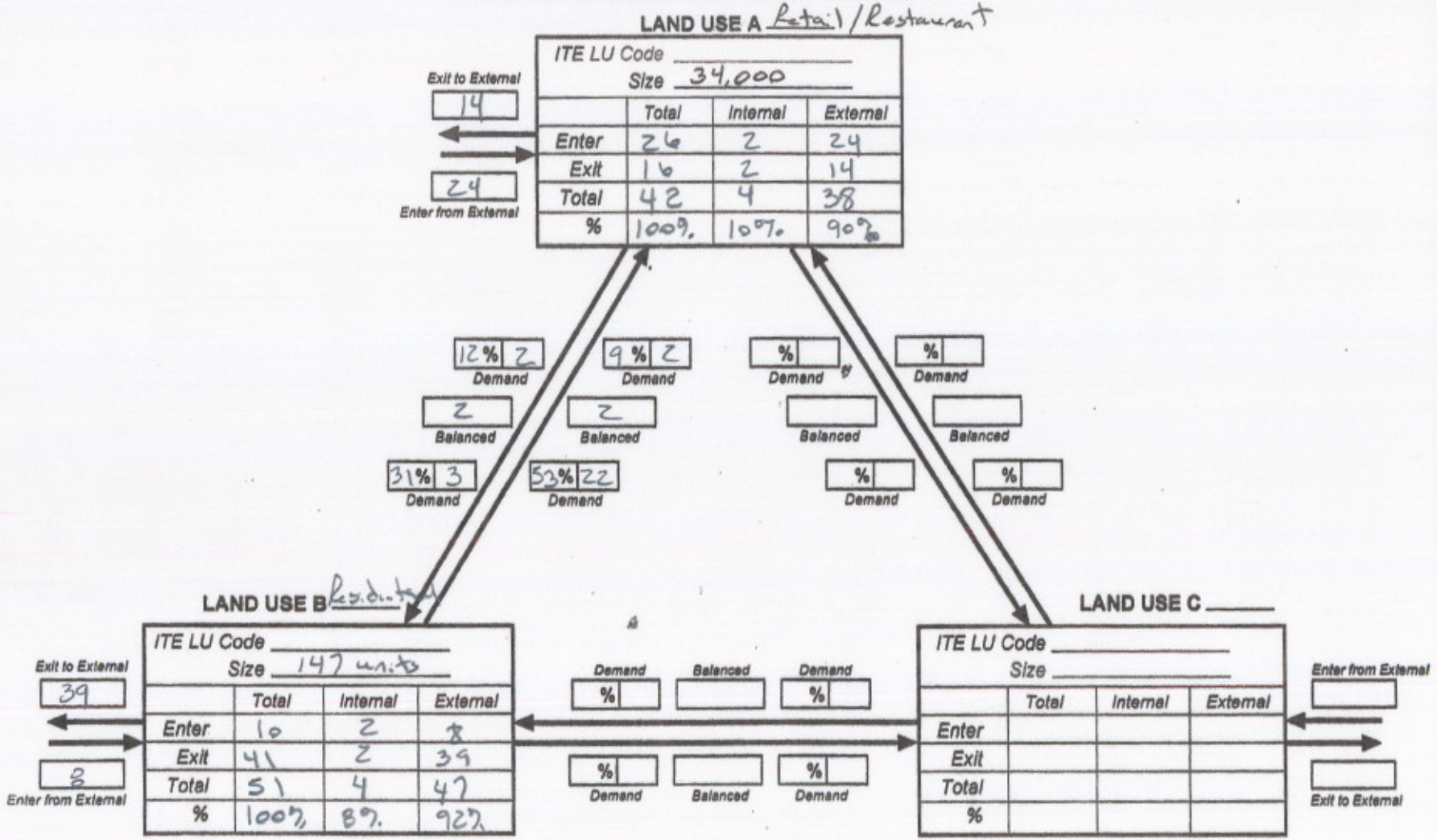
Source: Kaku Associates, Inc.

INTERNAL CAPTURE 16%

Analyst JTO
Date 7-10-05

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Name of Dvlpt St. Regis
Time Period AM Peak Hour



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	24	8		32
Exit	14	39		53
Total	38	47		85
Single-Use Trip Gen. Est.	42	51		93

Source: Kaku Associates, Inc.

INTERNAL CAPTURE 9%

Table 7.1 Unconstrained Internal Capture Rates for Trip Origins within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	P.M. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
from OFFICE	to Office	2%	1%	2%
	to Retail	20%	23%	22%
	to Residential	0%	2%	2%
from RETAIL	to Office	3%	3%	3%
	to Retail	29%	20%	30%
	to Residential	7%	12%	11%
from RESIDENTIAL	to Office	N/A	N/A	N/A
	to Retail	34%	53%	38%
	to Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A — Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

Table 7.2 Unconstrained Internal Capture Rates for Trip Destinations Within a Multi-Use Development

		WEEKDAY		
		MIDDAY PEAK HOUR	P.M. PEAK HOUR OF ADJACENT STREET TRAFFIC	DAILY
to OFFICE	from Office	6%	6%	2%
	from Retail	38%	31%	15%
	from Residential	0%	0%	N/A
to RETAIL	from Office	4%	2%	4%
	from Retail	31%	20%	28%
	from Residential	5%	9%	9%
to RESIDENTIAL	from Office	0%	2%	3%
	from Retail	37%	31%	33%
	from Residential	N/A	N/A	N/A

Caution: The estimated typical internal capture rates presented in this table rely directly on data collected at a limited number of multi-use sites in Florida. While ITE recognizes the limitations of these data, they represent the only known credible data on multi-use internal capture rates and are provided as illustrative of typical rates. ***If local data on internal capture rates by paired land uses can be obtained, the local data may be given preference.***

N/A — Not Available; logic indicates there is some interaction between these two land uses; however, the limited data sample on which this table is based did not record any interaction.

APPENDIX E

RELATED PROJECT TRIP GENERATION WORKSHEETS

Related Project 1
Summary of Trip Generation Calculation
For 14.811 Th.Gr.Sq.Ft. of Synagogue
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	10.64	0.00	1.00	158
7-9 AM Peak Hour Enter	0.14	0.00	1.00	2
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.14	0.00	1.00	2
4-6 PM Peak Hour Enter	0.79	0.00	1.00	12
4-6 PM Peak Hour Exit	0.90	0.00	1.00	13
4-6 PM Peak Hour Total	1.69	0.00	1.00	25
Saturday 2-Way Volume	5.91	0.00	1.00	88
Saturday Peak Hour Enter	1.15	0.00	1.00	17
Saturday Peak Hour Exit	1.58	0.00	1.00	23
Saturday Peak Hour Total	2.73	0.00	1.00	40

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

TABLE 6

PROJECT TRIP GENERATION

Proposed Project (Montage Hotel) Weekday AM, PM, and Saturday Midday Peak Hour Trip Generation Rates

Land Use	Size	Weekday Daily Total Rate	Weekday AM In-bound Rate	Weekday AM Out-bound Rate	Weekday AM Total Rate	Weekday PM In-bound Rate	Weekday PM Out-bound Rate	Weekday PM Total Rate	Saturday Midday In-bound Rate	Saturday Midday Out-bound Rate	Saturday Midday Total Rate	Saturday Daily Total Rate
Resort Hotel W/Banquet Hall (228 Rooms)[1]	228	8.23	0.34	0.11	**0.45**	0.47	0.36	**0.83**	0.55	0.41	**0.96**	8.20
Luxury Condominiums (Hotel)[2]	25	6.63	0.13	0.43	**0.56**	0.41	0.21	**0.62**	0.31	0.21	**0.52**	6.39
Park/Public Garden[3]	30TSF	3.00	0.00	0.01	**0.01**	0.01	0.01	**0.00**	0.30	0.30	**0.60**	3.00
Spa Non-Hotel Members[4]	120	0.50	0.04	0.06	**0.10**	0.09	0.06	**0.15**	0.07	0.08	**0.15**	0.30
Treatment Rooms[5]	18	6.00	0.25	0.25	**0.50**	0.50	0.50	**1.00**	0.50	0.50	**1.00**	7.20
Luxury Condominiums (Liner Building)[6]	12	6.63	0.13	0.43	**0.56**	0.41	0.21	**0.62**	0.31	0.21	**0.52**	6.39
Retail (Specialty Retail) Liner Building[7]	0.791 TSF	40.67	0.00	0.00	**0.00**	1.11	1.48	**2.59**	4.20	4.20	**8.40**	42.04
Restaurant/Cafe Liner Building[8]	2.23 TSF	78.20	2.89	2.67	**5.56**	3.91	2.61	**6.52**	7.56	4.44	**12.00**	95.02

Proposed Project (Montage Hotel) Weekday AM, PM, and Saturday Midday Peak Hour Trip Generation

Land Use	Size	Weekday Daily Total Trips	Weekday AM In-bound Trips	Weekday AM Out-bound Trips	Weekday AM Total Trips	Weekday PM In-bound Trips	Weekday PM Out-bound Trips	Weekday PM Total Trips	Saturday Midday In-bound Trips	Saturday Midday Out-bound Trips	Saturday Midday Total Trips	Saturday Daily Total Trips
Resort Hotel W/Banquet Hall (228 Rooms)[1]	228	1,876	78	25	**103**	107	82	**189**	125	93	**219**	1,870
Luxury Condominiums (Hotel)[2]	25	166	3	11	**14**	10	5	**16**	8	5	**13**	160
Park/Public Garden[3]	30TSF	90	0	0	**0**	0	0	**1**	9	9	**18**	90
Spa Non-Hotel Members[4]	120	60	5	7	**12**	11	7	**18**	8	10	**18**	36
Treatment Rooms[5]	18	108	5	5	**9**	9	9	**18**	9	9	**18**	130
Luxury Condominiums (Liner Building)[6]	12	80	2	5	**7**	5	3	**7**	4	3	**6**	77
Retail (Specialty Retail) Liner Building[7]	0.791 TSF	32	0	0	**0**	1	1	**2**	3	3	**7**	33
Restaurant/Cafe Liner Building[8]	2.23 TSF	174	6	6	**12**	9	6	**15**	17	10	**27**	212
Total Project Trip Generation		**2,586**	**98**	**59**	**157**	**152**	**113**	**265**	**183**	**142**	**326**	**2,607**

Existing Retail/General Office Uses Weekday AM, PM, and Saturday Midday Peak Hour Trip Generation

Land Use		Weekday Daily Total Trips	Weekday AM In-bound Rate	Weekday AM Out-bound Rate	Weekday AM Total Rate	Weekday PM In-bound Rate	Weekday PM Out-bound Rate	Weekday PM Total Rate	Saturday Midday In-bound Rate	Saturday Midday Out-bound Rate	Saturday Midday Total Rate	Saturday Daily Total Trips
Existing Retail/General Office Uses Trip Generation[9]		**435**	12	2	**14**	11	16	**27**	27	26	**53**	**203**

T-Lot Existing Weekday AM, PM, and Saturday Midday Peak Hour Trip Generation

Land Use		Weekday Daily Total Trips	Weekday AM In-bound Rate	Weekday AM Out-bound Rate	Weekday AM Total Rate	Weekday PM In-bound Rate	Weekday PM Out-bound Rate	Weekday PM Total Rate	Saturday Midday In-bound Rate	Saturday Midday Out-bound Rate	Saturday Midday Total Rate	Saturday Daily Total Trips
T-Lot Existing Trip Generation[10]		**1,518**	31	12	**43**	37	61	**98**	77	73	**150**	**1,632**

Net Increase in Trips Over Existing Land Uses

Land Use		Weekday Daily Total Trips	Weekday AM In-bound Rate	Weekday AM Out-bound Rate	Weekday AM Total Rate	Weekday PM In-bound Rate	Weekday PM Out-bound Rate	Weekday PM Total Rate	Saturday Midday In-bound Rate	Saturday Midday Out-bound Rate	Saturday Midday Total Rate	Saturday Daily Total Trips
Project Net Trip Generation		**2,151**	86	57	**143**	141	97	**238**	156	116	**273**	**2,404**

(1) Trip generation rates derived from observed data at the Beverly Hills Hotel, see Appendix A for the trip generation survey summaries.
(2) Data based on ITE *Trip Generation*, 6th Edition, Land Use 230 (Residential Condominium/Townhouse) and Land Use 233 (Luxury Condominium).
(3) ITE *Trip Generation*, 6th Edition, Land Use 411 (City Park).
(4) This assumes weekday usage of 25% of total number of public members.
(5) This assumes 50% of the treatment rooms will serve non-hotel guests (arriving for treatment by car) and each treatment room was assumed to generate two trips per hour (one in; one out).
(6) Data based on ITE *Trip Generation*, 6th Edition, Land Use 230 (Residential Condominium/Townhouse).
(7) ITE *Trip Generation*, 6th Edition, Land Use 814 (Specialty Retail). Midday trip generation rates are assumed to represent 20% of daily trip generation rates for both weekday and Saturday. Size excludes retail with the hotel.
(8) ITE *Trip Generation*, 6th Edition, Land Use 832 (High-Turnover Restaurant). Weekday a.m., p.m. and daily and Saturday midday and daily trip rates were reduce by 20% for mixed-used development and by and additional 20% for Pass-By Trips.
(9) ITE *Trip Generation*, 6th Edition, Land Use 814 (Specialty Retail) and Land Use 710 (General Office).
(10) Data derived from observed parking and trip generation counts. T-lot demand was assumed to remain the same under the With-Project condition; therefore, no reduction was applied to account for T-lot's existing trip generation demand.

