IV. ENVIRONMENTAL IMPACT ANALYSIS
J. TRAFFIC AND CIRCULATION

1. INTRODUCTION

This section of the Draft EIR provides an analysis of potential impacts associated with traffic, circulation, and parking. The analysis is based on the Traffic Impact Study prepared by Linscott, Law & Greenspan, Engineers dated October 2007, which is included as Appendix G to this document. The City of Los Angeles Department of Transportation (LADOT) reviewed and approved the Traffic Impact Study prior to circulation of this Draft EIR.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) Internal Access and Local Street System

The project site is located within the West Los Angeles Community Plan area of the City of Los Angeles, California. Specifically, the project site is bounded by Santa Monica Boulevard to the north, Avenue of the Stars to the east, Constellation Boulevard to the south, and Century Park West to the west.[195] Internal access to the project site is currently provided via primary and secondary driveways located along Santa Monica Boulevard, Avenue of the Stars, Constellation Boulevard and Century Park West. The main shopping center driveways are located along Santa Monica Boulevard, Century Park West, and Constellation Boulevard. The primary driveway for the office building at 1930 Century Park West is located along Century Park West and the primary driveway for the office building at 1801 Avenue of the Stars is located along Avenue of the Stars. In addition, several other secondary driveways and service entrances are available from the streets surrounding the project site.

Local access within the project vicinity is currently provided by the following roadways:

- Sepulveda Boulevard is a north-south arterial located west of the project site and is designated as a Major Class II Highway. Two through travel lanes and separate left-

[195] *The project site is actually located on a northwest-southeast axis, with Santa Monica Boulevard to the northwest. Directions have been simplified for ease of reference.*

turn lanes at major intersections are generally provided in each direction. Right-turn only lanes are also provided in both directions at the Santa Monica Boulevard intersection. Curbside parking is generally allowed along both sides of the roadway, except at major intersections where parking is prohibited. The speed limit on Sepulveda Boulevard in the project vicinity is 35 miles per hour.

- Westwood Boulevard, a north-south arterial located west of the project site, is designated as a Major Class II Highway between Le Conte Avenue (i.e., near the UCLA campus) and Santa Monica Boulevard and as a Secondary Highway between Santa Monica Boulevard and National Boulevard. Two through travel lanes are provided in each direction while separate left-turn lanes are also provided in both directions at major intersections. A right-turn only lane is provided at the southbound approach at the Santa Monica Boulevard intersection. Curbside parking is generally allowed along both sides of the roadway, except at major intersections where parking is prohibited. The speed limit on Westwood Boulevard in the vicinity of the project is 35 miles per hour.

- Overland Avenue is a north-south arterial located west of the project site and is designated as a Secondary Highway between Santa Monica Boulevard and Pico Boulevard and as a Major Class II Highway between Pico Boulevard and National Boulevard. One through travel lane is provided in each direction between Santa Monica Boulevard and Pico Boulevard. Two through travel lanes are provided in each direction south of Pico Boulevard. Curbside parking is prohibited along both sides of Overland Avenue in the project vicinity with posted "No Stopping Any Time" signs. The speed limit on Overland Avenue in the project vicinity is 25 miles per hour.

- Manning Avenue is designated as a Collector Street north of Motor Avenue and as a Secondary Highway south of Motor Avenue. This northwest-southeast oriented roadway is located south of the project site and provides one through travel lane in each direction. Curbside parking is generally allowed along both sides of Manning Avenue within the project vicinity. The speed limit on Manning Avenue in the project vicinity is 30 miles per hour.

- Beverly Glen Boulevard, a north-south oriented arterial located west of the project site, is designated as a Major Class II Highway between Wilshire Boulevard and Pico Boulevard and as a Secondary Highway between Sunset Boulevard and Wilshire Boulevard. Two through travel lanes and separate left-turn lanes at major intersections are provided in each direction on this arterial. Dual left-turn lanes are provided at the southbound approach of the roadway at the Santa Monica Boulevard intersection. Right-turn only lanes are provided in both directions at the Olympic Boulevard intersection. Curbside parking is generally allowed along both sides of the

roadway, except at major intersections where parking is prohibited. The speed limit on Beverly Glen Boulevard in the project vicinity is 35 miles per hour.

- Century Park West borders the project site to the west. This north-south arterial is designated as a Secondary Highway between Santa Monica Boulevard and Olympic Boulevard and extends between Santa Monica Boulevard to the north and Olympic Boulevard to the south. Two through lanes are provided in each direction between Santa Monica Boulevard and Constellation Boulevard, and three through lanes are provided in each direction between Constellation Boulevard and Olympic Boulevard. One left-turn lane, one combination left/right-turn lane, and one right-turn only lane are provided at the northbound approach at Santa Monica Boulevard. Dual left-turn and right-turn lanes are provided at the southbound approach of Century Park West at Olympic Boulevard. Curbside parking is prohibited along both sides of Century Park West in the project vicinity with posted "No Stopping Any Time" signs. The speed limit on Century Park West in the project vicinity is 35 miles per hour.

- Avenue of the Stars borders a portion of the project site to the east and is designated as a Major Class II Highway. This north-south oriented arterial extends between Santa Monica Boulevard to the north and Pico Boulevard to the south. Three through travel lanes are provided in each direction, along with a variable width raised median island. Left-turn pockets are provided within the Avenue of the Stars raised median at intersections within the project vicinity. Dual left-turn and right-turn lanes are provided at the southbound approach at the Pico Boulevard intersection. Curbside parking is prohibited along both sides of Avenue of the Stars in the project vicinity with posted "No Stopping Any Time" signs.

- Century Park East is a north-south arterial located east of the project site. Century Park East is designated as a Secondary Highway between Santa Monica Boulevard and Olympic Boulevard and extends between Santa Monica Boulevard to the north and Pico Boulevard to the south. Three through travel lanes are provided in both directions. Dual left-turn lanes are provided at the northbound approach at Santa Monica Boulevard and in both directions at the Olympic Boulevard intersection. Dual right-turn lanes are provided northbound at the Santa Monica Boulevard intersection and southbound at the Olympic Boulevard intersection. Curbside parking is prohibited along both sides of Century Park East in the project vicinity with posted "No Stopping Any Time" signs. The speed limit on Century Park East in the project vicinity is 35 miles per hour.

- Motor Avenue is located south of the project site and is designated as a Collector Street between Pico Boulevard and Manning Avenue and as a Secondary Highway between Manning Avenue and National Boulevard. One through travel lane is provided in each direction in addition to Class II bicycle lanes on segments of the

roadway. Two hour parking between the hours of 8:00 A.M. and 6:00 P.M. is generally provided along both sides of Motor Avenue near the project site. The speed limit on Motor Avenue within the project vicinity is 30 miles per hour.

- Sunset Boulevard is an east-west oriented roadway located north of the project site and is designated as a Major Class II Highway. Two through travel lanes are provided in each direction with separate left-turn lanes provided in both directions at major intersections. Curbside parking is prohibited along both sides of Sunset Boulevard with posted "No Stopping Any Time" signs. The speed limit on Sunset Boulevard in the project vicinity is 35 miles per hour.

- Wilshire Boulevard, an east-west oriented roadway located north of the project site is designated as a Major Class I Highway. Within the City of Beverly Hills, Wilshire Boulevard is also designated as an arterial in the City of Beverly Hills General Plan. Three through travel lanes are provided in each direction. Curbside parking is prohibited along both sides of Wilshire Boulevard in the project vicinity with posted "No Stopping Any Time" signs. Wilshire Boulevard is posted for a 35 miles per hour speed limit within the project vicinity.

- Constellation Boulevard is an east-west oriented roadway and borders the project site to the south. This roadway is designated as a Secondary Highway and extends from Century Park West to Century Park East. Two through travel lanes are generally provided in each direction with exclusive left-turn and right-turn lanes provided at intersections in the project vicinity. Left-turn pockets are also provided in both directions to access sites along the roadway, including the project site. Curbside parking is prohibited along both sides of Constellation Boulevard with posted "Tow Away No Stopping Any Time" signs.

- Olympic Boulevard, an east-west oriented roadway located south of the project site, is designated as a Major Class II Highway. Three through travel lanes are provided in each direction on Olympic Boulevard in the project vicinity. Curbside parking is generally prohibited along both sides of the roadway near the project site with posted "Tow Away No Stopping Any Time" signs. Olympic Boulevard is posted for a 35 miles per hour speed limit within the project vicinity.

- Pico Boulevard is an east-west oriented roadway located south of the project site. Pico Boulevard is designated as a Major Class II Highway with two through travel lanes provided in each direction. Curbside parking is generally prohibited along both sides of the roadway near the project site with posted "Tow Away No Stopping Any Time" signs. The speed limit on Pico Boulevard within the project vicinity is 35 miles per hour.

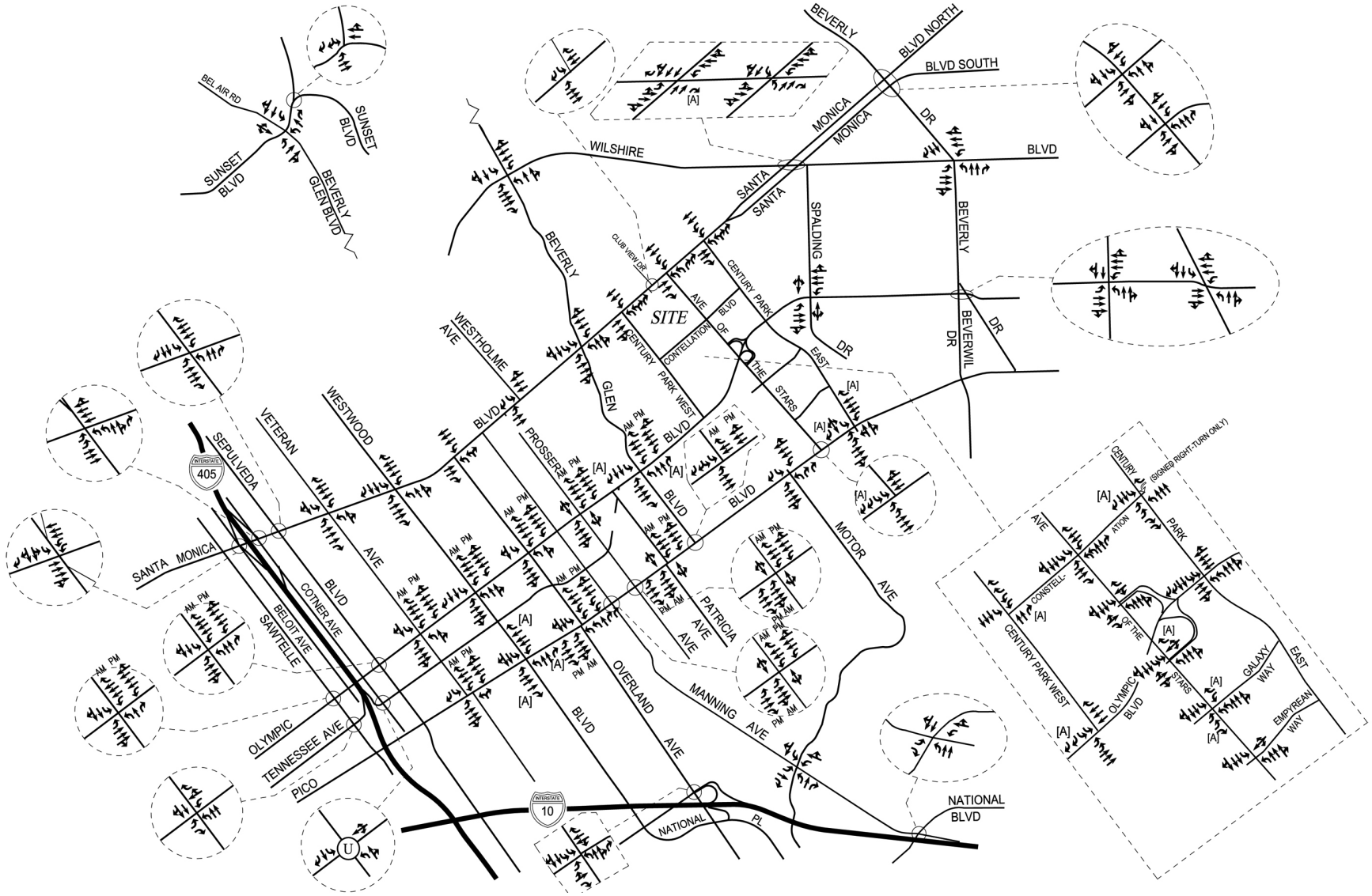
- National Boulevard is designated as a Secondary Highway and is located south of the project site. Two through travel lanes are provided in each direction. Curbside parking is generally allowed along both sides of the roadway in the project vicinity. The speed limit on National Boulevard within the project vicinity is 35 miles per hour.

(2) Regional Transportation System

Regional access to the project site is provided via State Route 2 (Santa Monica Boulevard) which abuts the project site to the north, Interstate 405 (I-405 San Diego Freeway) located approximately one and a half miles to the west, and Interstate 10 (I-10 Santa Monica Freeway) located approximately two miles to the south. A brief description of these regional access points is provided below.

State Route 2 is an east-west oriented arterial that borders the project site to the north and connects coastal communities with downtown Los Angeles. Santa Monica Boulevard is designated as a Major Class I Highway and as State of California Highway 2 within the project vicinity. Public improvements to Santa Monica Boulevard have recently been completed in the vicinity of the project site. The improvements, known collectively as the Santa Monica Boulevard Transit Parkway Project, included the reconfiguration of Santa Monica Boulevard between I-405 Freeway and the Beverly Hills City limit (near Wilshire Boulevard). The improvements merged Santa Monica Boulevard and Little Santa Monica (the parallel roadway to the immediate south), resulting in three travel lanes in each direction and neighborhood access roads along the north and south of the main roadway. The Santa Monica Boulevard Transit Parkway Project also provides high occupancy vehicle (HOV) on-ramps to the northbound and southbound I-405 Freeway, as well as traffic signal, median, street lighting, landscaping, bicycle lane, and public transportation improvements. Figure 58 on page 552 depicts the lane configurations prior to the Transit Parkway Project and Figure 59 on page 553 depicts the lane configurations with completion of the Santa Monica Boulevard Transit Parkway Project. The improvements associated with the Santa Monica Boulevard Transit Parkway Project were incorporated into the future conditions analysis.