Related Project 3
Summary of Trip Generation Calculation
For 41.5 Th.Gr.Sq.Ft. of General Office Building
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.01	6.13	1.00	457
7-9 AM Peak Hour Enter	1.36	0.00	1.00	56
7-9 AM Peak Hour Exit	0.19	0.00	1.00	8
7-9 AM Peak Hour Total	1.55	1.39	1.00	64
4-6 PM Peak Hour Enter	0.25	0.00	1.00	10
4-6 PM Peak Hour Exit	1.24	0.00	1.00	51
4-6 PM Peak Hour Total	1.49	1.37	1.00	62
Saturday 2-Way Volume	2.37	2.08	1.00	98
Saturday Peak Hour Enter	0.22	0.00	1.00	9
Saturday Peak Hour Exit	0.19	0.00	1.00	8
Saturday Peak Hour Total	0.41	0.68	1.00	17

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 4
Summary of Trip Generation Calculation
For 9.325 Th.Gr.Sq.Ft. of Church
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	9.11	7.20	1.00	85
7-9 AM Peak Hour Enter	0.39	0.00	1.00	4
7-9 AM Peak Hour Exit	0.33	0.00	1.00	3
7-9 AM Peak Hour Total	0.72	1.88	1.00	7
4-6 PM Peak Hour Enter	0.34	0.00	1.00	3
4-6 PM Peak Hour Exit	0.32	0.00	1.00	3
4-6 PM Peak Hour Total	0.66	0.99	1.00	6
Saturday 2-Way Volume	10.37	16.74	1.00	97
Saturday Peak Hour Enter	2.51	0.00	1.00	23
Saturday Peak Hour Exit	1.03	0.00	1.00	10
Saturday Peak Hour Total	3.54	6.87	1.00	33

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 5
Summary of Trip Generation Calculation
For 1.75 T.G.L.A. of Specialty Retail Center
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	78
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	2
4-6 PM Peak Hour Exit	1.52	0.00	1.00	3
4-6 PM Peak Hour Total	2.71	1.83	1.00	5
Saturday 2-Way Volume	42.04	13.97	1.00	74
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 6
Summary of Trip Generation Calculation
For 11.9 T.G.L.A. of Specialty Retail Center
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	527
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	14
4-6 PM Peak Hour Exit	1.52	0.00	1.00	18
4-6 PM Peak Hour Total	2.71	1.83	1.00	32
Saturday 2-Way Volume	42.04	13.97	1.00	500
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 7
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
June 06, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	88 Dwelling Units	516	6	33	31	15
Specialty Retail Center	40 T.G.L.A.	1773	0	0	48	61
Total		2289	6	33	79	76

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 8
Summary of Trip Generation Calculation
For 34 Th.Gr.Sq.Ft. of Recreation Community Center
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	22.88	0.00	1.00	778
7-9 AM Peak Hour Enter	0.99	0.00	1.00	34
7-9 AM Peak Hour Exit	0.63	0.00	1.00	21
7-9 AM Peak Hour Total	1.62	1.45	1.00	55
4-6 PM Peak Hour Enter	0.48	0.00	1.00	16
4-6 PM Peak Hour Exit	1.16	0.00	1.00	39
4-6 PM Peak Hour Total	1.64	1.35	1.00	56
Saturday 2-Way Volume	9.10	0.00	1.00	309
Saturday Peak Hour Enter	0.63	0.00	1.00	21
Saturday Peak Hour Exit	0.65	0.00	1.00	22
Saturday Peak Hour Total	1.28	1.21	1.00	44

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 9
Summary of Trip Generation Calculation
For 53 Th.Gr.Sq.Ft. of New Car Sales
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	33.34	18.88	1.00	1767
7-9 AM Peak Hour Enter	1.52	0.00	1.00	81
7-9 AM Peak Hour Exit	0.53	0.00	1.00	28
7-9 AM Peak Hour Total	2.05	1.80	1.00	109
4-6 PM Peak Hour Enter	1.03	0.00	1.00	55
4-6 PM Peak Hour Exit	1.61	0.00	1.00	85
4-6 PM Peak Hour Total	2.64	1.96	1.00	140
Saturday 2-Way Volume	21.03	9.38	1.00	1115
Saturday Peak Hour Enter	1.51	0.00	1.00	80
Saturday Peak Hour Exit	1.46	0.00	1.00	77
Saturday Peak Hour Total	2.97	2.15	1.00	157

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 10
Summary of Trip Generation Calculation
For 76 Dwelling Units of Congregate Care Facility
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	2.02	0.00	1.00	154
7-9 AM Peak Hour Enter	0.04	0.00	1.00	3
7-9 AM Peak Hour Exit	0.02	0.00	1.00	2
7-9 AM Peak Hour Total	0.06	0.24	1.00	5
4-6 PM Peak Hour Enter	0.09	0.00	1.00	7
4-6 PM Peak Hour Exit	0.08	0.00	1.00	6
4-6 PM Peak Hour Total	0.17	0.41	1.00	13
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 11
Summary of Trip Generation Calculation
For 39.7 Th.Gr.Sq.Ft. of New Car Sales
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	33.34	18.88	1.00	1324
7-9 AM Peak Hour Enter	1.52	0.00	1.00	60
7-9 AM Peak Hour Exit	0.53	0.00	1.00	21
7-9 AM Peak Hour Total	2.05	1.80	1.00	81
4-6 PM Peak Hour Enter	1.03	0.00	1.00	41
4-6 PM Peak Hour Exit	1.61	0.00	1.00	64
4-6 PM Peak Hour Total	2.64	1.96	1.00	105
Saturday 2-Way Volume	21.03	9.38	1.00	835
Saturday Peak Hour Enter	1.51	0.00	1.00	60
Saturday Peak Hour Exit	1.46	0.00	1.00	58
Saturday Peak Hour Total	2.97	2.15	1.00	118

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 12
Summary of Trip Generation Calculation
For 19 Th.Gr.Sq.Ft. of General Office Building
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	11.01	6.13	1.00	209
7-9 AM Peak Hour Enter	1.36	0.00	1.00	26
7-9 AM Peak Hour Exit	0.19	0.00	1.00	4
7-9 AM Peak Hour Total	1.55	1.39	1.00	29
4-6 PM Peak Hour Enter	0.25	0.00	1.00	5
4-6 PM Peak Hour Exit	1.24	0.00	1.00	24
4-6 PM Peak Hour Total	1.49	1.37	1.00	28
Saturday 2-Way Volume	2.37	2.08	1.00	45
Saturday Peak Hour Enter	0.22	0.00	1.00	4
Saturday Peak Hour Exit	0.19	0.00	1.00	4
Saturday Peak Hour Total	0.41	0.68	1.00	8

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 13
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
June 06, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	20 Dwelling Units	117	1	7	7	3
Medical-Dental Office Building	4.8 Th.Gr.Sq.Ft.	173	9	2	5	13
Total		290	10	9	12	16

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 14
Summary of Trip Generation Calculation
For 37 Dwelling Units of Apartments
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.72	3.02	1.00	249
7-9 AM Peak Hour Enter	0.10	0.00	1.00	4
7-9 AM Peak Hour Exit	0.41	0.00	1.00	15
7-9 AM Peak Hour Total	0.51	0.73	1.00	19
4-6 PM Peak Hour Enter	0.40	0.00	1.00	15
4-6 PM Peak Hour Exit	0.22	0.00	1.00	8
4-6 PM Peak Hour Total	0.62	0.82	1.00	23
Saturday 2-Way Volume	6.39	2.99	1.00	236
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	19

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 15
Summary of Trip Generation Calculation
For 85 Th.Gr.Sq.Ft. of Medical-Dental Office Building
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	36.13	10.18	1.00	3071
7-9 AM Peak Hour Enter	1.96	0.00	1.00	167
7-9 AM Peak Hour Exit	0.52	0.00	1.00	44
7-9 AM Peak Hour Total	2.48	1.94	1.00	211
4-6 PM Peak Hour Enter	1.00	0.00	1.00	85
4-6 PM Peak Hour Exit	2.72	0.00	1.00	231
4-6 PM Peak Hour Total	3.72	2.50	1.00	316
Saturday 2-Way Volume	8.96	9.17	1.00	762
Saturday Peak Hour Enter	2.07	0.00	1.00	176
Saturday Peak Hour Exit	1.56	0.00	1.00	133
Saturday Peak Hour Total	3.63	1.93	1.00	309

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 16
Summary of Trip Generation Calculation
For 30 Th.Gr.Sq.Ft. of Health/Fitness Club
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	32.93	0.00	1.00	988
7-9 AM Peak Hour Enter	0.51	0.00	1.00	15
7-9 AM Peak Hour Exit	0.70	0.00	1.00	21
7-9 AM Peak Hour Total	1.21	1.34	1.00	36
4-6 PM Peak Hour Enter	2.07	0.00	1.00	62
4-6 PM Peak Hour Exit	1.98	0.00	1.00	59
4-6 PM Peak Hour Total	4.05	2.03	1.00	122
Saturday 2-Way Volume	20.87	0.00	1.00	626
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	2.60	0.00	1.00	78

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 17
Summary of Trip Generation Calculation
For 90 T.G.L.A. of Shopping Center
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	42.94	21.38	1.00	3865
7-9 AM Peak Hour Enter	0.63	0.00	1.00	57
7-9 AM Peak Hour Exit	0.40	0.00	1.00	36
7-9 AM Peak Hour Total	1.03	1.40	1.00	93
4-6 PM Peak Hour Enter	1.80	0.00	1.00	162
4-6 PM Peak Hour Exit	1.95	0.00	1.00	176
4-6 PM Peak Hour Total	3.75	2.75	1.00	338
Saturday 2-Way Volume	49.97	22.62	1.00	4497
Saturday Peak Hour Enter	2.58	0.00	1.00	232
Saturday Peak Hour Exit	2.39	0.00	1.00	215
Saturday Peak Hour Total	4.97	3.11	1.00	447

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 18
Summary of Trip Generation Calculation
For 4.55 T.G.L.A. of Specialty Retail Center
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	202
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	5
4-6 PM Peak Hour Exit	1.52	0.00	1.00	7
4-6 PM Peak Hour Total	2.71	1.83	1.00	12
Saturday 2-Way Volume	42.04	13.97	1.00	191
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 19
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
June 06, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	20 Dwelling Units	117	1	7	7	3
Specialty Retail Center	12 T.G.L.A.	532	0	0	14	18
Total		649	1	7	21	21

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 20
Summary of Trip Generation Calculation
For 16 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	94
7-9 AM Peak Hour Enter	0.07	0.00	1.00	1
7-9 AM Peak Hour Exit	0.37	0.00	1.00	6
7-9 AM Peak Hour Total	0.44	0.69	1.00	7
4-6 PM Peak Hour Enter	0.35	0.00	1.00	6
4-6 PM Peak Hour Exit	0.17	0.00	1.00	3
4-6 PM Peak Hour Total	0.52	0.75	1.00	8
Saturday 2-Way Volume	5.67	3.10	1.00	91
Saturday Peak Hour Enter	0.25	0.00	1.00	4
Saturday Peak Hour Exit	0.22	0.00	1.00	4
Saturday Peak Hour Total	0.47	0.71	1.00	8

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 21
Summary of Trip Generation Calculation
For 80 Dwelling Units of Congregate Care Facility
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	2.02	0.00	1.00	162
7-9 AM Peak Hour Enter	0.04	0.00	1.00	3
7-9 AM Peak Hour Exit	0.02	0.00	1.00	2
7-9 AM Peak Hour Total	0.06	0.24	1.00	5
4-6 PM Peak Hour Enter	0.09	0.00	1.00	7
4-6 PM Peak Hour Exit	0.08	0.00	1.00	6
4-6 PM Peak Hour Total	0.17	0.41	1.00	14
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 22
Summary of Trip Generation Calculation
For 11 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	64
7-9 AM Peak Hour Enter	0.07	0.00	1.00	1
7-9 AM Peak Hour Exit	0.37	0.00	1.00	4
7-9 AM Peak Hour Total	0.44	0.69	1.00	5
4-6 PM Peak Hour Enter	0.35	0.00	1.00	4
4-6 PM Peak Hour Exit	0.17	0.00	1.00	2
4-6 PM Peak Hour Total	0.52	0.75	1.00	6
Saturday 2-Way Volume	5.67	3.10	1.00	62
Saturday Peak Hour Enter	0.25	0.00	1.00	3
Saturday Peak Hour Exit	0.22	0.00	1.00	2
Saturday Peak Hour Total	0.47	0.71	1.00	5

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 23
Summary of Trip Generation Calculation
For 9 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	53
7-9 AM Peak Hour Enter	0.07	0.00	1.00	1
7-9 AM Peak Hour Exit	0.37	0.00	1.00	3
7-9 AM Peak Hour Total	0.44	0.69	1.00	4
4-6 PM Peak Hour Enter	0.35	0.00	1.00	3
4-6 PM Peak Hour Exit	0.17	0.00	1.00	2
4-6 PM Peak Hour Total	0.52	0.75	1.00	5
Saturday 2-Way Volume	5.67	3.10	1.00	51
Saturday Peak Hour Enter	0.25	0.00	1.00	2
Saturday Peak Hour Exit	0.22	0.00	1.00	2
Saturday Peak Hour Total	0.47	0.71	1.00	4

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 24
Summary of Trip Generation Calculation
For 11 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	64
7-9 AM Peak Hour Enter	0.07	0.00	1.00	1
7-9 AM Peak Hour Exit	0.37	0.00	1.00	4
7-9 AM Peak Hour Total	0.44	0.69	1.00	5
4-6 PM Peak Hour Enter	0.35	0.00	1.00	4
4-6 PM Peak Hour Exit	0.17	0.00	1.00	2
4-6 PM Peak Hour Total	0.52	0.75	1.00	6
Saturday 2-Way Volume	5.67	3.10	1.00	62
Saturday Peak Hour Enter	0.25	0.00	1.00	3
Saturday Peak Hour Exit	0.22	0.00	1.00	2
Saturday Peak Hour Total	0.47	0.71	1.00	5

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 25
Summary of Trip Generation Calculation
For 38 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	223
7-9 AM Peak Hour Enter	0.07	0.00	1.00	3
7-9 AM Peak Hour Exit	0.37	0.00	1.00	14
7-9 AM Peak Hour Total	0.44	0.69	1.00	17
4-6 PM Peak Hour Enter	0.35	0.00	1.00	13
4-6 PM Peak Hour Exit	0.17	0.00	1.00	6
4-6 PM Peak Hour Total	0.52	0.75	1.00	20
Saturday 2-Way Volume	5.67	3.10	1.00	215
Saturday Peak Hour Enter	0.25	0.00	1.00	10
Saturday Peak Hour Exit	0.22	0.00	1.00	8
Saturday Peak Hour Total	0.47	0.71	1.00	18

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 26
Summary of Trip Generation Calculation
For 13 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	76
7-9 AM Peak Hour Enter	0.07	0.00	1.00	1
7-9 AM Peak Hour Exit	0.37	0.00	1.00	5
7-9 AM Peak Hour Total	0.44	0.69	1.00	6
4-6 PM Peak Hour Enter	0.35	0.00	1.00	5
4-6 PM Peak Hour Exit	0.17	0.00	1.00	2
4-6 PM Peak Hour Total	0.52	0.75	1.00	7
Saturday 2-Way Volume	5.67	3.10	1.00	74
Saturday Peak Hour Enter	0.25	0.00	1.00	3
Saturday Peak Hour Exit	0.22	0.00	1.00	3
Saturday Peak Hour Total	0.47	0.71	1.00	6

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 27
Summary of Trip Generation Calculation
For 23 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	135
7-9 AM Peak Hour Enter	0.07	0.00	1.00	2
7-9 AM Peak Hour Exit	0.37	0.00	1.00	9
7-9 AM Peak Hour Total	0.44	0.69	1.00	10
4-6 PM Peak Hour Enter	0.35	0.00	1.00	8
4-6 PM Peak Hour Exit	0.17	0.00	1.00	4
4-6 PM Peak Hour Total	0.52	0.75	1.00	12
Saturday 2-Way Volume	5.67	3.10	1.00	130
Saturday Peak Hour Enter	0.25	0.00	1.00	6
Saturday Peak Hour Exit	0.22	0.00	1.00	5
Saturday Peak Hour Total	0.47	0.71	1.00	11

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 28
Summary of Trip Generation Calculation
For 1 Dwelling Units of Apartments
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.72	3.02	1.00	7
7-9 AM Peak Hour Enter	0.10	0.00	1.00	0
7-9 AM Peak Hour Exit	0.41	0.00	1.00	0
7-9 AM Peak Hour Total	0.51	0.73	1.00	1
4-6 PM Peak Hour Enter	0.40	0.00	1.00	0
4-6 PM Peak Hour Exit	0.22	0.00	1.00	0
4-6 PM Peak Hour Total	0.62	0.82	1.00	1
Saturday 2-Way Volume	6.39	2.99	1.00	6
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	1

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 29
Summary of Trip Generation Calculation
For 4 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	23
7-9 AM Peak Hour Enter	0.07	0.00	1.00	0
7-9 AM Peak Hour Exit	0.37	0.00	1.00	1
7-9 AM Peak Hour Total	0.44	0.69	1.00	2
4-6 PM Peak Hour Enter	0.35	0.00	1.00	1
4-6 PM Peak Hour Exit	0.17	0.00	1.00	1
4-6 PM Peak Hour Total	0.52	0.75	1.00	2
Saturday 2-Way Volume	5.67	3.10	1.00	23
Saturday Peak Hour Enter	0.25	0.00	1.00	1
Saturday Peak Hour Exit	0.22	0.00	1.00	1
Saturday Peak Hour Total	0.47	0.71	1.00	2

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 30
Summary of Trip Generation Calculation
For 3 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	18
7-9 AM Peak Hour Enter	0.07	0.00	1.00	0
7-9 AM Peak Hour Exit	0.37	0.00	1.00	1
7-9 AM Peak Hour Total	0.44	0.69	1.00	1
4-6 PM Peak Hour Enter	0.35	0.00	1.00	1
4-6 PM Peak Hour Exit	0.17	0.00	1.00	1
4-6 PM Peak Hour Total	0.52	0.75	1.00	2
Saturday 2-Way Volume	5.67	3.10	1.00	17
Saturday Peak Hour Enter	0.25	0.00	1.00	1
Saturday Peak Hour Exit	0.22	0.00	1.00	1
Saturday Peak Hour Total	0.47	0.71	1.00	1

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 31
Summary of Trip Generation Calculation
For 40 Dwelling Units of Residential Condominium / Townhouse
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	234
7-9 AM Peak Hour Enter	0.07	0.00	1.00	3
7-9 AM Peak Hour Exit	0.37	0.00	1.00	15
7-9 AM Peak Hour Total	0.44	0.69	1.00	18
4-6 PM Peak Hour Enter	0.35	0.00	1.00	14
4-6 PM Peak Hour Exit	0.17	0.00	1.00	7
4-6 PM Peak Hour Total	0.52	0.75	1.00	21
Saturday 2-Way Volume	5.67	3.10	1.00	227
Saturday Peak Hour Enter	0.25	0.00	1.00	10
Saturday Peak Hour Exit	0.22	0.00	1.00	9
Saturday Peak Hour Total	0.47	0.71	1.00	19

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 32
Summary of Trip Generation Calculation
For 11.085 T.G.L.A. of Specialty Retail Center
June 06, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	491
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	13
4-6 PM Peak Hour Exit	1.52	0.00	1.00	17
4-6 PM Peak Hour Total	2.71	1.83	1.00	30
Saturday 2-Way Volume	42.04	13.97	1.00	466
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 33
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
June 06, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	53 Dwelling Units	311	4	20	19	9
Specialty Retail Center	14 T.G.L.A.	620	0	0	17	21
Total		931	4	20	36	30

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 34
Summary of Trip Generation Calculation
For 35 Dwelling Units of Residential Condominium / Townhouse
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	5.86	3.09	1.00	205
7-9 AM Peak Hour Enter	0.07	0.00	1.00	2
7-9 AM Peak Hour Exit	0.37	0.00	1.00	13
7-9 AM Peak Hour Total	0.44	0.69	1.00	15
4-6 PM Peak Hour Enter	0.35	0.00	1.00	12
4-6 PM Peak Hour Exit	0.17	0.00	1.00	6
4-6 PM Peak Hour Total	0.52	0.75	1.00	18
Saturday 2-Way Volume	5.67	3.10	1.00	198
Saturday Peak Hour Enter	0.25	0.00	1.00	9
Saturday Peak Hour Exit	0.22	0.00	1.00	8
Saturday Peak Hour Total	0.47	0.71	1.00	16

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 35
Summary of Trip Generation Calculation
For 19 Dwelling Units of Apartments
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	6.72	3.02	1.00	128
7-9 AM Peak Hour Enter	0.10	0.00	1.00	2
7-9 AM Peak Hour Exit	0.41	0.00	1.00	8
7-9 AM Peak Hour Total	0.51	0.73	1.00	10
4-6 PM Peak Hour Enter	0.40	0.00	1.00	8
4-6 PM Peak Hour Exit	0.22	0.00	1.00	4
4-6 PM Peak Hour Total	0.62	0.82	1.00	12
Saturday 2-Way Volume	6.39	2.99	1.00	121
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.52	0.74	1.00	10

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 36
Estimated Project Traffic Generation

Proposed Land Use	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
UCLA							
2,000 beds	2,496	234	20	214	312	194	118
296,700 s.f. Phase II	428	21	21	0	47	7	40
1,500 parking spaces	5,630	442	389	53	463	139	324
191,900 s.f. Physics/Astronomy	18	2	2	0	2	0	2
95,000 s.f. Research Center	137	10	10	0	12	2	10
166,000 s.f. Nanosystems Inst.	98	11	11	0	13	0	13
Remaining 2002 LRDP growth	544	-	-	-	-	-	-
	9,351	720	453	267	849	342	507

Related Project 37
Summary of Trip Generation Calculation
For 106 Seats of Movie Theatre W/O Matinee
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	1.76	0.00	1.00	187
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.01	0.00	1.00	1
4-6 PM Peak Hour Enter	0.05	0.00	1.00	5
4-6 PM Peak Hour Exit	0.02	0.00	1.00	2
4-6 PM Peak Hour Total	0.07	0.00	1.00	7
Saturday 2-Way Volume	2.24	0.00	1.00	237
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.36	0.00	1.00	38

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 38
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Shopping Center	15 T.G.L.A.	1979	31	20	86	93
High Turnover (Sit-Down) Restaurant	2.993 Th.Gr.Sq.Ft.	381	18	17	20	13
Medical-Dental Office Building	74 Th.Gr.Sq.Ft.	2811	0	0	64	174
Movie Theatre with Matinee	1135 Seats	0	0	0	34	45
Total		5171	49	37	204	325

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 39
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Shopping Center	115 T.G.L.A.	7437	104	66	330	357
Apartments	350 Dwelling Units	2352	35	144	140	77
Total		9789	139	210	470	434

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 40
Summary of Trip Generation Calculation
For 937 Th.Gr.Sq.Ft. of Corporate Headquarters Building
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	7.57	0.00	1.00	7097
7-9 AM Peak Hour Enter	1.28	0.00	1.00	1197
7-9 AM Peak Hour Exit	0.10	0.00	1.00	90
7-9 AM Peak Hour Total	1.37	0.00	1.00	1288
4-6 PM Peak Hour Enter	0.11	0.00	1.00	106
4-6 PM Peak Hour Exit	1.02	0.00	1.00	951
4-6 PM Peak Hour Total	1.13	0.00	1.00	1057
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .97LN(X) + 2.23, R^2 = 0.94
7-9 AM Peak Hr. Total:	LN(T) = .95LN(X) + .66
	R^2 = 0.8 , 0.93 Enter, 0.07 Exit
4-6 PM Peak Hr. Total:	LN(T) = .87LN(X) + 1.01
	R^2 = 0.78 , 0.1 Enter, 0.9 Exit
AM Gen Pk Hr. Total:	LN(T) = .95LN(X) + .66
	R^2 = 0.8 , 0.93 Enter, 0.07 Exit
PM Gen Pk Hr. Total:	LN(T) = .87LN(X) + 1.01
	R^2 = 0.78 , 0.1 Enter, 0.9 Exit
Sat. 2-Way Volume:	0, R^2 = 0
Sat. Pk Hr. Total:	0
	R^2 = 0 , 0 Enter, 0 Exit
Sun. 2-Way Volume:	0, R^2 = 0
Sun. Pk Hr. Total:	0
	R^2 = 0 , 0 Enter, 0 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Projects 41
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Apartments	41 Dwelling Units	276	4	17	16	9
Specialty Retail Center	6.1 T.G.L.A.	270	0	0	7	9
Total		546	4	17	23	18

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 42
Summary of Trip Generation Calculation
For 93 Dwelling Units of High-Rise Residential Condo / Townhouse
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	4.18	2.08	1.00	389
7-9 AM Peak Hour Enter	0.06	0.00	1.00	6
7-9 AM Peak Hour Exit	0.28	0.00	1.00	26
7-9 AM Peak Hour Total	0.34	0.59	1.00	32
4-6 PM Peak Hour Enter	0.24	0.00	1.00	22
4-6 PM Peak Hour Exit	0.14	0.00	1.00	13
4-6 PM Peak Hour Total	0.38	0.62	1.00	35
Saturday 2-Way Volume	4.31	2.11	1.00	401
Saturday Peak Hour Enter	0.15	0.00	1.00	14
Saturday Peak Hour Exit	0.20	0.00	1.00	19
Saturday Peak Hour Total	0.35	0.59	1.00	33

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 43
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	119 Dwelling Units	697	8	44	42	20
Hotel	-66 Rooms	-539	-22	-15	-20	-18
Total		158	-14	29	22	2

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 44
Summary of Trip Generation Calculation
For 6 Vehicle Fueling Positions of Service Station with Convenience Market
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	162.78	68.16	1.00	977
7-9 AM Peak Hour Enter	5.03	0.00	1.00	30
7-9 AM Peak Hour Exit	5.03	0.00	1.00	30
7-9 AM Peak Hour Total	10.06	6.01	1.00	60
4-6 PM Peak Hour Enter	6.69	0.00	1.00	40
4-6 PM Peak Hour Exit	6.69	0.00	1.00	40
4-6 PM Peak Hour Total	13.38	7.98	1.00	80
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 45
Estimated Project Traffic Generation

Proposed Land Use	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
360,000 s.f. Studio Expansion	4,086	450	420	30	280	54	226

Related Project 46
Summary of Trip Generation Calculation
For 14.8 Th.Gr.Sq.Ft. of High School
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	12.89	7.17	1.00	191
7-9 AM Peak Hour Enter	2.17	0.00	1.00	32
7-9 AM Peak Hour Exit	0.89	0.00	1.00	13
7-9 AM Peak Hour Total	3.06	2.36	1.00	45
4-6 PM Peak Hour Enter	0.52	0.00	1.00	8
4-6 PM Peak Hour Exit	0.45	0.00	1.00	7
4-6 PM Peak Hour Total	0.97	1.11	1.00	14
Saturday 2-Way Volume	4.37	3.67	1.00	65
Saturday Peak Hour Enter	0.52	0.00	1.00	8
Saturday Peak Hour Exit	0.29	0.00	1.00	4
Saturday Peak Hour Total	0.81	1.08	1.00	12

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 47
Summary of Trip Generation Calculation
For 508.6 Th.Gr.Sq.Ft. of General Office Building
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	9.18	0.00	1.00	4668
7-9 AM Peak Hour Enter	1.19	0.00	1.00	606
7-9 AM Peak Hour Exit	0.16	0.00	1.00	83
7-9 AM Peak Hour Total	1.35	0.00	1.00	689
4-6 PM Peak Hour Enter	0.22	0.00	1.00	110
4-6 PM Peak Hour Exit	1.06	0.00	1.00	538
4-6 PM Peak Hour Total	1.27	0.00	1.00	648
Saturday 2-Way Volume	2.18	0.00	1.00	1107
Saturday Peak Hour Enter	0.15	0.00	1.00	75
Saturday Peak Hour Exit	0.12	0.00	1.00	64
Saturday Peak Hour Total	0.27	0.00	1.00	138

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .77LN(X) + 3.65, R^2 = 0.8
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + 1.55
	R^2 = 0.83 , 0.88 Enter, 0.12 Exit
4-6 PM Peak Hr. Total:	T = 1.12(X) + 78.81
	R^2 = 0.82 , 0.17 Enter, 0.83 Exit
AM Gen Pk Hr. Total:	LN(T) = .8LN(X) + 1.55
	R^2 = 0.83 , 0.88 Enter, 0.12 Exit
PM Gen Pk Hr. Total:	T = 1.12(X) + 78.81
	R^2 = 0.82 , 0.17 Enter, 0.83 Exit
Sat. 2-Way Volume:	T = 2.14(X) + 18.47, R^2 = 0.66
Sat. Pk Hr. Total:	LN(T) = .81LN(X) + -.12
	R^2 = 0.59 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	LN(T) = .86LN(X) + .31, R^2 = 0.5
Sun. Pk Hr. Total:	LN(T) = .61LN(X) + -.23
	R^2 = 0.56 , 0.58 Enter, 0.42 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 48
Summary of Trip Generation Calculation
For 71 T.G.L.A. of Shopping Center
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	76.56	0.00	1.00	5436
7-9 AM Peak Hour Enter	1.09	0.00	1.00	78
7-9 AM Peak Hour Exit	0.70	0.00	1.00	50
7-9 AM Peak Hour Total	1.79	0.00	1.00	127
4-6 PM Peak Hour Enter	3.38	0.00	1.00	240
4-6 PM Peak Hour Exit	3.66	0.00	1.00	260
4-6 PM Peak Hour Total	7.03	0.00	1.00	499
Saturday 2-Way Volume	104.88	0.00	1.00	7446
Saturday Peak Hour Enter	5.07	0.00	1.00	360
Saturday Peak Hour Exit	4.68	0.00	1.00	333
Saturday Peak Hour Total	9.76	0.00	1.00	693

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .65LN(X) + 5.83, R^2 = 0.78
7-9 AM Peak Hr. Total:	LN(T) = .6LN(X) + 2.29
	R^2 = 0.52 , 0.61 Enter, 0.39 Exit
4-6 PM Peak Hr. Total:	LN(T) = .66LN(X) + 3.4
	R^2 = 0.81 , 0.48 Enter, 0.52 Exit
AM Gen Pk Hr. Total:	0
	R^2 = 0 , 0 Enter, 0 Exit
PM Gen Pk Hr. Total:	0
	R^2 = 0 , 0 Enter, 0 Exit
Sat. 2-Way Volume:	LN(T) = .63LN(X) + 6.23, R^2 = 0.82
Sat. Pk Hr. Total:	LN(T) = .65LN(X) + 3.77
	R^2 = 0.84 , 0.52 Enter, 0.48 Exit
Sun. 2-Way Volume:	T = 15.63(X) + 4214.46, R^2 = 0.52
Sun. Pk Hr. Total:	0
	R^2 = 0 , 0 Enter, 0 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

TABLE 1
TRIP GENERATION ESTIMATE
10131 CONSTELLATION BOULEVARD RESIDENTIAL PROJECT/CENTURY CITY

Land Use	Size	Trip Generation Rates [a]									Estimated Trip Generation						
		ITE [a] Code	Daily Rate	AM Peak Hour			PM Peak Hour			Trip Rate Unit	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				Rate	% In	% Out	Rate	% In	% Out			In	Out	Total	In	Out	Total
PROPOSED PROJECT																	
Condominium Units - Tower 1	194 units	232	4.18	0.34	19%	81%	0.38	62%	38%	per unit	811	13	53	66	46	28	74
Condominium Units - Tower 2	194 units	232	4.18	0.34	19%	81%	0.38	62%	38%	per unit	811	13	53	66	46	28	74
Condominium Units - Loft Housing	95 units	232	4.18	0.34	19%	81%	0.38	62%	38%	per unit	397	6	26	32	22	14	36
Total Proposed	483 units										***2,019***	***32***	***132***	***164***	***114***	***70***	***184***
EXISTING USE TO BE REMOVED																	
Bank: Retail Bank [b]	9.150 ksf	AM - 912 / PM -TIMP	246.49	12.34	56%	44%	43.63	50%	50%	per 1000 sf	2,255	63	50	113	200	199	399
Less Pass-by Credit [c]	*-20%*										*(451)*	*(13)*	*(10)*	*(23)*	*(40)*	*(40)*	*(80)*
Office [b]	6.700 ksf	AM - 710 / PM -TIMP	11.01	1.55	88%	12%	2.84	17%	83%	per 1000 sf	74	9	1	10	3	16	19
Restaurant [d]	19.754 ksf	931 (Daily + AM)	89.95	0.81	60%	40%	Empirical			per 1000 sf	1,777	10	6	16	*	*	*
Total Existing											***3,655***	***69***	***47***	***116***	***163***	***175***	***338***
NET INCREMENTAL TRIPS											**(1,636)**	**(37)**	**85**	**48**	**(49)**	**(105)**	**(154)**

Notes:

* Negligible.

[a] Source: Institute of Transportation Engineers (ITE), "Trip Generation, 7h Edition," 2003, unless otherwise noted.
Source for PM peak hour rates for existing bank and office building: City of Los Angeles, "West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP)," Adopted March 8, 1997.
The WLA TIMP does not provide a trip rate for high-rise condominiums such as the proposed project, therefore LADOT has determined that the ITE trip generation rate should be used for such purpose, as permitted by the WLA TIMP.

[b] The entire ground floor (7,175 sf) of the existing bank building plus the drive-through facility (1,975 sf) is retail bank and entire second floor (6,700 sf) is office space.