I-405 Freeway is a north-south oriented freeway connecting the north Los Angeles County area to Orange County. The San Diego Freeway generally contains four to five mainline freeway lanes in each direction along with auxiliary lanes in the project vicinity. As discussed above, northbound and southbound HOV on-ramps from Santa Monica Boulevard have recently been completed as part of the Santa Monica Boulevard Transit Parkway Project. Within the project vicinity, northbound and southbound connecting ramps are provided at Sunset Boulevard, I-10 Freeway is a major east-west oriented freeway extending from Santa Monica to the west and the Inland Empire to the east. The Santa Monica Freeway generally contains four mainline freeway



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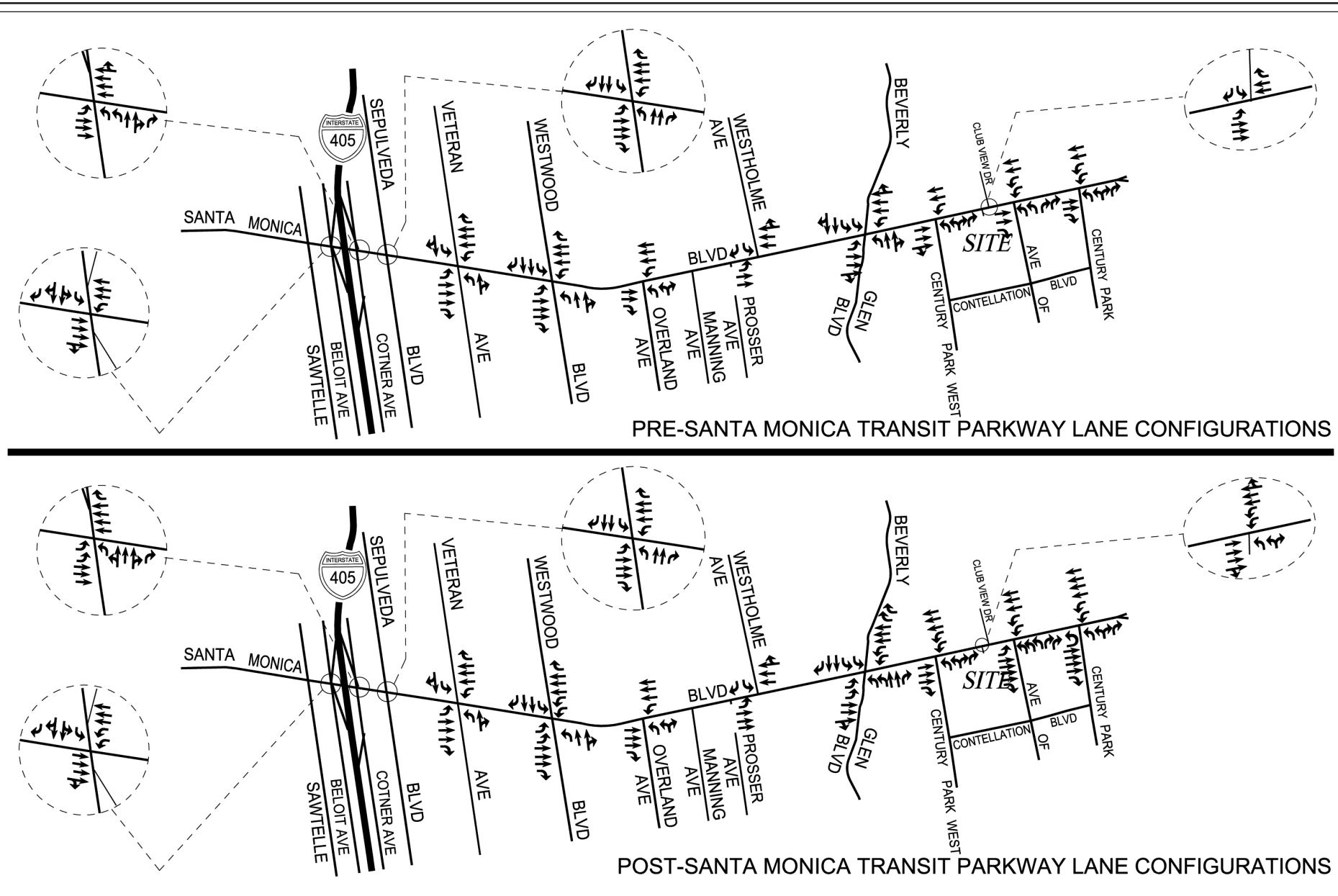
Not to scale

Figure 58
Existing Lane Configurations

Source: Linscott, Law & Greenspan, Engineers, October 2007.



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Not to scale

Figure 59
Future Lane Configurations Upon Completion of Santa Monica Boulevard Transit Parkway Project

Source: Linscott, Law & Greenspan, Engineers, October 2007.

lanes in each direction along with auxiliary lanes in the project vicinity. Within the project vicinity, eastbound and westbound connecting ramps are provided at Overland Avenue, National Avenue, and Robertson Boulevard. A full interchange with the I-405 Freeway is located southwest of the project vicinity.

(3) Public Transit Service

Metro, LADOT, Santa Monica Big Blue Bus, City of Culver City, and other transit lines provide public transportation within the vicinity of the project site. Below is a brief description of the transit services that serve the project area. The Traffic Impact Study, included as Appendix G, provides a detailed description of the existing transit routes that directly serve the project vicinity including the destinations, roadways near the project site, and number of peak hour buses.

Over 25 bus transit lines and routes are provided adjacent to or in close proximity to the project site, with 12 of these transit lines and routes directly serving along one or more of the project frontages. A total of seven different public bus transits service providers operate in the immediate vicinity of the project site. For these reasons, it was determined that the CMP transit reduction adjustment was appropriate to incorporate into the project's trip generation analysis. This reflects similar approaches and trends as those for commercial developments around transit centers and residential mixed-use developments around transit centers. Based on discussions with LADOT and review of the significant number or transit providers, transit routes, transit headways, as well as the integration of the Rapid Bus along the Santa Monica Boulevard Transit Parkway, this adjustment was incorporated into the project trip generation forecasts (as described in Subsection 8.1 of the Traffic Impact Study, included as Appendix G).

(a) Metro Bus Transit Services

The Metro bus line provides public transportation along major roadways including Sunset Boulevard, Wilshire Boulevard, Santa Monica Boulevard, Constellation Boulevard, Olympic Boulevard, Century Park West, Century Park East, Avenue of the Stars, and other roadways. The Metro currently operates approximately nine local, limited local, and Rapid Metro Bus transit routes in the immediate vicinity of the project site, and provides headways ranging from four buses per hour to 20 buses per hour during the morning and afternoon peak commuter hours.