[c] Source: Los Angeles Department of Transportation, "Traffic Study Policies and Procedures, Attachment H, LADOT Policy on Pass-by Trips," March 2002.

[d] Restaurant trip generation during peak hours is assumed to be employee, loading and service trips only, since restaurant is not open for dinner and nightclub does not open until 8 PM. Kaku Associates conducted a comparative analysis of the empirical data provided by the "Century Supper Club" and the ITE trip generation rate. According to the empirical data, number of employees arriving for the 9:00 AM to 6:00 PM shift (30 employees on a weekday) was converted to 20 vehicle trips using an average vehicle ridership (AVR) ratio of 1.5. 1 delivery vehicle was estimated to arrive and depart during the AM peak hour. This would result in a total of 22 trip in the AM peak hour with 21 inbound and 1 outbound trip. Since ITE rates were found to be more conservative during the AM peak hour, they were used for the analysis.Also, AM peak hour trips were split into inbound/outbound trips using the percentage split stated in SANDAG.

Related Project 50
Summary of Trip Generation Calculation
For 791 Th.Gr.Sq.Ft. of General Office Building
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.29	0.00	1.00	6558
7-9 AM Peak Hour Enter	1.09	0.00	1.00	863
7-9 AM Peak Hour Exit	0.15	0.00	1.00	118
7-9 AM Peak Hour Total	1.24	0.00	1.00	981
4-6 PM Peak Hour Enter	0.21	0.00	1.00	164
4-6 PM Peak Hour Exit	1.01	0.00	1.00	801
4-6 PM Peak Hour Total	1.22	0.00	1.00	965
Saturday 2-Way Volume	2.16	0.00	1.00	1711
Saturday Peak Hour Enter	0.13	0.00	1.00	107
Saturday Peak Hour Exit	0.11	0.00	1.00	91
Saturday Peak Hour Total	0.25	0.00	1.00	197

Note: A zero indicates no data available.
The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	LN(T) = .77LN(X) + 3.65, R^2 = 0.8
7-9 AM Peak Hr. Total:	LN(T) = .8LN(X) + 1.55
	R^2 = 0.83 , 0.88 Enter, 0.12 Exit
4-6 PM Peak Hr. Total:	T = 1.12(X) + 78.81
	R^2 = 0.82 , 0.17 Enter, 0.83 Exit
AM Gen Pk Hr. Total:	LN(T) = .8LN(X) + 1.55
	R^2 = 0.83 , 0.88 Enter, 0.12 Exit
PM Gen Pk Hr. Total:	T = 1.12(X) + 78.81
	R^2 = 0.82 , 0.17 Enter, 0.83 Exit
Sat. 2-Way Volume:	T = 2.14(X) + 18.47, R^2 = 0.66
Sat. Pk Hr. Total:	LN(T) = .81LN(X) + -.12
	R^2 = 0.59 , 0.54 Enter, 0.46 Exit
Sun. 2-Way Volume:	LN(T) = .86LN(X) + .31, R^2 = 0.5
Sun. Pk Hr. Total:	LN(T) = .61LN(X) + -.23
	R^2 = 0.56 , 0.58 Enter, 0.42 Exit

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 51

Table 1
Project Trip Generation Rates
(Per Student and 1,000 s.f. Retail)

			AM Peak Hour			PM Peak Hour		
Land Use	ITE Code	Daily	Total	In	Out	Total	In	Out
Private School K - 8	534	3.17	0.90	0.50	0.40	0.61	0.29	0.32
Day Care Center	565	4.48	0.80	0.42	0.38	0.82	0.39	0.43
Specialty Retail	814	44.32	1.33	0.80	0.53	2.71	1.19	1.52

Table 2

Estimated Project Traffic Generation

	Daily	AM Peak Hour			PM Peak Hour		
Proposed Land Use	Traffic	Total	In	Out	Total	In	Out
216 Student Enrollment K - 8	685	194	108	86	132	63	69
84 Student Enrollment Pre - K	376	67	35	32	69	33	36
Sub-total project	1,061	261	143	118	201	96	105
Less Existing							
45 Student Enrollment K - 8	- 143	- 41	- 23	- 18	- 27	- 13	- 14
3,757 Specialty Retail	- 167	- 5	- 3	- 2	- 10	- 4	- 6
Sub-total credit	- 310	- 46	- 26	- 20	- 37	- 17	- 20
Net Trips	751	215	117	98	164	79	85

Note: afternoon rates are peak hour of generator.

Related Project 52

Table 6
Project Trip Generation
Per Revised LADOT Methodology
Using Internal Trip Adjustments

		AM Peak Hour		PM Peak Hour	
Proposed Uses	Daily	I/B	O/B	I/B	O/B
Office, 763,900 gsf	6,325	830	113	145	688
High-Turnover Restaurant, 16,012 gsf	2,087	77	71	124	83
Quality Restaurant, 16,011 gsf	1,440	11	2	79	39
Retail, 19,214 gsf	825	12	8	89	96
Cultural, 10,675 gsf	576	8	3	36	39
Subtotals	11,253	938	197	473	945
Less Internal Trip Adjustments					
High-Turnover Restaurant (50%)	(1,044)	(39)	(36)	(62)	(42)
Quality Restaurant (50%)	(720)	(6)	(1)	(40)	(20)
Retail (50%)	(413)	(6)	(4)	(45)	(48)
Total Adjustments	(2,177)	(51)	(41)	(147)	(110)
Net Proposed Uses	9,076	887	156	326	835
		1,043		1,161	
Existing Uses (To Be Removed)					
Office, 332,856 gsf	3,342	428	58	77	383
Cinema, 1,751 st	3,152	18	0	158	105
Shubert, 2,250 st	2,550	23	0	23	22
High-Turnover Restaurant, 117,212 gsf	15,277	565	522	908	606
Quality Restaurant, 39,071 gsf	3,514	26	6	193	95
Retail, 61,970 gsf	2,660	39	25	286	309
Health Club, 44,277 gsf	1,328	6	7	116	74
Subtotals	31,823	1,105	618	1,761	1,594
Less Internal Trip Adjustments					
High-Turnover Restaurant (50%)	(7,639)	(283)	(261)	(454)	(303)
Quality Restaurant (50%)	(1,757)	(13)	(3)	(97)	(48)
Retail (50%)	(1,330)	(20)	(13)	(143)	(155)
Health Club (50%)	(664)	(3)	(4)	(58)	(37)
Total Adjustments	(11,390)	(319)	(281)	(752)	(543)
Net Existing Uses	20,433	786	337	1,009	1,051
		1,123		2,060	
Net Project Trips	**(11,357)**	**101**	**(181)**	**(683)**	**(216)**
		(80)		**(899)**	

Related Project 53
Estimated Project Traffic Generation

Proposed Land Use	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
122,000 s.f. Private School	72	37	28	9	11	2	9

Related Project 54
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	65 Dwelling Units	381	5	24	23	11
Assisted Living	181 Beds	481	16	9	18	22
Movie Theatre with Matinee	-20 Th.Gr.Sq.Ft.	0	0	0	0	0
Total		862	21	33	41	33

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 55
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Shopping Center	78 T.G.L.A.	5778	82	53	255	276
General Office Building	12 Th.Gr.Sq.Ft.	261	30	4	16	77
Total		6039	112	57	271	353

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 56
Summary of Trip Generation Calculation
For 44.896 Th.Gr.Sq.Ft. of Medical-Dental Office Building
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	36.13	10.18	1.00	1622
7-9 AM Peak Hour Enter	1.96	0.00	1.00	88
7-9 AM Peak Hour Exit	0.52	0.00	1.00	23
7-9 AM Peak Hour Total	2.48	1.94	1.00	111
4-6 PM Peak Hour Enter	1.00	0.00	1.00	45
4-6 PM Peak Hour Exit	2.72	0.00	1.00	122
4-6 PM Peak Hour Total	3.72	2.50	1.00	167
Saturday 2-Way Volume	8.96	9.17	1.00	402
Saturday Peak Hour Enter	2.07	0.00	1.00	93
Saturday Peak Hour Exit	1.56	0.00	1.00	70
Saturday Peak Hour Total	3.63	1.93	1.00	163

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 57
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Residential Condominium / Townhouse	88 Dwelling Units	516	6	33	31	15
Shopping Center	40 T.G.L.A.	1718	25	16	72	78
Total		2234	31	49	103	93

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 58
Summary of Trip Generation Calculation
For 42 Rooms of Hotel
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.17	3.38	1.00	343
7-9 AM Peak Hour Enter	0.34	0.00	1.00	14
7-9 AM Peak Hour Exit	0.22	0.00	1.00	9
7-9 AM Peak Hour Total	0.56	0.78	1.00	24
4-6 PM Peak Hour Enter	0.31	0.00	1.00	13
4-6 PM Peak Hour Exit	0.28	0.00	1.00	12
4-6 PM Peak Hour Total	0.59	0.80	1.00	25
Saturday 2-Way Volume	8.19	3.13	1.00	344
Saturday Peak Hour Enter	0.40	0.00	1.00	17
Saturday Peak Hour Exit	0.32	0.00	1.00	13
Saturday Peak Hour Total	0.72	0.87	1.00	30

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 59
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Synagogue	9 Th.Gr.Sq.Ft.	96	1	0	7	8
Private School (K-12)	10 Th.Gr.Sq.Ft.	0	22	13	0	0
Total		96	23	13	7	8

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 60
Summary of Trip Generation Calculation
For 66 Students of Private School (K-12)
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	2.48	0.00	1.00	164
7-9 AM Peak Hour Enter	0.48	0.00	1.00	32
7-9 AM Peak Hour Exit	0.31	0.00	1.00	20
7-9 AM Peak Hour Total	0.79	0.90	1.00	52
4-6 PM Peak Hour Enter	0.07	0.00	1.00	5
4-6 PM Peak Hour Exit	0.10	0.00	1.00	7
4-6 PM Peak Hour Total	0.17	0.41	1.00	11
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 61
Summary of Trip Generation Calculation
For 204 Rooms of Hotel
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.17	3.38	1.00	1667
7-9 AM Peak Hour Enter	0.34	0.00	1.00	69
7-9 AM Peak Hour Exit	0.22	0.00	1.00	45
7-9 AM Peak Hour Total	0.56	0.78	1.00	114
4-6 PM Peak Hour Enter	0.31	0.00	1.00	63
4-6 PM Peak Hour Exit	0.28	0.00	1.00	57
4-6 PM Peak Hour Total	0.59	0.80	1.00	120
Saturday 2-Way Volume	8.19	3.13	1.00	1671
Saturday Peak Hour Enter	0.40	0.00	1.00	82
Saturday Peak Hour Exit	0.32	0.00	1.00	65
Saturday Peak Hour Total	0.72	0.87	1.00	147

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Table 5
Project Trip Generation Estimates

Component Size/Use	Daily	PM Peak Hour Inbound	PM Peak Hour Outbound	PM Peak Hour Total
Existing Development				
751,557 sq. ft. Shopping Center *	25,410	1,162	1,258	2,420
803 -seat Theater	1,510	64	56	120
Subtotal	26,920	1,226	1,314	2,540
Less 10% Shopping Center Pass-By	(2,541)	(116)	(126)	(242)
Less 10% Theater Pass-By	(151)	(6)	(6)	(12)
Total Existing Site Trips	24,228	1,104	1,182	2,286
Actual Site Traffic (5-day count average)	22,331	1,094	952	2,046
Total Future Development				
723,466 sq. ft. Shopping Center *	24,793	1,132	1,226	2,358
2,340 -seat Theater	4,399	186	165	351
Subtotal	29,192	1,318	1,391	2,709
Less 10% Shopping Center Pass-By	(2,479)	(113)	(123)	(236)
Less 10% Theater Pass-By	(440)	(19)	(16)	(35)
Total Future Site Trips	26,273	1,186	1,252	2,438
Net Site Trip Increase	**2,045**	**82**	**70**	**152**

* gross leaseable square foot

Related Project 63
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Apartments	36 Dwelling Units	242	4	15	14	8
Specialty Retail Center	8.485 T.G.L.A.	376	0	0	10	13
Total		618	4	15	24	21

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 64
Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes
August 07, 2005

Land Use	Size	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
Convenience Market (Open 24 Hours)	3.75 Th.Gr.Sq.Ft.	2767	126	126	100	96
Pharmacy / Drugstore without Drive-Thru	-3.75 Th.Gr.Sq.Ft.	-338	-7	-5	-16	-16
Total		2429	119	121	84	80

Note: A zero indicates no data available.

TRIP GENERATION BY MICROTRANS

Related Project 65
Summary of Trip Generation Calculation
For 42 Th.Gr.Sq.Ft. of Private School (K-12)
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	0.00	0.00	1.00	0
7-9 AM Peak Hour Enter	2.23	0.00	1.00	94
7-9 AM Peak Hour Exit	1.31	0.00	1.00	55
7-9 AM Peak Hour Total	3.54	0.00	1.00	149
4-6 PM Peak Hour Enter	0.00	0.00	1.00	0
4-6 PM Peak Hour Exit	0.00	0.00	1.00	0
4-6 PM Peak Hour Total	0.00	0.00	1.00	0
Saturday 2-Way Volume	0.00	0.00	1.00	0
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Related Project 66
Summary of Trip Generation Calculation
For 42 Rooms of Hotel
August 07, 2005

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	8.17	3.38	1.00	343
7-9 AM Peak Hour Enter	0.34	0.00	1.00	14
7-9 AM Peak Hour Exit	0.22	0.00	1.00	9
7-9 AM Peak Hour Total	0.56	0.78	1.00	24
4-6 PM Peak Hour Enter	0.31	0.00	1.00	13
4-6 PM Peak Hour Exit	0.28	0.00	1.00	12
4-6 PM Peak Hour Total	0.59	0.80	1.00	25
Saturday 2-Way Volume	8.19	3.13	1.00	344
Saturday Peak Hour Enter	0.40	0.00	1.00	17
Saturday Peak Hour Exit	0.32	0.00	1.00	13
Saturday Peak Hour Total	0.72	0.87	1.00	30

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

APPENDIX F

LEVEL OF SERVICE WORKSHEETS

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 1 Avenue of the Stars and Santa Monica Boulevard (N)
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	285	157	*	825	454	*
NB Thru	0	N/A		0	N/A	
NB Right	135	74		305	168	
SB Left	0	N/A		0	N/A	
SB Thru	0	N/A		0	N/A	
SB Right	0	N/A		0	N/A	
EB Left	0	N/A		0	N/A	*
EB Thru	1643	822		1126	563	
EB Right	1072	1072	*	504	504	
WB Left	509	280	*	300	165	
WB Thru	1430	715		1587	794	*
WB Right	0	N/A		0	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	157	227
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,195	794
North/South Critical Volumes	157	454
Sum of Critical Volumes	1,352	1,247
Capacity	1,425	1,425
Intersection CMA Value	0.949	0.875
ATCS CMA Value	0.849	0.775
Intersection Level of Service	D	C

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 2 Avenue of the Stars and Santa Monica Boulevard (S)
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	34	34	*	40	40	
NB Thru	354	118		948	316	*
NB Right	237	237		254	254	
SB Left	172	172		117	117	*
SB Thru	1314	463	*	720	288	
SB Right	75	N/A		143	N/A	
EB Left	41	41		117	117	*
EB Thru	682	227		720	240	
EB Right	256	256	*	143	143	
WB Left	135	135	*	167	167	
WB Thru	436	236		722	389	*
WB Right	36	N/A		56	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	3	3
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	391	506
North/South Critical Volumes	497	433
Sum of Critical Volumes	888	939
Capacity	1,425	1,425
Intersection CMA Value	0.623	0.659
ATCS CMA Value	0.523	0.559
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 3 Avenue of the Stars and Constellation Boulevard
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	234	129		260	143	*
NB Thru	1008	504		749	375	
NB Right	653	653	*	266	266	
SB Left	457	251	*	220	121	
SB Thru	552	241		975	405	*
SB Right	172	N/A		241	N/A	
EB Left	80	80		134	134	
EB Thru	308	154	*	218	109	
EB Right	45	45		261	261	*
WB Left	47	47	*	180	180	*
WB Thru	78	39		411	206	
WB Right	118	118		251	251	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	0	0
NB Right	1	1
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	201	441
North/South Critical Volumes	904	548
Sum of Critical Volumes	1,105	989
Capacity	1,375	1,375
Intersection CMA Value	0.804	0.720
ATCS CMA Value	0.704	0.620
Intersection Level of Service	C	B

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 4 Avenue of the Stars and Olympic Boulevard WB
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	8	8		13	13	*
NB Thru	1518	519	*	861	330	
NB Right	39	N/A		130	N/A	
SB Left	21	21	*	117	117	
SB Thru	611	217		1377	473	*
SB Right	40	N/A		42	N/A	
EB Left	16	18	*	21	22	*
EB Thru	2	N/A		1	N/A	
EB Right	10	10		11	11	
WB Left	201	208		166	172	
WB Thru	7	N/A		6	N/A	
WB Right	299	299	*	342	342	*

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	0	0
WB Left-Thru	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	315	364
North/South Critical Volumes	540	486
Sum of Critical Volumes	855	850
Capacity	1,500	1,500
Intersection CMA Value	0.570	0.567
ATCS CMA Value	0.470	0.467
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 5 Avenue of the Stars and Olympic Boulevard EB
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	53	53		23	23	*
NB Thru	1252	426	*	665	256	
NB Right	25	N/A		103	N/A	
SB Left	39	21	*	204	112	
SB Thru	610	254		1336	462	*
SB Right	152	N/A		49	N/A	
EB Left	6	7	*	70	73	*
EB Thru	5	N/A		35	N/A	
EB Right	3	7		41	73	
WB Left	108	227		59	96	
WB Thru	28	N/A		5	N/A	
WB Right	317	227	*	127	96	*

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Lt-Thru-Rt	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	233	169
North/South Critical Volumes	447	485
Sum of Critical Volumes	680	653
Capacity	1,425	1,425
Intersection CMA Value	0.477	0.458
ATCS CMA Value	0.377	0.358
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 6 Avenue of the Stars and Galaxy Way
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	316	174		14	8	*
NB Thru	1289	439	*	571	207	
NB Right	27	N/A		51	N/A	
SB Left	48	48	*	123	123	
SB Thru	426	247		1426	484	*
SB Right	316	N/A		26	N/A	
EB Left	19	12		165	106	
EB Thru	3	N/A		27	N/A	
EB Right	16	16	*	251	251	*
WB Left	23	56		49	52	*
WB Thru	33	N/A		3	N/A	
WB Right	63	63	*	48	48	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	2	2
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	e-w opp	e-w opp
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	79	303
North/South Critical Volumes	487	492
Sum of Critical Volumes	566	795
Capacity	1,375	1,375
Intersection CMA Value	0.411	0.578
ATCS CMA Value	0.311	0.478
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 7 Avenue of the Stars and Empyrean Way
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	0	N/A		0	N/A	*
NB Thru	1588	530	*	590	203	
NB Right	2	N/A		19	N/A	
SB Left	18	18	*	17	17	
SB Thru	434	145		1478	493	*
SB Right	0	N/A		0	N/A	
EB Left	0	N/A		0	N/A	
EB Thru	0	N/A		0	N/A	
EB Right	0	N/A		0	N/A	
WB Left	16	59	*	16	40	*
WB Thru	0	N/A		0	N/A	
WB Right	43	59		24	40	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Left	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	59	40
North/South Critical Volumes	548	493
Sum of Critical Volumes	607	533
Capacity	1,500	1,500
Intersection CMA Value	0.405	0.355
CMA Value	0.405	0.355
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 8 Avenue of the Stars and Pico Boulevard
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	0	N/A		0	N/A	
NB Thru	0	N/A		0	N/A	
NB Right	0	N/A		0	N/A	
SB Left	96	53	*	448	246	
SB Thru	0	N/A		0	N/A	
SB Right	330	182		1055	580	*
EB Left	1167	642	*	487	268	*
EB Thru	1706	569		1733	578	
EB Right	0	N/A		0	N/A	
WB Left	0	N/A		0	N/A	
WB Thru	1350	602	*	1680	610	*
WB Right	457	N/A		150	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	321	134
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,244	878
North/South Critical Volumes	53	446
Sum of Critical Volumes	1,297	1,324
Capacity	1,425	1,425
Intersection CMA Value	0.910	0.929
ATCS CMA Value	0.810	0.829
Intersection Level of Service	D	D

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 9 Santa Monica Boulevard (s) and Century Park West
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	64	74	*	376	201	*
NB Thru	0	N/A		0	N/A	
NB Right	159	74		226	201	
SB Left	0	N/A		0	N/A	
SB Thru	0	N/A		0	N/A	
SB Right	0	N/A		0	N/A	
EB Left	0	0		0	0	
EB Thru	834	337	*	787	290	*
EB Right	176	N/A		83	N/A	
WB Left	199	199	*	227	227	*
WB Thru	342	171		564	282	
WB Right	0	N/A		0	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Right	1	1
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Left	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	536	517
North/South Critical Volumes	74	201
Sum of Critical Volumes	610	718
Capacity	1,425	1,425
Intersection CMA Value	0.428	0.504
ATCS CMA Value	0.328	0.404
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 10 Constellation Boulevard and Century Park West
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	0	N/A		0	N/A	
NB Thru	213	107		205	103	
NB Right	377	377	*	129	129	*
SB Left	118	118	*	58	58	*
SB Thru	189	63		282	94	
SB Right	0	N/A		0	N/A	
EB Left	0	N/A		0	N/A	
EB Thru	0	N/A		0	N/A	
EB Right	0	N/A		0	N/A	
WB Left	43	24		594	327	*
WB Thru	0	N/A		0	N/A	
WB Right	92	51	*	300	165	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	3	3
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Left	0	0
WB Right	2	2

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	51	327
North/South Critical Volumes	495	187
Sum of Critical Volumes	546	514
Capacity	1,500	1,500
Intersection CMA Value	0.364	0.342
ATCS CMA Value	0.264	0.242
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 11 Olympic Boulevard and Century Park West
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	0	N/A		0	N/A	
NB Thru	0	N/A		0	N/A	
NB Right	0	N/A		0	N/A	
SB Left	30	17	*	94	52	
SB Thru	0	N/A		0	N/A	
SB Right	157	86		991	545	*
EB Left	691	380	*	289	159	*
EB Thru	2821	940		2372	791	
EB Right	0	N/A		0	N/A	
WB Left	0	0		0	0	
WB Thru	2353	784	*	3210	1070	*
WB Right	72	72		71	71	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Left	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	190	79
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,164	1,229
North/South Critical Volumes	17	466
Sum of Critical Volumes	1,181	1,695
Capacity	1,425	1,425
Intersection CMA Value	0.829	1.189
ATCS CMA Value	0.729	1.089
Intersection Level of Service	C	F

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 12 Century Park East and Santa Monica Boulevard (N)
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	332	156	*	574	380	*
NB Thru	0	N/A		0	N/A	
NB Right	136	156		565	380	
SB Left	0	N/A		0	N/A	
SB Thru	0	N/A		0	N/A	
SB Right	0	N/A		0	N/A	
EB Left	0	N/A		0	N/A	
EB Thru	1161	581	*	1222	611	*
EB Right	569	569		158	158	
WB Left	919	505	*	266	146	*
WB Thru	1578	789		1353	677	
WB Right	0	N/A		0	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Right	1	1
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	156	380
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,086	757
North/South Critical Volumes	156	380
Sum of Critical Volumes	1,242	1,137
Capacity	1,425	1,425
Intersection CMA Value	0.872	0.798
ATCS CMA Value	0.772	0.698
Intersection Level of Service	C	B

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 13 Century Park East and Santa Monica Boulevard (S)
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	55	55	*	182	182	
NB Thru	276	138		935	468	*
NB Right	220	220		445	445	
SB Left	191	191		106	106	*
SB Thru	1266	441	*	301	114	
SB Right	56	N/A		41	N/A	
EB Left	19	19		80	80	*
EB Thru	598	199		965	322	
EB Right	368	368	*	140	140	
WB Left	213	213	*	130	130	
WB Thru	663	425		711	432	*
WB Right	187	N/A		152	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	581	512
North/South Critical Volumes	496	574
Sum of Critical Volumes	1,077	1,085
Capacity	1,425	1,425
Intersection CMA Value	0.756	0.761
ATCS CMA Value	0.656	0.661
Intersection Level of Service	B	B

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 14 Century Park East and Constellation Boulevard
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	178	178	*	98	98	*
NB Thru	1091	364		532	266	
NB Right	0	N/A		0	N/A	
SB Left	2	2		48	48	
SB Thru	625	313	*	1037	519	*
SB Right	235	235		229	229	
EB Left	236	130	*	621	342	*
EB Thru	0	N/A		0	N/A	
EB Right	127	70		540	297	
WB Left	0	0		0	0	
WB Thru	28	56	*	10	40	*
WB Right	28	0		30	0	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	2	2
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code		
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	186	382
North/South Critical Volumes	491	617
Sum of Critical Volumes	676	998
Capacity	1,425	1,425
Intersection CMA Value	0.475	0.700
ATCS CMA Value	0.375	0.600
Intersection Level of Service	A	A

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 15 Olympic Boulevard and Century Park East
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	444	244		93	51	
NB Thru	898	339	*	248	128	*
NB Right	119	N/A		135	N/A	
SB Left	138	76	*	636	350	*
SB Thru	156	78		605	303	
SB Right	126	69		660	363	
EB Left	0	N/A	*	0	N/A	
EB Thru	2065	706		2351	817	*
EB Right	54	N/A		101	N/A	
WB Left	0	N/A		0	N/A	*
WB Thru	2791	822	*	2683	737	
WB Right	497	N/A		264	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	2	2
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	1	1
WB Right	0	0

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	822	817
North/South Critical Volumes	415	477
Sum of Critical Volumes	1,237	1,295
Capacity	1,425	1,425
Intersection CMA Value	0.868	0.909
ATCS CMA Value	0.768	0.809
Intersection Level of Service	C	D

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Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 16 Century Park East and Pico Boulevard
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	6	7		7	20	*
NB Thru	5	N/A		20	N/A	
NB Right	3	7	*	13	20	
SB Left	114	69	*	581	368	*
SB Thru	14	69		3	368	
SB Right	80	69		520	368	
EB Left	656	361	*	182	100	
EB Thru	1099	366		2004	668	*
EB Right	0	N/A		0	N/A	
WB Left	23	23		7	7	*
WB Thru	1703	568		1300	433	
WB Right	636	636	*	189	189	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Thru-Rt	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Left	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	180	50
EastBound	0	0
WestBound	35	184
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	962	675
North/South Critical Volumes	76	375
Sum of Critical Volumes	1,038	1,050
Capacity	1,375	1,375
Intersection CMA Value	0.755	0.764
ATCS CMA Value	0.655	0.664
Intersection Level of Service	B	B

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 17 Pico Boulevard and Motor Avenue
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	288	158		292	161	
NB Thru	0	N/A		0	N/A	
NB Right	1111	1111	*	614	614	*
SB Left	20	20	*	109	109	
SB Thru	0	N/A		0	N/A	
SB Right	30	30		240	240	*
EB Left	227	227		73	73	
EB Thru	1754	668	*	1430	623	*
EB Right	250	N/A		440	N/A	
WB Left	239	239	*	931	931	*
WB Thru	1286	490		1500	523	
WB Right	183	N/A		68	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	120	466
SouthBound	114	37
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	N-S Split	N-S Split
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	907	1,554
North/South Critical Volumes	1,012	352
Sum of Critical Volumes	1,919	1,906
Capacity	1,375	1,375
Intersection CMA Value	1.395	1.386
ATCS CMA Value	1.295	1.286
Intersection Level of Service	F	F

Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 18 Pico Boulevard and Beverly Glen Boulevard
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	0	N/A		0	N/A	
NB Thru	0	N/A		0	N/A	
NB Right	0	N/A		0	N/A	
SB Left	273	178	*	364	243	*
SB Thru	0	N/A		0	N/A	
SB Right	262	178		366	243	
EB Left	373	373	*	210	210	*
EB Thru	1774	591		1319	440	
EB Right	0	N/A		0	N/A	
WB Left	0	N/A		0	N/A	
WB Thru	1433	717	*	1804	703	*
WB Right	248	248		305	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Right	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Left	0	1
WB Right	1	0

Approach	RTOR	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	1,090	913
North/South Critical Volumes	178	243
Sum of Critical Volumes	1,268	1,156
Capacity	1,500	1,500
Intersection CMA Value	0.845	0.771
ATCS CMA Value	0.745	0.671
Intersection Level of Service	C	B

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 19 Pico Boulevard and Overland Avenue
Scenario: Existing Conditions

	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
Movement	**Counts**	**VPL**	**Critical**	**Counts**	**VPL**	**Critical**
NB Left	241	133		301	166	
NB Thru	867	867	*	763	763	*
NB Right	871	479		481	265	
SB Left	32	32	*	70	70	*
SB Thru	632	325		1229	643	
SB Right	18	N/A		57	N/A	
EB Left	82	82		82	82	
EB Thru	1397	514	*	1121	497	*
EB Right	146	N/A		370	N/A	
WB Left	608	334	*	1018	560	*
WB Thru	1198	599		1585	541	
WB Right	55	55		37	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	0	0
NB Right	2	2
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	334	560
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	849	1,057
North/South Critical Volumes	899	833
Sum of Critical Volumes	1,748	1,890
Capacity	1,375	1,375
Intersection CMA Value	1.271	1.374
ATCS CMA Value	1.171	1.274
Intersection Level of Service	F	F

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Existing Conditions

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 1 Avenue of the Stars and Santa Monica Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	26	19	364	121	*	128	52	1045	348	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	45	22	439	242		144	34	737	405	*
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	0		0	0	0	0	
EB Thru	1262	140	3727	932		1112	111	3069	767	
EB Right	126	80	1534	1534	*	-118	39	568	568	
WB Left	102	39	785	432	*	51	28	546	300	
WB Thru	840	112	2818	939		1182	139	3630	1210	*
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	3	3
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	4	4
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	432	300
SouthBound	0	0
EastBound	121	348
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,844	1,210
North/South Critical Volumes	121	348
Sum of Critical Volumes	1,965	1,558
Capacity	1,425	1,425
Intersection CMA Value	1.379	1.093
ATCS CMA Value	1.279	0.993
Intersection Level of Service	F	E

Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 3 Avenue of the Stars and Constellation Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	-3	14	245	135		3	16	279	153	*
NB Thru	74	60	1142	479	*	42	45	836	281	
NB Right	82	39	774	479		6	16	288	281	
SB Left	41	27	525	289	*	2	13	235	129	
SB Thru	86	33	671	284		10	59	1044	433	*
SB Right	0	10	182	N/A		0	14	255	N/A	
EB Left	97	5	182	182	*	24	8	166	166	
EB Thru	46	18	372	186		2	13	233	117	
EB Right	44	3	92	92		293	16	570	570	*
WB Left	52	3	102	102		136	11	327	327	*
WB Thru	5	5	88	44		21	25	457	228	
WB Right	13	7	138	138	*	36	15	302	302	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	1	1
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	320	896
North/South Critical Volumes	768	586
Sum of Critical Volumes	1,088	1,483
Capacity	1,375	1,375
Intersection CMA Value	0.791	1.078
ATCS CMA Value	0.691	0.978
Intersection Level of Service	B	E