(b) LADOT Commuter Express Bus Transit Services

LADOT provides bus transit services through the Commuter Express bus service. Within the project vicinity, the Commuter Express provides service between downtown Los Angeles

and West Los Angeles and between Encino/Mission Hills and Westwood/Century City along Wilshire Boulevard, Santa Monica Boulevard, Constellation Boulevard, Olympic Boulevard, Beverly Glen Boulevard, Century Park West, Century Park East, and Avenue of the Stars.

(c) Santa Monica Big Blue Bus Transit Services

The Santa Monica Big Blue Bus Transit serves along major roadways associated with the project area. These roadways include Wilshire Boulevard, Santa Monica Boulevard, Constellation Boulevard, Olympic Boulevard, Sepulveda Boulevard, Westwood Boulevard, Century Park West, Century Park East, Avenue of the Stars, as well as other roadways. The City of Santa Monica operates approximately nine transit routes in the immediate vicinity of the project site and would provide headways ranging from two buses per hour to as high as nine buses per hour during the morning and afternoon peak commuter hours.

(d) Culver City Municipal Bus Lines Transit Services

The City of Culver City provides bus transit service along major roadways within the project vicinity including Constellation Boulevard, Olympic Boulevard, Pico Boulevard, Sepulveda Boulevard, Westwood Boulevard, Century Park West, Century Park East, Avenue of the Stars, as well as along other roadways. The City of Culver City operates approximately two transit routes in the immediate vicinity of the project site and would provide headways ranging from two buses per hour to as high as five buses per hour during the morning and afternoon peak commuter hours.

(e) Transit Plaza

A transit plaza to accommodate bus layover operations (Metro as well as other operators) is located on the southeast corner of Century Park West and Constellation Boulevard across from the project site. The City of Los Angeles and Metro have an agreement for the use and operation of the transit plaza. The transit plaza provides a total of six bus layover positions. Access to the transit plaza is provided via an inbound only driveway along the east side of Century Park West, south of Constellation Boulevard (i.e., access via northbound right-turns only). Egress from the transit plaza is provided via an exit only driveway on Constellation Boulevard (i.e., egress via northbound right-turns only). In addition, another three overflow layover transit positions are provided along the east-west segment of MGM Drive between Century Park West and the north-south segment of MGM Drive. It is important to note that active bus stops are also provided along both the north and south sides of Constellation Boulevard, which borders the project site to the south. Pedestrian crosswalks and pedestrian phasing are provided across the east leg of the Century Park West and Constellation Boulevard intersection. As discussed below, while the transit plaza currently provides only transit bus layover operations, it is envisioned that an active

loading and unloading area would be pursued as part of the Transportation Demand Management Program for the proposed project so as to encourage additional utilization by Westfield employees and shopping center patrons.

(4) Parking

There are approximately 2,630 parking spaces currently provided on the project site for patrons and employees of the existing shopping center. The parking spaces are located in a semi-subterranean parking structure with access via Santa Monica Boulevard, Constellation Boulevard, and Century Park West. The existing parking requirement for the shopping center is 2,491 parking spaces, as specified in a recent plan approval for the site, which is intended to account for the parking needs of all existing uses at the site, including retail, restaurant, movie theatre, and all other components.[196]

Employees of the shopping center that utilize their vehicle for transportation to and from work are required to fill out a monthly parking agreement with Standard Parking, the shopping center's parking operator. Employees are charged a monthly parking rate and are supplied with a monthly parking keycard. If the keycard is not used in the proper entry and exit sequence, it will not operate. Thus, enforcement can occur. The monthly parking keycard is non-transferable and entitles the holder to occupy only one parking space. As part of the employee parking registration information, the employee will sign an acknowledgement that they will not park outside of designated structures and/or assigned areas within structures or other secured parking lots.

During high parking demand seasons such as the holiday shopping season, the shopping center management leases parking spaces in the parking structure known as the Century Park West parking structure located on the south side of MGM Drive and east of Century Park West within close proximity to the project site. Shopping center employees are instructed to park at the Century Park West parking structure during the high parking demand season to allow additional on-site parking spaces for patrons.

Approximately 607 parking spaces are provided within four subterranean levels at 1801 Avenue of the Stars. In addition, approximately 161 parking spaces are provided in a subterranean parking structure and surface parking lot at 1930 Century Park West.

[196] *City of Los Angeles Case No. ZA 2001-1375 (CUB)(SPR), approved August 14, 2001.*

(5) Levels of Service

(a) Intersections

In consultation with LADOT staff, a total of 55 intersections were selected for analysis of potential impacts related to the proposed project. The 55 study intersections are listed in Table 54 on page 558. As shown in Table 54, the first 47 study intersections are located in the City of Los Angeles and the last eight study intersections are located in the City of Beverly Hills. As indicated in Table 54, 52 of the study intersections are controlled by traffic signals, while three study intersections are unsignalized. The unsignalized intersections are controlled by stop signs with the stop signs facing the minor street approaches. Figure 60 on page 560 depicts the location of the study intersections in relation to the project site.

The City of Los Angeles utilizes critical movement analysis (CMA) methodology to determine volume-to-capacity (V/C) ratios of intersections, while the City of Beverly Hills utilizes intersection capacity utilization (ICU) methodology to determine V/C ratios. Accordingly, both methodologies were utilized in the traffic impact analysis. First, all 55 study intersections in Los Angeles and Beverly Hills were analyzed using the CMA methodology. Secondly, the eight study intersections in Beverly Hills were analyzed using the ICU methodology. For both methodologies, the overall intersection V/C ratio was subsequently assigned a level of service (LOS) rating to describe intersection operations (i.e., degree of congestion). LOS varies from LOS A to LOS F. LOS A through LOS D are generally considered acceptable levels while LOS E and F are generally considered unsatisfactory levels.

As discussed above, public improvements to Santa Monica Boulevard have recently been completed in the vicinity of the project site. Due to the construction of the Santa Monica Boulevard Transit Parkway Project, atypical traffic conditions recently existed along Santa Monica Boulevard and other major arterial roadways throughout the vicinity of the project site. These atypical conditions included temporary changes in lane configurations, temporary reductions in traffic volumes, and shifts of traffic volumes to other routes. Specifically, recent traffic counts conducted after completion of the Santa Monica Boulevard Transit Parkway Project indicated that peak commuter period traffic volumes along Santa Monica Boulevard in the Century City area have declined based on comparisons with historical traffic counts and recent traffic counts conducted for other projects in the area. As such, it was determined by LADOT staff that new traffic counts should not be conducted along the Santa Monica Boulevard Transit Parkway Project corridor for the formulation of existing weekday conditions for the traffic impact study for the proposed project. Therefore, existing weekday conditions were established via a combination of sources. For study intersections unaffected by the Santa Monica Boulevard Transit Parkway Project, manual traffic counts were conducted during the