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 4 Avenue of the Stars and Olympic Boulevard WB
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	8	8		0	1	14	14	*
NB Thru	387	91	1996	680	*	-58	52	855	338	
NB Right	3	2	44	N/A		23	8	161	N/A	
SB Left	17	1	39	39	*	43	7	167	167	
SB Thru	163	37	811	284		397	83	1857	634	*
SB Right	0	2	42	N/A		0	3	45	N/A	
EB Left	0	1	17	19	*	0	1	22	23	*
EB Thru	0	0	2	N/A		0	0	1	N/A	
EB Right	0	1	11	11		0	1	12	12	
WB Left	21	12	234	241		2	10	178	184	
WB Thru	0	0	7	N/A		0	0	6	N/A	
WB Right	89	18	406	406	*	-4	21	359	359	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	0	0
WB Left-Thru	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	425	382
North/South Critical Volumes	719	647
Sum of Critical Volumes	1,144	1,029
Capacity	1,500	1,500
Intersection CMA Value	0.763	0.686
ATCS CMA Value	0.663	0.586
Intersection Level of Service	B	A

Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 5 Avenue of the Stars and Olympic Boulevard EB
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	3	56	56		0	1	24	24	*
NB Thru	304	75	1631	553	*	-3	40	702	274	
NB Right	1	2	28	N/A		12	6	121	N/A	
SB Left	17	2	58	29	*	93	12	309	155	
SB Thru	146	37	793	318		303	80	1719	590	*
SB Right	0	9	161	N/A		0	3	52	N/A	
EB Left	0	0	6	7	*	0	4	74	77	*
EB Thru	0	0	5	N/A		0	2	37	N/A	
EB Right	0	0	3	7		0	2	43	77	
WB Left	42	6	156	305		5	4	68	88	
WB Thru	0	2	30	N/A		0	0	5	N/A	
WB Right	88	19	424	305	*	-32	8	103	88	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Lt-Thru-Rt	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	313	165
North/South Critical Volumes	582	615
Sum of Critical Volumes	895	780
Capacity	1,425	1,425
Intersection CMA Value	0.628	0.547
ATCS CMA Value	0.528	0.447
Intersection Level of Service	A	A

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Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 6 Avenue of the Stars and Galaxy Way
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	19	335	184		0	1	15	8	*
NB Thru	305	77	1671	567	*	12	34	617	224	
NB Right	0	2	29	N/A		0	3	54	N/A	
SB Left	0	3	51	51	*	0	7	130	130	
SB Thru	199	26	651	329		297	86	1809	612	*
SB Right	0	19	335	N/A		0	2	28	N/A	
EB Left	0	1	20	11		0	10	175	96	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	1	17	17	*	0	15	266	266	*
WB Left	0	1	24	24		0	3	52	52	*
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right	0	4	67	67	*	0	3	51	51	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	2	2
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	e-w opp	e-w opp
Capacity Codes	1,375	1,375

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	84	318
North/South Critical Volumes	618	620
Sum of Critical Volumes	701	938
Capacity	1,375	1,375
Intersection CMA Value	0.510	0.682
ATCS CMA Value	0.410	0.582
Intersection Level of Service	A	A

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Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 7 Avenue of the Stars and Empyrean Way
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	0	0		0	0	0	0	*
NB Thru	305	95	1988	663	*	12	35	637	219	
NB Right	0	0	2	N/A		0	1	20	N/A	
SB Left	0	1	19	19	*	0	1	18	18	
SB Thru	199	26	659	220		297	89	1864	621	*
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	1	17	63		0	1	17	42	
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right	0	3	46	63	*	0	1	25	42	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	63	42
North/South Critical Volumes	683	621
Sum of Critical Volumes	745	664
Capacity	1,500	1,500
Intersection CMA Value	0.497	0.442
CMA Value	0.497	0.442
Intersection Level of Service	A	A

Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 8 Avenue of the Stars and Pico Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	19	6	121	66	*	97	27	572	315	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	164	20	514	283		211	63	1329	731	*
EB Left	207	70	1444	794	*	2	29	518	285	*
EB Thru	261	102	2069	690		241	104	2078	693	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	216	81	1647	729	*	163	101	1944	702	*
WB Right	55	27	539	N/A		2	9	161	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	397	143
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,523	987
North/South Critical Volumes	66	589
Sum of Critical Volumes	1,589	1,575
Capacity	1,425	1,425
Intersection CMA Value	1.115	1.105
ATCS CMA Value	1.015	1.005
Intersection Level of Service	F	F

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 9 Santa Monica Boulevard and Century Park West
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	19	4	87	89	*	187	23	586	302	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	12	10	181	89		80	14	320	302	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	3588	50	4472	1491	*	2139	47	2973	991	
EB Right	313	11	500	500		2	5	90	90	
WB Left	86	12	297	163	*	16	14	257	141	
WB Thru	2225	21	2588	863		3319	34	3917	1306	*
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Right	1	1
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,654	1,306
North/South Critical Volumes	89	302
Sum of Critical Volumes	1,743	1,607
Capacity	1,425	1,425
Intersection CMA Value	1.223	1.128
ATCS CMA Value	1.123	1.028
Intersection Level of Service	F	F

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 10 Constellation Boulevard and Century Park West
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	42	13	268	134		200	12	417	209	*
NB Right	41	23	441	441	*	-83	8	54	54	
SB Left	7	7	132	132	*	-48	3	13	13	*
SB Thru	86	11	286	95		16	17	315	105	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	13	3	59	32		52	36	682	375	*
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right	-11	6	87	48	*	-13	18	305	168	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	3	3
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	2	2

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	48	375
North/South Critical Volumes	573	222
Sum of Critical Volumes	620	597
Capacity	1,425	1,425
Intersection CMA Value	0.435	0.419
ATCS CMA Value	0.335	0.319
Intersection Level of Service	A	A

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 11 Olympic Boulevard and Century Park West
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	0	2	32	17	*	0	6	100	55	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	59	9	225	124		92	59	1142	628	*
EB Left	84	41	816	449	*	-67	17	239	132	*
EB Thru	308	169	3298	1099		171	142	2685	895	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	107	141	2601	867	*	250	193	3653	1218	*
WB Right	0	4	76	76		0	4	75	75	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	225	66
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,316	1,349
North/South Critical Volumes	17	563
Sum of Critical Volumes	1,334	1,912
Capacity	1,425	1,425
Intersection CMA Value	0.936	1.342
ATCS CMA Value	0.836	1.242
Intersection Level of Service	D	F

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Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 12 Century Park East and Santa Monica Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	20	23	430	237	*	295	45	756	416	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	31	21	408	225		394	61	1010	556	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	0		0	0	0	0	
EB Thru	895	106	2760	690		1682	131	2907	727	*
EB Right	29	56	1022	1022	*	10	18	326	326	
WB Left	194	68	1394	767		154	24	396	218	*
WB Thru	448	134	2823	706	*	1864	124	3020	755	
WB Right	0	0	0	N/A		0	0	0	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	4	4
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	4	4
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	767	218
SouthBound	0	0
EastBound	237	416
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,552	944
North/South Critical Volumes	237	416
Sum of Critical Volumes	1,789	1,360
Capacity	1,425	1,425
Intersection CMA Value	1.255	0.954
ATCS CMA Value	1.155	0.854
Intersection Level of Service	F	D

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Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 14 Century Park East and Constellation Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	156	11	345	345	*	40	6	144	144	*
NB Thru	15	65	1171	390		338	32	902	451	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	0	0	2	2		0	3	51	51	
SB Thru	50	38	713	356	*	-50	62	1049	525	*
SB Right	159	14	408	408		-18	14	225	225	
EB Left	0	14	250	138	*	33	37	691	380	*
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	15	8	150	82		22	32	594	327	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	0	2	30	59	*	0	1	11	42	*
WB Right	0	2	30	0		0	2	32	0	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	2	2
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	138	380
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code		
Capacity Codes	1,425	1,425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	197	423
North/South Critical Volumes	701	668
Sum of Critical Volumes	898	1,091
Capacity	1,425	1,425
Intersection CMA Value	0.630	0.766
ATCS CMA Value	0.530	0.666
Intersection Level of Service	A	B

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Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 15 Olympic Boulevard and Century Park East
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	5	27	476	262		-34	6	65	36	
NB Thru	91	54	1043	390	*	56	15	319	154	*
NB Right	0	7	126	N/A		0	8	143	N/A	
SB Left	-3	8	143	79	*	17	38	691	380	*
SB Thru	53	9	218	109		51	36	692	346	
SB Right	-29	8	105	58		-35	40	665	366	
EB Left	0	0	0	N/A	*	0	0	0	N/A	
EB Thru	185	124	2374	810		211	141	2703	937	*
EB Right	0	3	57	N/A		0	6	107	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	*
WB Thru	130	167	3088	921	*	123	161	2967	813	
WB Right	68	30	595	N/A		7	16	287	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	2	2
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	921	937
North/South Critical Volumes	468	534
Sum of Critical Volumes	1,389	1,471
Capacity	1,425	1,425
Intersection CMA Value	0.975	1.032
ATCS CMA Value	0.875	0.932
Intersection Level of Service	D	E

Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 16 Century Park East and Pico Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	6	7		0	0	7	21	
NB Thru	0	0	5	N/A		0	1	21	N/A	
NB Right	0	0	3	7	*	0	1	14	21	*
SB Left	-5	7	116	73	*	26	35	642	412	*
SB Thru	0	1	15	73		0	0	3	412	
SB Right	4	5	89	73		40	31	591	412	
EB Left	43	39	738	406	*	27	11	220	121	
EB Thru	233	66	1398	466		325	120	2449	816	*
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	1	24	24		0	0	7	7	*
WB Thru	267	102	2072	691		205	78	1583	528	
WB Right	53	38	727	727	*	-6	11	194	194	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Thru-Rt	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	369	110
EastBound	0	0
WestBound	37	321
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,097	824
North/South Critical Volumes	81	433
Sum of Critical Volumes	1,177	1,257
Capacity	1,375	1,375
Intersection CMA Value	0.856	0.914
ATCS CMA Value	0.756	0.814
Intersection Level of Service	C	D

Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 17 Pico Boulevard and Motor Avenue
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	17	305	168		0	18	310	170	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	151	67	1329	1329	*	20	37	671	671	*
SB Left	17	1	38	38	*	142	7	258	258	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	12	2	44	44		92	14	346	346	*
EB Left	168	14	409	409		20	4	97	97	
EB Thru	302	105	2161	809	*	99	86	1615	694	*
EB Right	0	15	265	N/A		0	26	466	N/A	
WB Left	39	14	292	292	*	118	56	1105	1105	*
WB Thru	115	77	1478	633		229	90	1819	639	
WB Right	226	11	420	N/A		27	4	99	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	146	552
SouthBound	204	49
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	N-S Split	N-S Split
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,101	1,799
North/South Critical Volumes	1,221	416
Sum of Critical Volumes	2,322	2,215
Capacity	1,375	1,375
Intersection CMA Value	1.689	1.611
ATCS CMA Value	1.589	1.511
Intersection Level of Service	F	F

Future Conditions (2009), Without Project

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 18 Pico Boulevard and Beverly Glen Boulevard
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	42	16	331	204	*	5	22	391	268	*
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	3	16	281	204		24	22	412	268	
EB Left	12	22	407	407	*	-3	13	220	220	*
EB Thru	428	106	2308	769		134	79	1532	511	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	124	86	1643	821	*	298	108	2210	852	*
WB Right	3	15	266	266		23	18	346	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Right	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	204	110
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,229	1,072
North/South Critical Volumes	204	268
Sum of Critical Volumes	1,433	1,339
Capacity	1,500	1,500
Intersection CMA Value	0.955	0.893
ATCS CMA Value	0.855	0.793
Intersection Level of Service	D	C

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 19 Pico Boulevard and Overland Avenue
Scenario: Future Conditions (2009), Without Project

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**	**Related**	**Growth**	**W/O Project**	**VPL**	**Critical**
NB Left	0	14	255	141		0	18	319	175	*
NB Thru	5	52	924	924	*	-34	46	775	775	
NB Right	119	52	1042	573		-25	29	485	267	
SB Left	0	2	34	34	*	0	4	74	74	
SB Thru	-9	38	661	340		-11	74	1292	676	*
SB Right	0	1	19	N/A		0	3	60	N/A	
EB Left	0	5	87	87		0	5	87	87	
EB Thru	297	84	1778	644	*	142	67	1330	574	*
EB Right	0	9	155	N/A		0	22	392	N/A	
WB Left	6	36	650	358	*	72	61	1151	633	*
WB Thru	116	72	1386	693		235	95	1915	651	
WB Right	0	3	58	58		0	2	39	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	0	0
NB Right	2	2
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1375	1375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,002	1,207
North/South Critical Volumes	958	852
Sum of Critical Volumes	1,960	2,059
Capacity	1,375	1,375
Intersection CMA Value	1.425	1.497
ATCS CMA Value	1.325	1.397
Intersection Level of Service	F	F

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 1 Avenue of the Stars and Santa Monica Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	364	-2	362	121	*	1045	-5	1040	347	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	439	-1	438	241		737	-3	734	403	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	0		0	0	0	0	*
EB Thru	3727	0	3727	932		3069	0	3069	767	
EB Right	1534	-16	1518	1518	*	568	-1	567	567	
WB Left	785	-10	775	426	*	546	0	546	300	
WB Thru	2818	0	2818	939		3630	0	3630	1210	*
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	3	3
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	4	4
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	426	300
SouthBound	0	0
EastBound	121	347
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,823	1,210
North/South Critical Volumes	121	347
Sum of Critical Volumes	1,944	1,556
Capacity	1,425	1,425
Intersection CMA Value	1.364	1.092
ATCS CMA Value	1.264	0.992
Intersection Level of Service	F	E
PROJECT IMPACT VALUE	-0.015	-0.001

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Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 3 Avenue of the Stars and Constellation Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	245	0	245	135		279	0	279	153	*
NB Thru	1142	-4	1138	478	*	836	-8	828	279	
NB Right	774	0	774	478		288	-1	287	279	
SB Left	525	0	525	289	*	235	0	235	129	
SB Thru	671	-26	645	276		1044	-1	1043	433	*
SB Right	182	0	182	N/A		255	0	255	N/A	
EB Left	182	0	182	182	*	166	0	166	166	
EB Thru	372	0	372	186		233	0	233	117	
EB Right	92	0	92	92		570	0	570	570	*
WB Left	102	-3	99	99		327	0	327	327	*
WB Thru	88	0	88	44		457	0	457	228	
WB Right	138	0	138	138	*	302	0	302	302	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	1	1
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	320	896
North/South Critical Volumes	767	586
Sum of Critical Volumes	1,087	1,482
Capacity	1,375	1,375
Intersection CMA Value	0.791	1.078
ATCS CMA Value	0.691	0.978
Intersection Level of Service	B	E
PROJECT IMPACT VALUE	0.000	0.000

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 4 Avenue of the Stars and Olympic Boulevard WB
Scenario: Future Conditions (2009), With Project (Opition A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	5	5	5		0	36	36	36	*
NB Thru	1996	0	1996	680	*	855	0	855	338	
NB Right	44	0	44	N/A		161	0	161	N/A	
SB Left	39	0	39	39	*	167	0	167	167	
SB Thru	811	0	811	273		1857	0	1857	636	*
SB Right	0	7	7	N/A		0	50	50	N/A	
EB Left	0	25	25	31	*	0	43	43	53	*
EB Thru	0	6	6	N/A		0	10	10	N/A	
EB Right	0	20	20	20		0	33	33	33	
WB Left	234	0	234	236		178	0	178	191	
WB Thru	0	2	2	N/A		0	13	13	N/A	
WB Right	406	0	406	406	*	359	0	359	359	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	0	0
WB Left-Thru	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	437	412
North/South Critical Volumes	719	672
Sum of Critical Volumes	1,156	1,083
Capacity	1,500	1,500
Intersection CMA Value	0.771	0.722
ATCS CMA Value	0.671	0.622
Intersection Level of Service	B	B
PROJECT IMPACT VALUE	0.008	0.036