Table 54

Study Intersections

No.	Intersection	Traffic Control	Jurisdiction
1	Sawtelle Boulevard/Olympic Boulevard	Signalized	Los Angeles
2	Sawtelle Boulevard/I-405 Freeway SB Off-Ramp-Tennessee Avenue	Signalized	Los Angeles
3	Beloit Avenue/I-405 Freeway SB Ramps and Santa Monica Boulevard	Signalized	Los Angeles
4	Cotner Avenue/I-405 Freeway SB Ramps and Santa Monica Boulevard	Signalized	Los Angeles
5	Cotner Avenue/I-405 Freeway NB On-Ramp-Tennessee Avenue	Unsignalized	Los Angeles
6	Sepulveda Boulevard and Santa Monica Boulevard	Signalized	Los Angeles
7	Sepulveda Boulevard and Olympic Boulevard	Signalized	Los Angeles
8	Veteran Avenue and Santa Monica Boulevard	Signalized	Los Angeles
9	Veteran Avenue and Olympic Boulevard	Signalized	Los Angeles
10	Veteran Avenue and Pico Boulevard	Signalized	Los Angeles
11	Westwood Boulevard and Santa Monica Boulevard	Signalized	Los Angeles
12	Westwood Boulevard and Olympic Boulevard	Signalized	Los Angeles
13	Westwood Boulevard and Pico Boulevard	Signalized	Los Angeles
14	Overland Avenue and Santa Monica Boulevard	Signalized	Los Angeles
15	Overland Avenue and Olympic Boulevard	Signalized	Los Angeles
16	Overland Avenue and Pico Boulevard	Signalized	Los Angeles
17	Overland Avenue and National Avenue-I-10 Freeway WB Ramps	Signalized	Los Angeles
18	Manning Avenue and Pico Boulevard	Signalized	Los Angeles
19	Motor Avenue and Manning Avenue	Signalized	Los Angeles
20	National Avenue and Manning Avenue-I-10 Freeway WB Off-Ramp	Signalized	Los Angeles
21	Westholme Avenue and Santa Monica Boulevard	Signalized	Los Angeles
22	Prosser Avenue and Olympic Boulevard	Signalized	Los Angeles
23	Prosser Avenue and Pico Boulevard	Signalized	Los Angeles
24	Patricia Avenue and Pico Boulevard	Signalized	Los Angeles
25	Beverly Glen Boulevard (W) and Sunset Boulevard	Signalized	Los Angeles
26	Beverly Glen Boulevard (E) and Sunset Boulevard	Signalized	Los Angeles
27	Beverly Glen Boulevard and Wilshire Boulevard	Signalized	Los Angeles
28	Beverly Glen Boulevard and Santa Monica Boulevard	Signalized	Los Angeles
29	Beverly Glen Boulevard and Olympic Boulevard	Signalized	Los Angeles
30	Beverly Glen Boulevard and Pico Boulevard	Signalized	Los Angeles
31	Century Park West and Santa Monica Boulevard	Signalized	Los Angeles
32	Century Park West and Constellation Boulevard	Signalized	Los Angeles
33	Century Park West and Olympic Boulevard	Signalized	Los Angeles
34	Westfield Shopping Center Driveway and Santa Monica Boulevard	Signalized	Los Angeles
35	Club View Drive and Santa Monica Boulevard	Unsignalized	Los Angeles
36	Motor Avenue and Pico Boulevard	Signalized	Los Angeles
37	Avenue of the Stars and Santa Monica Boulevard	Signalized	Los Angeles

Table 54 (Continued)

Study Intersections

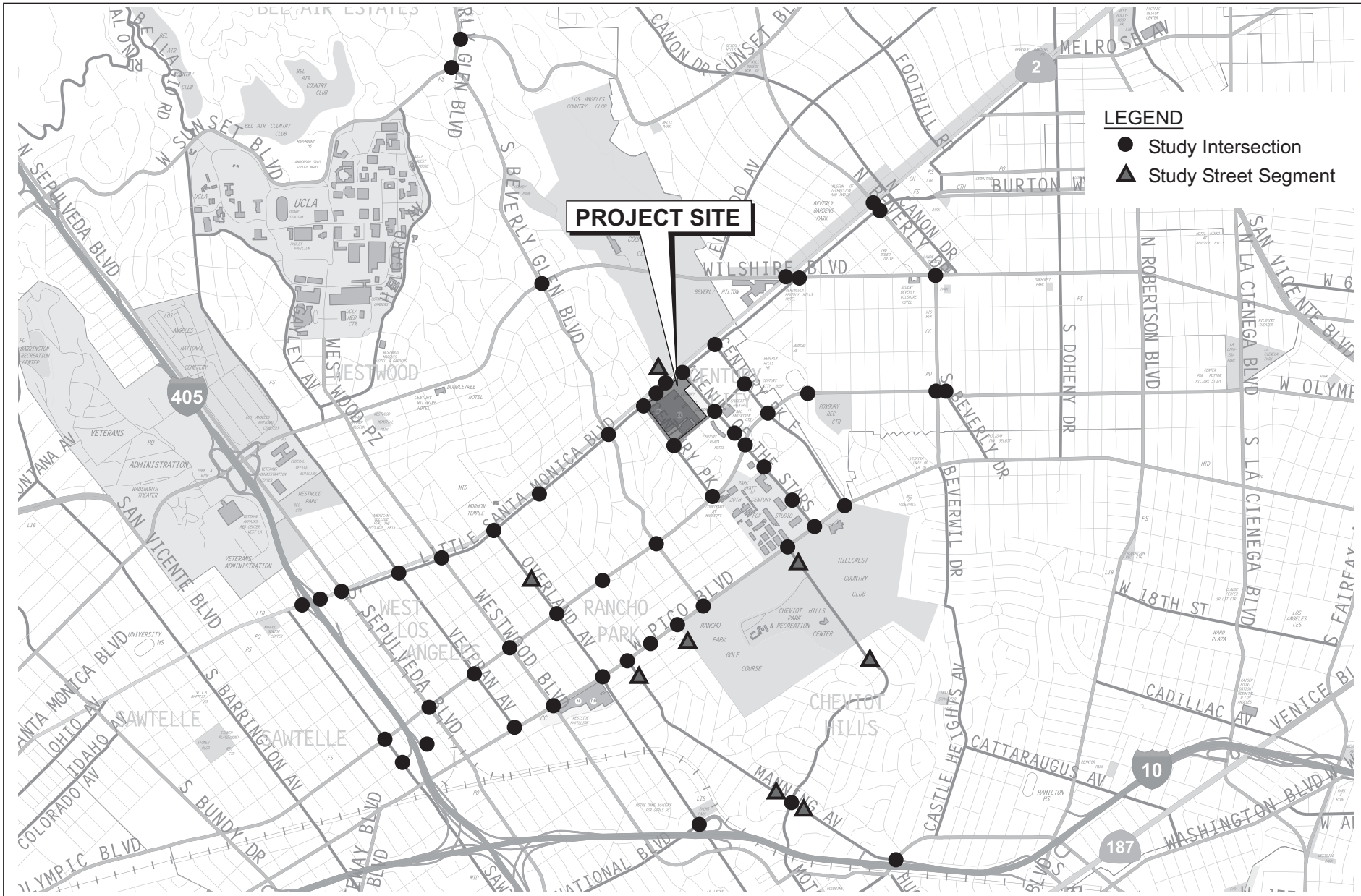
No.	Intersection	Traffic Control	Jurisdiction
38	Avenue of the Stars and Constellation Boulevard	Signalized	Los Angeles
39	Avenue of the Stars and Olympic Boulevard WB Ramps	Signalized	Los Angeles
40	Avenue of the Stars and Olympic Boulevard EB Ramps	Signalized	Los Angeles
41	Avenue of the Stars and Galaxy Way	Signalized	Los Angeles
42	Avenue of the Stars and Empyrean Way	Unsignalized	Los Angeles
43	Avenue of the Stars and Pico Boulevard	Signalized	Los Angeles
44	Century Park East and Santa Monica Boulevard	Signalized	Los Angeles
45	Century Park East and Constellation Boulevard	Signalized	Los Angeles
46	Century Park East and Olympic Boulevard	Signalized	Los Angeles
47	Century Park East and Pico Boulevard	Signalized	Los Angeles
48	Spaulding Drive and Olympic Boulevard	Signalized	Beverly Hills
49	Wilshire Boulevard and Santa Monica Boulevard (N)	Signalized	Beverly Hills
50	Wilshire Boulevard and Santa Monica Boulevard (S)	Signalized	Beverly Hills
51	Beverly Drive and Santa Monica Boulevard (N)	Signalized	Beverly Hills
52	Beverly Drive and Santa Monica Boulevard (S)	Signalized	Beverly Hills
53	Beverly Drive and Wilshire Boulevard	Signalized	Beverly Hills
54	Beverwil Drive and Olympic Boulevard	Signalized	Beverly Hills
55	Beverly Drive and Olympic Boulevard	Signalized	Beverly Hills

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

weekday A.M. and P.M. peak hours.[3] For study intersections affected by the Santa Monica Boulevard Transit Parkway Project, weekday traffic count data were obtained from traffic impact studies (prepared prior to commencement of the Santa Monica Boulevard Transit Parkway Project) for other projects located in the vicinity of the project site. The weekday intersection traffic count data were then increased by an annual ambient traffic growth factor of 1.5 percent up to the year 2006 (the baseline year used for the proposed project). Subsection 9.2 of the Traffic Impact Study, included in Appendix G, provides further discussion of the ambient traffic growth factors employed in the traffic analysis.

Additionally, weekday traffic volumes associated with other development projects (built related projects) that were constructed between the weekday traffic count data base year and the year 2006 were also estimated using Institute of Transportation Engineers (ITE) trip generation rates

[3] *Weekday A.M. peak hours are from 7:00 to 10:00 A.M. and weekday P.M. peak hours are from 3:00 to 6:00 P.M.*



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Source: Linscott, Law & Greenspan, Engineers, October 2007.

Figure 60
Location of Study Intersections and Neighborhood Street Segments

and incorporated into the analysis.[4] For more detailed information regarding the formulation of existing weekday conditions at the 55 study intersections, refer to the Traffic Impact Study in Appendix G of this document.

Due to the nature of the proposed project (commercial/retail), existing weekend conditions were also analyzed as part of the traffic impact analysis. Existing weekend conditions were established via manual traffic counts conducted during the weekend peak hours at all 55 study intersections.[5]

Table 55 on page 562 provides the existing V/C ratio and corresponding LOS for each intersection utilizing both CMA and ICU methodologies as indicated above. As shown in Table 55, under City of Los Angeles methodology (CMA), 28 study intersections are currently operating at LOS D or better during the weekday A.M. and P.M. peak hours, while 27 study intersections are currently operating at LOS E or F during the weekday A.M. and P.M. peak hours. As shown in Table 55, under City of Beverly Hills methodology (ICU), one of the eight study intersections located in Beverly Hills is currently operating at LOS D or better during the weekday A.M. and P.M. peak hours, while seven study intersections located in Beverly Hills are currently operating at LOS E or F during the weekday A.M. and P.M. peak hours. All eight study intersections are currently operating at LOS D or better during the weekend peak hours.

(b) Neighborhood Street Segments

In order to address the issue of non-residential traffic using local streets in neighborhoods adjacent to the project site, eight neighborhood street segments near the project site were selected in consultation with the LADOT staff for analysis. All eight neighborhood street segments, which are depicted in Figure 60, are located in the City of Los Angeles. Existing weekday and weekend conditions for the neighborhood street segments were established via automatic 24-hour machine traffic counts conducted during a typical weekday (Tuesday, Wednesday, or Thursday) and typical weekend (Saturday or Sunday). Table 56 on page 567 lists each neighborhood roadway segment and its corresponding 24-hour traffic volumes (also referred to as average daily traffic volumes [ADT]) on a typical weekday and weekend under existing conditions.

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[4] *These data included traffic volumes associated with the existing Westfield Century City Shopping Center as of the date of the prior City approved traffic counts. Traffic volumes associated with the recently completed expansion of the shopping center were then included in this traffic analysis as one of the built related projects (reflects up to approximately 71,000 square feet of commercial space).*

[5] *Weekend peak hours are from 12:00 to 3:00 P.M.*

Table 55

Existing 2006 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections

No.	Intersection	Peak Hour	Year 2006 Existing Conditions V/C	LOS
City of Los Angeles (CMA Methodology)				
1	Sawtelle Boulevard/Olympic Boulevard [a]	A.M.	0.929	E
		P.M.	1.156	F
		WKD	0.869	D
2	Sawtelle Boulevard/I-405 Freeway SB Off-Ramp-Tennessee Avenue [a]	A.M.	0.603	B
		P.M.	0.833	D
		WKD	0.436	A
3	Beloit Avenue/I-405 Freeway SB Ramps/Santa Monica Boulevard [a]	A.M.	0.993	E
		P.M.	0.773	C
		WKD	0.499	A
4	Cotner Avenue/I-405 Freeway SB Ramps/Santa Monica Boulevard [a]	A.M.	1.248	F
		P.M.	1.122	F
		WKD	0.650	B
5	Cotner Avenue/I-405 Freeway NB On-Ramp-Tennessee Avenue [b]	A.M.	0.918	E
		P.M.	0.911	E
		WKD	0.543	A
6	Sepulveda Boulevard/Santa Monica Boulevard [a]	A.M.	1.159	F
		P.M.	1.204	F
		WKD	0.818	D
7	Sepulveda Boulevard/Olympic Boulevard [a]	A.M.	0.965	E
		P.M.	0.986	E
		WKD	0.850	D
8	Veteran Avenue/Santa Monica Boulevard [a]	A.M.	0.550	A
		P.M.	0.670	B
		WKD	0.560	A
9	Veteran Avenue/Olympic Boulevard [a]	A.M.	0.646	B
		P.M.	0.807	D
		WKD	0.344	A
10	Veteran Avenue/Pico Boulevard [a]	A.M.	0.569	A
		P.M.	0.435	A
		WKD	0.530	A
11	Westwood Boulevard/Santa Monica Boulevard [a]	A.M.	0.844	D
		P.M.	0.914	E
		WKD	0.759	C
12	Westwood Boulevard/Olympic Boulevard [a]	A.M.	0.986	E
		P.M.	0.872	D
		WKD	0.693	B
13	Westwood Boulevard/Pico Boulevard [a]	A.M.	0.821	D
		P.M.	0.849	D
		WKD	0.684	B
14	Overland Avenue/Santa Monica Boulevard [a]	A.M.	1.072	F
		P.M.	0.972	E
		WKD	0.748	C

Table 55 (Continued)