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 5 Avenue of the Stars and Olympic Boulevard EB
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	56	0	56	56		24	0	24	24	*
NB Thru	1631	-15	1616	548	*	702	0	702	274	
NB Right	28	0	28	N/A		121	0	121	N/A	
SB Left	58	-1	57	29	*	309	-2	307	154	
SB Thru	793	-2	791	317		1719	-5	1714	589	*
SB Right	161	0	161	N/A		52	0	52	N/A	
EB Left	6	0	6	7	*	74	0	74	77	*
EB Thru	5	0	5	N/A		37	0	37	N/A	
EB Right	3	0	3	7		43	0	43	77	
WB Left	156	0	156	302		68	0	68	88	
WB Thru	30	0	30	N/A		5	0	5	N/A	
WB Right	424	-7	417	302	*	103	0	103	88	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Lt-Thru-Rt	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	309	165
North/South Critical Volumes	577	613
Sum of Critical Volumes	886	778
Capacity	1,425	1,425
Intersection CMA Value	0.621	0.546
ATCS CMA Value	0.521	0.446
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	-0.007	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 6 Avenue of the Stars and Galaxy Way
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	335	0	335	184		15	0	15	8	*
NB Thru	1671	-16	1655	561	*	617	0	617	224	
NB Right	29	0	29	N/A		54	0	54	N/A	
SB Left	51	0	51	51	*	130	0	130	130	
SB Thru	651	-3	648	328		1809	-5	1804	610	*
SB Right	335	0	335	N/A		28	0	28	N/A	
EB Left	20	0	20	11		175	0	175	96	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	17	0	17	17	*	266	0	266	266	*
WB Left	24	0	24	24		52	0	52	52	*
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right (free)	67	0	67	67	*	51	0	51	51	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	2	2
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	e-w opp	e-w opp
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	84	318
North/South Critical Volumes	612	619
Sum of Critical Volumes	696	937
Capacity	1,375	1,375
Intersection CMA Value	0.506	0.681
ATCS CMA Value	0.406	0.581
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	-0.004	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 7 Avenue of the Stars and Empyrean Way
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	0		0	0	0	0	*
NB Thru	1988	-15	1973	658	*	637	0	637	219	
NB Right	2	0	2	N/A		20	0	20	N/A	
SB Left	19	0	19	19	*	18	0	18	18	
SB Thru	659	-2	657	219		1864	-5	1859	620	*
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	17	0	17	63		17	0	17	42	
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right (free)	46	0	46	63	*	25	0	25	42	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	63	42
North/South Critical Volumes	678	620
Sum of Critical Volumes	740	662
Capacity	1,500	1,500
Intersection CMA Value	0.493	0.441
CMA Value	0.493	0.441
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	-0.004	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 8 Avenue of the Stars and Pico Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	121	-1	120	66	*	572	-2	570	313	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	514	-2	512	281		1329	-3	1326	729	*
EB Left	1444	-10	1434	789	*	518	0	518	285	*
EB Thru	2069	0	2069	690		2078	0	2078	693	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	1647	0	1647	727	*	1944	0	1944	702	*
WB Right	539	-5	534	N/A		161	0	161	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	394	143
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,516	987
North/South Critical Volumes	66	587
Sum of Critical Volumes	1,582	1,574
Capacity	1,425	1,425
Intersection CMA Value	1.110	1.104
ATCS CMA Value	1.010	1.004
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.005	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 9 Santa Monica Boulevard and Century Park West
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	87	0	87	89	*	586	-1	585	301	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	181	0	181	89		320	0	320	301	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	4472	-16	4456	1485	*	2973	-1	2972	991	
EB Right	500	-3	497	497		90	0	90	90	
WB Left	297	0	297	163	*	257	0	257	141	
WB Thru	2588	-2	2586	862		3917	-5	3912	1304	*
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Right	1	1
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,649	1,304
North/South Critical Volumes	89	301
Sum of Critical Volumes	1,738	1,605
Capacity	1,425	1,425
Intersection CMA Value	1.220	1.127
ATCS CMA Value	1.120	1.027
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.003	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 10 Constellation Boulevard and Century Park West
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	268	0	268	134		417	-1	416	208	*
NB Right	441	0	441	441	*	54	0	54	54	
SB Left	132	0	132	132	*	13	0	13	13	
SB Thru	286	-3	283	94		315	0	315	105	*
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	59	0	59	32		682	0	682	375	*
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right (free)	87	0	87	48	*	305	0	305	168	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	3	3
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	2	2

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	48	375
North/South Critical Volumes	573	222
Sum of Critical Volumes	620	597
Capacity	1,425	1,425
Intersection CMA Value	0.435	0.419
ATCS CMA Value	0.335	0.319
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.000	0.000

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 11 Olympic Boulevard and Century Park West
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	32	0	32	17	*	100	0	100	55	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	225	0	225	124		1142	-1	1141	628	*
EB Left	816	-3	813	447	*	239	0	239	132	*
EB Thru	3298	-7	3291	1097		2685	0	2685	895	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	2601	-1	2600	867	*	3653	-2	3651	1217	*
WB Right	76	0	76	76		75	0	75	75	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	224	66
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,314	1,349
North/South Critical Volumes	17	562
Sum of Critical Volumes	1,332	1,911
Capacity	1,425	1,425
Intersection CMA Value	0.934	1.341
ATCS CMA Value	0.834	1.241
Intersection Level of Service	D	F
PROJECT IMPACT VALUE	-0.002	-0.001

Future Conditions (2009), With Project (Opition A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 12 Century Park East and Santa Monica Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	430	0	430	237	*	756	0	756	416	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	408	0	408	225		1010	-1	1009	555	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	0		0	0	0	0	
EB Thru	2760	-1	2759	690		2907	-3	2904	726	*
EB Right	1022	0	1022	1022	*	326	0	326	326	
WB Left	1394	-3	1391	765		396	0	396	218	*
WB Thru	2823	-10	2813	703	*	3020	0	3020	755	
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	4	4
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	4	4
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	765	218
SouthBound	0	0
EastBound	237	416
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,551	943
North/South Critical Volumes	237	416
Sum of Critical Volumes	1,787	1,359
Capacity	1,425	1,425
Intersection CMA Value	1.254	0.954
ATCS CMA Value	1.154	0.854
Intersection Level of Service	F	D
PROJECT IMPACT VALUE	-0.001	0.000

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Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 14 Century Park East and Constellation Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	345	0	345	345	*	144	0	144	144	*
NB Thru	1171	0	1171	390		902	0	902	451	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	2	0	2	2		51	0	51	51	
SB Thru	713	0	713	356	*	1049	0	1049	525	*
SB Right	408	-3	405	405		225	0	225	225	
EB Left	250	0	250	138	*	691	-1	690	380	*
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	150	0	150	82		594	0	594	327	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	30	0	30	59	*	11	0	11	42	*
WB Right	30	0	30	0		32	0	32	0	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	2	2
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	138	380
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code		
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	197	422
North/South Critical Volumes	701	668
Sum of Critical Volumes	898	1,091
Capacity	1,425	1,425
Intersection CMA Value	0.630	0.765
ATCS CMA Value	0.530	0.665
Intersection Level of Service	A	B
PROJECT IMPACT VALUE	0.000	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 15 Olympic Boulevard and Century Park East
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	476	0	476	262		65	0	65	36	
NB Thru	1043	0	1043	390	*	319	0	319	154	*
NB Right	126	0	126	N/A		143	0	143	N/A	
SB Left	143	0	143	79	*	691	0	691	380	*
SB Thru	218	0	218	109		692	0	692	346	
SB Right	105	0	105	58		665	0	665	366	
EB Left	0	0	0	N/A	*	0	0	0	N/A	
EB Thru	2374	-1	2373	810		2703	0	2703	937	*
EB Right	57	0	57	N/A		107	0	107	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	*
WB Thru	3088	-8	3080	919	*	2967	-2	2965	813	
WB Right	595	0	595	N/A		287	0	287	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	2	2
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	919	937
North/South Critical Volumes	468	534
Sum of Critical Volumes	1,387	1,471
Capacity	1,425	1,425
Intersection CMA Value	0.974	1.032
ATCS CMA Value	0.874	0.932
Intersection Level of Service	D	E
PROJECT IMPACT VALUE	-0.001	0.000

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 16 Century Park East and Pico Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	6	0	6	7		7	0	7	21	
NB Thru	5	0	5	N/A		21	0	21	N/A	
NB Right	3	0	3	7	*	14	0	14	21	*
SB Left	116	0	116	73	*	642	0	642	412	*
SB Thru	15	0	15	73		3	0	3	412	
SB Right	89	0	89	73		591	0	591	412	
EB Left	738	0	738	406	*	220	0	220	121	
EB Thru	1398	-1	1397	466		2449	-2	2447	816	*
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	24	0	24	24		7	0	7	7	*
WB Thru	2072	-5	2067	689		1583	0	1583	528	
WB Right	727	0	727	727	*	194	0	194	194	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Thru-Ri	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	369	110
EastBound	0	0
WestBound	37	321
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,097	823
North/South Critical Volumes	81	433
Sum of Critical Volumes	1,177	1,256
Capacity	1,375	1,375
Intersection CMA Value	0.856	0.914
ATCS CMA Value	0.756	0.814
Intersection Level of Service	C	D
PROJECT IMPACT VALUE	0.000	0.000

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 17 Pico Boulevard and Motor Avenue
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	305	0	305	168		310	0	310	170	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	1329	-3	1326	1326	*	671	0	671	671	*
SB Left	38	0	38	38	*	258	0	258	258	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	44	0	44	44		346	0	346	346	*
EB Left	409	0	409	409		97	0	97	97	
EB Thru	2161	-7	2154	806	*	1615	0	1615	694	*
EB Right	265	0	265	N/A		466	0	466	N/A	
WB Left	292	0	292	292	*	1105	-1	1104	1104	*
WB Thru	1478	-1	1477	632		1819	-2	1817	639	
WB Right	420	0	420	N/A		99	0	99	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	146	552
SouthBound	204	49
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	N-S Split	N-S Split
Capacity Codes	1,375	1,375

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,099	1,798
North/South Critical Volumes	1,218	417
Sum of Critical Volumes	2,316	2,214
Capacity	1,375	1,375
Intersection CMA Value	1.685	1.610
ATCS CMA Value	1.585	1.510
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.004	-0.001

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Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 18 Pico Boulevard and Beverly Glen Boulevard
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	331	0	331	204	*	391	0	391	268	*
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	281	0	281	204		412	0	412	268	
EB Left	407	0	407	407	*	220	0	220	220	*
EB Thru	2308	-7	2301	767		1532	0	1532	511	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	1643	-1	1642	821	*	2210	-2	2208	852	*
WB Right	266	0	266	266		346	0	346	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Right	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	204	110
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,228	1,071
North/South Critical Volumes	204	268
Sum of Critical Volumes	1,432	1,339
Capacity	1,500	1,500
Intersection CMA Value	0.955	0.892
ATCS CMA Value	0.855	0.792
Intersection Level of Service	D	C
PROJECT IMPACT VALUE	0.000	-0.001

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 19 Pico Boulevard and Overland Avenue
Scenario: Future Conditions (2009), With Project (Option A)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	255	0	255	141		319	0	319	175	*
NB Thru	924	0	924	924	*	775	0	775	775	
NB Right	1042	-1	1041	573		485	0	485	267	
SB Left	34	0	34	34	*	74	0	74	74	
SB Thru	661	0	661	340		1292	0	1292	676	*
SB Right	19	0	19	N/A		60	0	60	N/A	
EB Left	87	0	87	87		87	0	87	87	
EB Thru	1778	-5	1773	643	*	1330	0	1330	574	*
EB Right	155	0	155	N/A		392	0	392	N/A	
WB Left	650	0	650	358	*	1151	0	1151	633	*
WB Thru	1386	-1	1385	692		1915	-2	1913	651	
WB Right	58	0	58	58		39	0	39	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	0	0
NB Right	2	2
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1375	1375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,000	1,207
North/South Critical Volumes	958	852
Sum of Critical Volumes	1,958	2,059
Capacity	1,375	1,375
Intersection CMA Value	1.424	1.497
ATCS CMA Value	1.324	1.397
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.001	0.000

Future Conditions (2009), With Project (Option A)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 1 Avenue of the Stars and Santa Monica Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	364	7	371	124	*	1045	-5	1040	347	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	439	4	443	244		737	-3	734	403	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	0		0	0	0	0	
EB Thru	3727	0	3727	932		3069	0	3069	767	
EB Right	1534	-9	1525	1525	*	568	4	572	572	
WB Left	785	-5	780	429	*	546	2	548	301	
WB Thru	2818	0	2818	939		3630	0	3630	1210	*
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	3	3
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	4	4
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	0	0

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	429	301
SouthBound	0	0
EastBound	124	347
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,830	1,210
North/South Critical Volumes	124	347
Sum of Critical Volumes	1,953	1,556
Capacity	1,425	1,425
Intersection CMA Value	1.371	1.092
ATCS CMA Value	1.271	0.992
Intersection Level of Service	F	E
PROJECT IMPACT VALUE	-0.008	-0.001

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Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 3 Avenue of the Stars and Constellation Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	245	0	245	135		279	0	279	153	*
NB Thru	1142	-12	1130	476	*	836	-8	828	279	
NB Right	774	1	775	476		288	-1	287	279	
SB Left	525	0	525	289	*	235	0	235	129	
SB Thru	671	-14	657	280		1044	6	1050	435	*
SB Right	182	0	182	N/A		255	0	255	N/A	
EB Left	182	0	182	182	*	166	0	166	166	
EB Thru	372	0	372	186		233	0	233	117	
EB Right	92	0	92	92		570	0	570	570	*
WB Left	102	-2	100	100		327	1	328	328	*
WB Thru	88	0	88	44		457	0	457	228	
WB Right	138	0	138	138	*	302	0	302	302	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	1	1
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	320	897
North/South Critical Volumes	765	588
Sum of Critical Volumes	1,085	1,486
Capacity	1,375	1,375
Intersection CMA Value	0.789	1.080
ATCS CMA Value	0.689	0.980
Intersection Level of Service	B	E
PROJECT IMPACT VALUE	-0.002	0.002

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 4 Avenue of the Stars and Olympic Boulevard WB
Scenario: Future Conditions (2009), With Project (Opition B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	22	22	22		0	41	41	41	*
NB Thru	1996	0	1996	680	*	855	0	855	338	
NB Right	44	0	44	N/A		161	0	161	N/A	
SB Left	39	0	39	39	*	167	0	167	167	
SB Thru	811	0	811	280		1857	0	1857	638	*
SB Right	0	30	30	N/A		0	56	56	N/A	
EB Left	0	42	42	51	*	0	42	42	51	*
EB Thru	0	9	9	N/A		0	9	9	N/A	
EB Right	0	6	6	6		0	6	6	6	
WB Left	234	0	234	242		178	0	178	193	
WB Thru	0	8	8	N/A		0	15	15	N/A	
WB Right	406	0	406	406	*	359	0	359	359	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	0	0
WB Left-Thru	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	457	410
North/South Critical Volumes	719	679
Sum of Critical Volumes	1,176	1,088
Capacity	1,500	1,500
Intersection CMA Value	0.784	0.725
ATCS CMA Value	0.684	0.625
Intersection Level of Service	B	B
PROJECT IMPACT VALUE	0.021	0.039