Existing 2006 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections

No.	Intersection	Peak Hour	Year 2006 Existing Conditions V/C	LOS
15	Overland Avenue/Olympic Boulevard [a]	A.M.	1.416	F
		P.M.	1.320	F
		WKD	0.663	B
16	Overland Avenue/Pico Boulevard [a]	A.M.	1.287	F
		P.M.	1.394	F
		WKD	0.882	D
17	Overland Avenue/National Avenue-I-10 Freeway WB Ramps [a]	A.M.	1.169	F
		P.M.	1.069	F
		WKD	0.878	D
18	Manning Avenue/Pico Boulevard [a]	A.M.	0.679	B
		P.M.	0.726	C
		WKD	0.556	A
19	Motor Avenue/Manning Avenue [a]	A.M.	0.905	E
		P.M.	0.766	C
		WKD	0.433	A
20	National Avenue/Manning Avenue-I-10 Freeway WB Off-Ramp	A.M.	0.857	D
		P.M.	1.049	F
		WKD	0.633	B
21	Westholme Avenue/Santa Monica Boulevard [a]	A.M.	0.374	A
		P.M.	0.411	A
		WKD	0.422	A
22	Prosser Avenue/Olympic Boulevard [a]	A.M.	0.920	E
		P.M.	0.657	B
		WKD	0.434	A
23	Prosser Avenue/Pico Boulevard [a]	A.M.	0.633	B
		P.M.	0.677	B
		WKD	0.619	B
24	Patricia Avenue/Pico Boulevard [a]	A.M.	0.771	C
		P.M.	0.742	C
		WKD	0.611	B
25	Beverly Glen Boulevard (W)/Sunset Boulevard [c]	A.M.	1.291	F
		P.M.	1.168	F
		WKD	0.792	C
26	Beverly Glen Boulevard (E)/Sunset Boulevard [c]	A.M.	1.018	F
		P.M.	1.219	F
		WKD	0.736	C
27	Beverly Glen Boulevard/Wilshire Boulevard [a]	A.M.	0.972	E
		P.M.	1.132	F
		WKD	0.648	B
28	Beverly Glen Boulevard/Santa Monica Boulevard [a]	A.M.	0.964	E
		P.M.	0.940	E
		WKD	0.556	A

Table 55 (Continued)

Existing 2006 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections

No.	Intersection	Peak Hour	Year 2006 Existing Conditions V/C	LOS
29	Beverly Glen Boulevard/Olympic Boulevard [a]	A.M.	0.938	E
		P.M.	0.978	E
		WKD	0.571	A
30	Beverly Glen Boulevard/Pico Boulevard [a]	A.M.	0.776	C
		P.M.	0.706	C
		WKD	0.602	B
31	Century Park West/Santa Monica Boulevard [a]	A.M.	0.407	A
		P.M.	0.586	A
		WKD	0.476	A
32	Century Park West/Constellation Boulevard [a]	A.M.	0.593	A
		P.M.	0.364	A
		WKD	0.135	A
33	Century Park West/Olympic Boulevard [a]	A.M.	0.852	D
		P.M.	1.149	F
		WKD	0.356	A
34	Westfield Shopping Center Driveway/Santa Monica Boulevard [d]	A.M.	–	–
		P.M.	–	–
		WKD	–	–
35	Club View Drive/Santa Monica Boulevard [b]	A.M.	0.747	C
		P.M.	0.864	D
		WKD	0.116	A
36	Motor Avenue/Pico Boulevard [a]	A.M.	0.981	E
		P.M.	1.461	F
		WKD	0.692	B
37	Avenue of the Stars/Santa Monica Boulevard [a]	A.M.	0.968	E
		P.M.	0.829	D
		WKD	0.506	A
38	Avenue of the Stars/Constellation Boulevard [a]	A.M.	0.702	C
		P.M.	0.757	C
		WKD	0.183	A
39	Avenue of the stars/Olympic Boulevard WB Ramps [a]	A.M.	0.568	A
		P.M.	0.488	A
		WKD	0.062	A
40	Avenue of the Stars/Olympic Boulevard EB Ramps [a]	A.M.	0.405	A
		P.M.	0.376	A
		WKD	0.051	A
41	Avenue of the Stars/Galaxy Way [a]	A.M.	0.293	A
		P.M.	0.492	A
		WKD	0.070	A
42	Avenue of the Stars/Empyrean Way [b]	A.M.	0.665	B
		P.M.	0.466	A
		WKD	0.148	A

Table 55 (Continued)

Existing 2006 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections

No.	Intersection	Peak Hour	Year 2006 Existing Conditions V/C	LOS
43	Avenue of the Stars/Pico Boulevard [a]	A.M.	0.850	D
		P.M.	0.773	C
		WKD	0.352	A
44	Century Park East/Santa Monica Boulevard [a]	A.M.	0.874	D
		P.M.	0.845	D
		WKD	0.489	A
45	Century Park East/Constellation Boulevard [a]	A.M.	0.405	A
		P.M.	0.585	A
		WKD	0.040	A
46	Century Park East/Olympic Boulevard [a]	A.M.	0.823	D
		P.M.	0.861	D
		WKD	0.311	A
47	Century Park East/Pico Boulevard [a]	A.M.	0.696	B
		P.M.	0.722	C
		WKD	0.268	A
City of Beverly Hills (CMA Methodology)				
48	Spaulding Drive/Olympic Boulevard	A.M.	1.091	F
		P.M.	0.924	E
		WKD	0.494	A
49	Wilshire Boulevard/Santa Monica Boulevard (N)	A.M.	1.182	F
		P.M.	1.188	F
		WKD	0.703	C
50	Wilshire Boulevard/Santa Monica Boulevard (S)	A.M.	1.135	F
		P.M.	0.997	E
		WKD	0.520	A
51	Beverly Drive/Santa Monica Boulevard (N)	A.M.	0.899	D
		P.M.	0.887	D
		WKD	0.642	B
52	Beverly Drive/Santa Monica Boulevard (S)	A.M.	0.875	D
		P.M.	0.808	D
		WKD	0.523	A
53	Beverly Drive/Wilshire Boulevard	A.M.	0.889	D
		P.M.	0.988	E
		WKD	0.629	B
54	Beverwil Drive/Olympic Boulevard	A.M.	0.863	D
		P.M.	0.897	D
		WKD	0.426	A
55	Beverly Drive/Olympic Boulevard	A.M.	0.666	B
		P.M.	0.867	D
		WKD	0.446	A
City of Beverly Hills (ICU Methodology)				
48	Spaulding Drive/Olympic Boulevard	A.M.	1.304	F
		P.M.	1.190	F
		WKD	0.616	B

Table 55 (Continued)