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 5 Avenue of the Stars and Olympic Boulevard EB
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	56	0	56	56		24	0	24	24	*
NB Thru	1631	-8	1623	550	*	702	3	705	275	
NB Right	28	0	28	N/A		121	0	121	N/A	
SB Left	58	3	61	31	*	309	-3	306	153	
SB Thru	793	7	800	320		1719	-5	1714	589	*
SB Right	161	0	161	N/A		52	0	52	N/A	
EB Left	6	0	6	7	*	74	0	74	77	*
EB Thru	5	0	5	N/A		37	0	37	N/A	
EB Right	3	0	3	7		43	0	43	77	
WB Left	156	0	156	303		68	0	68	89	
WB Thru	30	0	30	N/A		5	2	7	N/A	
WB Right	424	-4	420	303	*	103	0	103	89	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Lt-Thru-Rt	1	1
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	311	166
North/South Critical Volumes	581	613
Sum of Critical Volumes	891	779
Capacity	1,425	1,425
Intersection CMA Value	0.626	0.547
ATCS CMA Value	0.526	0.447
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	-0.002	0.000

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 6 Avenue of the Stars and Galaxy Way
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	335	0	335	184		15	0	15	8	*
NB Thru	1671	-8	1663	564	*	617	3	620	225	
NB Right	29	0	29	N/A		54	0	54	N/A	
SB Left	51	0	51	51	*	130	0	130	130	
SB Thru	651	7	658	331		1809	-5	1804	610	*
SB Right	335	0	335	N/A		28	0	28	N/A	
EB Left	20	0	20	11		175	0	175	96	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	17	0	17	17	*	266	0	266	266	*
WB Left	24	0	24	24		52	0	52	52	*
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right (free)	67	0	67	67	*	51	0	51	51	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	2	2
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	1	1
WB Left	1	1
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	1	1

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	e-w opp	e-w opp
Capacity Codes	1,375	1,375

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	84	318
North/South Critical Volumes	615	619
Sum of Critical Volumes	699	937
Capacity	1,375	1,375
Intersection CMA Value	0.508	0.681
ATCS CMA Value	0.408	0.581
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	-0.002	-0.001

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Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 7 Avenue of the Stars and Empyrean Way
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	0		0	0	0	0	*
NB Thru	1988	-8	1980	661	*	637	3	640	220	
NB Right	2	0	2	N/A		20	0	20	N/A	
SB Left	19	0	19	19	*	18	0	18	18	
SB Thru	659	7	666	222		1864	-5	1859	620	*
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	17	0	17	63		17	0	17	42	
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right (free)	46	0	46	63	*	25	0	25	42	*

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	1	1
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	63	42
North/South Critical Volumes	680	620
Sum of Critical Volumes	742	662
Capacity	1,500	1,500
Intersection CMA Value	0.495	0.441
CMA Value	0.495	0.441
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	-0.002	-0.001

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 8 Avenue of the Stars and Pico Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	121	2	123	68	*	572	-2	570	313	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	514	4	518	285		1329	-3	1326	729	*
EB Left	1444	-5	1439	791	*	518	2	520	286	*
EB Thru	2069	0	2069	690		2078	0	2078	693	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	1647	0	1647	728	*	1944	0	1944	702	*
WB Right	539	-3	536	N/A		161	1	162	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	396	143
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,519	988
North/South Critical Volumes	68	586
Sum of Critical Volumes	1,587	1,574
Capacity	1,425	1,425
Intersection CMA Value	1.114	1.105
ATCS CMA Value	1.014	1.005
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.001	0.000

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 9 Santa Monica Boulevard and Century Park West
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	87	1	88	89	*	586	-1	585	301	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	181	0	181	89		320	0	320	301	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	4472	-9	4463	1488	*	2973	4	2977	992	
EB Right	500	-2	498	498		90	1	91	91	
WB Left	297	0	297	163	*	257	0	257	141	
WB Thru	2588	7	2595	865		3917	-5	3912	1304	*
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Right	1	1
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,651	1,304
North/South Critical Volumes	89	301
Sum of Critical Volumes	1,740	1,605
Capacity	1,425	1,425
Intersection CMA Value	1.221	1.127
ATCS CMA Value	1.121	1.027
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.002	-0.001

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 10 Constellation Boulevard and Century Park West
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	268	1	269	134		417	-1	416	208	*
NB Right	441	0	441	441	*	54	0	54	54	
SB Left	132	0	132	132	*	13	0	13	13	
SB Thru	286	-2	284	95		315	1	316	105	*
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	N/A		0	0	0	N/A	
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	59	0	59	32		682	0	682	375	*
WB Thru	0	0	0	N/A		0	0	0	N/A	
WB Right (free)	87	0	87	48	*	305	0	305	168	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	3	3
SB Right-Thru	0	0
SB Right	0	0
EB Left	0	0
EB Left-Thru	0	0
EB Thru	0	0
EB Right-Thru	0	0
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	0	0
WB Right	2	2

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	48	375
North/South Critical Volumes	573	222
Sum of Critical Volumes	620	597
Capacity	1,425	1,425
Intersection CMA Value	0.435	0.419
ATCS CMA Value	0.335	0.319
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.000	0.000

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 11 Olympic Boulevard and Century Park West
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	32	0	32	17	*	100	0	100	55	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	225	0	225	124		1142	-1	1141	628	*
EB Left	816	-3	813	447	*	239	0	239	132	*
EB Thru	3298	-7	3291	1097		2685	0	2685	895	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	2601	-1	2600	867	*	3653	-2	3651	1217	*
WB Right	76	0	76	76		75	0	75	75	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	2	2
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	1	1

Approach	**RTOR**	
Direction	**AM PEAK**	**PM PEAK**
NorthBound	0	0
SouthBound	224	66
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,314	1,349
North/South Critical Volumes	17	562
Sum of Critical Volumes	1,332	1,911
Capacity	1,425	1,425
Intersection CMA Value	0.934	1.341
ATCS CMA Value	0.834	1.241
Intersection Level of Service	D	F
PROJECT IMPACT VALUE	-0.002	-0.001

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Future Conditions (2009), With Project (Opition B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 12 Century Park East and Santa Monica Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	430	0	430	237	*	756	0	756	416	*
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	408	1	409	225		1010	-1	1009	555	
SB Left	0	0	0	N/A		0	0	0	N/A	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	0	0	0	N/A		0	0	0	N/A	
EB Left	0	0	0	0		0	0	0	0	
EB Thru	2760	4	2764	691		2907	-3	2904	726	*
EB Right	1022	0	1022	1022	*	326	0	326	326	
WB Left	1394	-2	1392	766		396	1	397	218	*
WB Thru	2823	-5	2818	705	*	3020	2	3022	755	
WB Right	0	0	0	N/A		0	0	0	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	2	2
SB Left	0	0
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	4	4
EB Right-Thru	0	0
EB Right	1	1
WB Left	2	2
WB Left-Thru	0	0
WB Thru	4	4
WB Right-Thru	0	0
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	766	218
SouthBound	0	0
EastBound	237	416
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1425	1425

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Critical Movement Analysis: Results Summary

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	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,551	944
North/South Critical Volumes	237	416
Sum of Critical Volumes	1,788	1,360
Capacity	1,425	1,425
Intersection CMA Value	1.255	0.954
ATCS CMA Value	1.155	0.854
Intersection Level of Service	F	D
PROJECT IMPACT VALUE	0.000	0.000

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Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 14 Century Park East and Constellation Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	345	0	345	345	*	144	0	144	144	*
NB Thru	1171	0	1171	390		902	0	902	451	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	2	0	2	2		51	0	51	51	
SB Thru	713	0	713	356	*	1049	0	1049	525	*
SB Right	408	-2	406	406		225	1	226	226	
EB Left	250	1	251	138	*	691	-1	690	380	*
EB Thru	0	0	0	N/A		0	0	0	N/A	
EB Right	150	0	150	82		594	0	594	327	
WB Left	0	0	0	0		0	0	0	0	
WB Thru	30	0	30	59	*	11	0	11	42	*
WB Right	30	0	30	0		32	0	32	0	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	1	1
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	1	1
EB Thru	0	0
EB Right-Thru	0	0
EB Right	2	2
WB Left	0	0
WB Left-Thru	0	0
WB Thru	0	0
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	138	380
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code		
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	197	422
North/South Critical Volumes	701	668
Sum of Critical Volumes	898	1,091
Capacity	1,425	1,425
Intersection CMA Value	0.630	0.765
ATCS CMA Value	0.530	0.665
Intersection Level of Service	A	B
PROJECT IMPACT VALUE	0.000	-0.001

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 15 Olympic Boulevard and Century Park East
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	476	0	476	262		65	0	65	36	
NB Thru	1043	0	1043	390	*	319	0	319	154	*
NB Right	126	0	126	N/A		143	0	143	N/A	
SB Left	143	0	143	79	*	691	0	691	380	*
SB Thru	218	0	218	109		692	0	692	346	
SB Right	105	0	105	58		665	0	665	366	
EB Left	0	0	0	N/A	*	0	0	0	N/A	
EB Thru	2374	3	2377	811		2703	-3	2700	936	*
EB Right	57	0	57	N/A		107	0	107	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	*
WB Thru	3088	-4	3084	920	*	2967	2	2969	814	
WB Right	595	0	595	N/A		287	0	287	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	2	2
NB Right-Thru	1	1
NB Right	0	0
SB Left	2	2
SB Left-Thru	0	0
SB Thru	2	2
SB Right-Thru	0	0
SB Right	2	2
EB Left	0	0
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	3	3
Phasing Code	0	0
Capacity Codes	1,425	1,425

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	920	936
North/South Critical Volumes	468	534
Sum of Critical Volumes	1,388	1,470
Capacity	1,425	1,425
Intersection CMA Value	0.974	1.031
ATCS CMA Value	0.874	0.931
Intersection Level of Service	D	E
PROJECT IMPACT VALUE	-0.001	-0.001

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 16 Century Park East and Pico Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	6	0	6	7		7	0	7	21	
NB Thru	5	0	5	N/A		21	0	21	N/A	
NB Right	3	0	3	7	*	14	0	14	21	*
SB Left	116	0	116	73	*	642	0	642	412	*
SB Thru	15	0	15	73		3	0	3	412	
SB Right	89	0	89	73		591	0	591	412	
EB Left	738	0	738	406	*	220	0	220	121	
EB Thru	1398	2	1400	467		2449	-2	2447	816	*
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	24	0	24	24		7	0	7	7	*
WB Thru	2072	-3	2069	690		1583	1	1584	528	
WB Right	727	0	727	727	*	194	0	194	194	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	1	1
NB Thru	0	0
NB Right-Thru	1	1
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-Thru-Ri	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	2	2
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	3	3
WB Right-Thru	0	0
WB Right	1	1

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	369	110
EastBound	0	0
WestBound	37	321
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,097	823
North/South Critical Volumes	81	433
Sum of Critical Volumes	1,177	1,256
Capacity	1,375	1,375
Intersection CMA Value	0.856	0.914
ATCS CMA Value	0.756	0.814
Intersection Level of Service	C	D
PROJECT IMPACT VALUE	0.000	0.000

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 17 Pico Boulevard and Motor Avenue
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	305	0	305	168		310	0	310	170	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	1329	-1	1328	1328	*	671	1	672	672	*
SB Left	38	0	38	38	*	258	0	258	258	
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	44	0	44	44		346	0	346	346	*
EB Left	409	0	409	409		97	0	97	97	
EB Thru	2161	-4	2157	807	*	1615	1	1616	694	*
EB Right	265	0	265	N/A		466	0	466	N/A	
WB Left	292	1	293	293	*	1105	-1	1104	1104	*
WB Thru	1478	3	1481	634		1819	-2	1817	639	
WB Right	420	0	420	N/A		99	0	99	N/A	

Movement	**AM PEAK Lanes**	**PM PEAK Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	1	1
SB Left	1	1
SB Left-Thru	0	0
SB Thru	0	0
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	1	1
WB Right	0	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	147	552
SouthBound	204	49
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	N-S Split	N-S Split
Capacity Codes	1,375	1,375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,101	1,798
North/South Critical Volumes	1,219	418
Sum of Critical Volumes	2,320	2,216
Capacity	1,375	1,375
Intersection CMA Value	1.687	1.611
ATCS CMA Value	1.587	1.511
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	-0.002	0.001

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 18 Pico Boulevard and Beverly Glen Boulevard
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	0	0	N/A		0	0	0	N/A	
SB Left	331	0	331	204	*	391	0	391	268	*
SB Thru	0	0	0	N/A		0	0	0	N/A	
SB Right	281	0	281	204		412	0	412	268	
EB Left	407	0	407	407	*	220	0	220	220	*
EB Thru	2308	-4	2304	768		1532	1	1533	511	
EB Right	0	0	0	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	1643	3	1646	823	*	2210	-2	2208	852	*
WB Right	266	0	266	266		346	0	346	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	0	0
NB Left-Thru	0	0
NB Thru	0	0
NB Right-Thru	0	0
NB Right	0	0
SB Left	1	1
SB Left-Thru	0	0
SB Left-RT	1	1
SB Right-Thru	0	0
SB Right	1	1
EB Left	1	1
EB Left-Thru	0	0
EB Thru	3	3
EB Right-Thru	0	0
EB Right	0	0
WB Left	0	0
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	204	110
EastBound	0	0
WestBound	0	0
Number of Phases	2	2
Phasing Code	0	0
Capacity Codes	1,500	1,500

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,230	1,071
North/South Critical Volumes	204	268
Sum of Critical Volumes	1,434	1,339
Capacity	1,500	1,500
Intersection CMA Value	0.956	0.892
ATCS CMA Value	0.856	0.792
Intersection Level of Service	D	C
PROJECT IMPACT VALUE	0.001	-0.001

Future Conditions (2009), With Project (Option B)

Overland Traffic Consultants, Inc.

INTERSECTION CMA WORKSHEET

Project: St. Regis Redevelopment

Intersection: 19 Pico Boulevard and Overland Avenue
Scenario: Future Conditions (2009), With Project (Option B)

	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
Movement	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**	**W/O Proj.**	**Project**	**W/ Project**	**VPL**	**Critical**
NB Left	255	0	255	141		319	0	319	175	*
NB Thru	924	0	924	924	*	775	0	775	775	
NB Right	1042	-1	1041	573		485	0	485	267	
SB Left	34	0	34	34	*	74	0	74	74	
SB Thru	661	0	661	340		1292	0	1292	676	*
SB Right	19	0	19	N/A		60	0	60	N/A	
EB Left	87	0	87	87		87	0	87	87	
EB Thru	1778	-3	1775	643	*	1330	1	1331	574	*
EB Right	155	0	155	N/A		392	0	392	N/A	
WB Left	650	1	651	358	*	1151	0	1151	633	*
WB Thru	1386	2	1388	694		1915	-2	1913	651	
WB Right	58	0	58	58		39	0	39	N/A	

	AM PEAK	PM PEAK
Movement	**Lanes**	**Lanes**
NB Left	2	2
NB Left-Thru	0	0
NB Thru	1	1
NB Right-Thru	0	0
NB Right	2	2
SB Left	1	1
SB Left-Thru	0	0
SB Thru	1	1
SB Right-Thru	1	1
SB Right	0	0
EB Left	1	1
EB Left-Thru	0	0
EB Thru	2	2
EB Right-Thru	1	1
EB Right	0	0
WB Left	2	2
WB Left-Thru	0	0
WB Thru	2	2
WB Right-Thru	0	1
WB Right	1	0

Approach Direction	**RTOR AM PEAK**	**RTOR PM PEAK**
NorthBound	0	0
SouthBound	0	0
EastBound	0	0
WestBound	0	0
Number of Phases	4	4
Phasing Code	0	0
Capacity Codes	1375	1375

Critical Movement Analysis: Results Summary

	AM PEAK	**PM PEAK**
East/West Critical Volumes	1,002	1,208
North/South Critical Volumes	958	852
Sum of Critical Volumes	1,959	2,059
Capacity	1,375	1,375
Intersection CMA Value	1.425	1.498
ATCS CMA Value	1.325	1.398
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	0.000	0.001

Future Conditions (2009), With Project (Option B)