Existing 2006 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections

No.	Intersection	Peak Hour	Year 2006 Existing Conditions V/C	LOS
49	Wilshire Boulevard/Santa Monica Boulevard (N)	A.M.	1.091	F
		P.M.	0.978	E
		WKD	0.713	C
50	Wilshire Boulevard/Santa Monica Boulevard (S)	A.M.	1.111	F
		P.M.	0.988	E
		WKD	0.653	B
51	Beverly Drive/Santa Monica Boulevard (N)	A.M.	0.943	E
		P.M.	0.931	E
		WKD	0.795	C
52	Beverly Drive/Santa Monica Boulevard (S)	A.M.	0.920	E
		P.M.	0.858	D
		WKD	0.684	B
53	Beverly Drive/Wilshire Boulevard	A.M.	0.828	D
		P.M.	0.902	E
		WKD	0.696	B
54	Beverwil Drive/Olympic Boulevard	A.M.	0.874	D
		P.M.	0.907	E
		WKD	0.568	A
55	Beverly Drive/Olympic Boulevard	A.M.	0.693	B
		P.M.	0.872	D
		WKD	0.586	A

[a] *The intersection operates under the ATSAC/ATCS system.*
[b] *Stop-controlled intersection on the minor approach.*
[c] *The intersection operates under the ATSAC system.*
[d] *New driveway proposed as part of the project.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

(c) Freeway Segments

In consultation with LADOT, three freeway segments were selected for analysis of potential impacts related to the proposed project. Existing weekday peak hour traffic conditions for the three freeway segments, which include the I-10 and I-405 Freeways, were established via information published in the State of California Department of Transportation's (Caltrans) 2004 Traffic Volumes on California State Highways (June 2005). The year 2004 mainline freeway traffic volumes were increased by Caltrans' annual average growth rate of 2.3 percent per year to reflect year 2006 existing conditions (the baseline year used for the proposed project). Subsection 9.2 of the Traffic Impact Study, included in Appendix G. Existing weekend mid-day

Table 56

Existing 2006 Weekday and Weekend ADT for Neighborhood Street Segments

No.	Neighborhood Street Segment	Year 2006 Weekday ADT[a]	Year 2006 Weekend ADT[a]
1	Overland Avenue between La Grange Avenue and Mississippi Avenue	8,088	6,927
2	Manning Avenue south of Pico Boulevard	4,777	3,495
3	Manning Avenue west of Motor Avenue	7,562	4,462
4	Manning Avenue east of Motor Avenue	11,860	7,535
5	Patricia Avenue south of Pico Boulevard	6,210	4,376
6	Club View Drive north of Santa Monica Boulevard	1,507	1,062
7	Motor Avenue south of Pico Boulevard	17,810	11,776
8	Motor Avenue between Club Place and Cresta Drive	15,518	9,331

[a] *All ADT volumes were determined based on a 24-hour count conducted by City Traffic Counters.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

peak hour traffic conditions were also analyzed as part of the traffic impact analysis. However, weekend conditions are not provided in Caltrans' 2004 Traffic Volumes on California State Highways document. Therefore, for purposes of estimating weekend mid-day peak hour traffic volumes on the three freeway segments, a comparison between the weekday P.M. peak hour traffic volumes and the weekend mid-day peak hour traffic volumes was conducted for the intersections adjacent to the San Diego and Santa Monica Freeways. Based on the comparison, on average, the weekend mid-day peak hour traffic volumes represent approximately 60 percent of the P.M. peak hour volumes. Thus, the weekend mid-day peak hour traffic volumes on the freeway segments were derived by multiplying the P.M. peak hour freeway mainline traffic volumes by 60 percent.

Similar to intersections, LOS is used to describe the existing traffic conditions for freeway segments. In addition, as discussed in the Traffic Impact Study, the calculation of LOS for freeway segments was based on demand-to-capacity (D/C) ratios. The freeway lane capacity was assumed at 2,000 vehicles per lane per hour, although the Highway Capacity Manual published by the Transportation Research Board in 2000 indicates a capacity of 2,200 vehicles per lane per hour for four lane freeways and 2,300 vehicles per lane per hour for six or more lane freeways. Furthermore, only mainline freeway lanes were counted (including HOV lanes). Along some freeway segments, auxiliary lanes are provided to facilitate entering and exiting freeway traffic to and from the freeway mainline. Although some of the freeway auxiliary lanes accommodate through traffic, these have not been considered so as to provide a conservative analysis. Additionally, for freeway segments, LOS F is further divided into LOS F(0) through F(3) where F(0) through F(3) represent severe congestion (travel speeds less than 25 miles per hour for more than one hour). Table 57 on page 568 provides the existing D/C ratio and corresponding LOS at the three freeway segments for both the weekday and weekend peak

Table 57

Existing 2006 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Freeway Segments

CMP Station No.	Freeway Segment	Peak Hour	Dir.	Peak Hour Capacity	Year 2006 Existing Conditions		
					Demand[a]	D/C [b]	LOS
1011	1-10 e/o Overland Ave. (R6.75)	A.M	EB	10,000	8,310	0.83	D
			WB	10,000	9,140	0.91	D
		P.M.	EB	10,000	8,600	0.86	D
			WB	10,000	9,470	0.95	E
		WKD	EB	10,000	5,160	0.52	B
			WB	10,000	5,680	0.57	C
1070	I-405 n/o Venice Blvd. (R28.3)	A.M.	NB	10,000	10,620	1.06	F(0)
			SB	10,000	7,740	0.77	D
		P.M.	NB	10,000	9,710	0.97	E
			SB	10,000	9,260	0.93	D
		WKD	NB	10,000	5,830	0.58	C
			SB	10,000	5,560	0.56	C
1071	I-405 s/o Mulholland Dr. (R35.81)	A.M.	NB	10,000	6,050	0.61	C
			SB	10,000	10,790	1.08	F(0)
		P.M.	NB	10,000	10,600	1.06	F(0)
			SB	10,000	7,470	0.75	C
		WKD	NB	10,000	6,360	0.64	C
			SB	10,000	4,480	0.45	B

[a] *Existing conditions obtained from the 2004 Traffic Volumes on California State Highways prepared by Caltrans in June 2005. Year 2004 volumes were increased by Caltrans' annual average growth rate of 2.3 percent per year to reflect year 2006 existing conditions.*

[b] *Demand-to-capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to the through freeway lanes, including HOV lanes. Auxiliary lanes were excluded to provide a conservative analysis.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

hours. As shown in Table 57, all three freeway segments are currently operating at LOS E or F during at least one of the peak hours.

b. Regulatory Framework

(1) Congestion Management Program

The Congestion Management Program (CMP) was enacted by Proposition 111 in 1990 to address increasing public concern of traffic congestion impacting the quality of life and economic vitality of the State of California. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Los Angeles County Metropolitan Transportation Authority (Metro), the local

CMP agency, has established a countywide approach to implement the statutory requirements of the CMP in their 2004 CMP for Los Angeles County. The countywide approach includes designating a highway network comprising all state highways and principal arterials within the County and monitoring the network's level of service standards.

Based on Metro's 2004 CMP for Los Angeles County, a Traffic Impact Assessment (TIA) must be conducted at all CMP intersection monitoring locations where a project would add 50 or more trips during the A.M. or P.M. weekday peak hours. A TIA must also be conducted at all CMP freeway monitoring locations where a project would add 150 or more trips in either direction during the A.M. or P.M. weekday peak hours. The following lists CMP intersection and freeway monitoring locations located in the vicinity of the project site.

(a) CMP Intersection Monitoring Locations

– Santa Monica Boulevard and Wilshire Boulevard (CMP Station Int. No. 5)

– Wilshire Boulevard and La Cienega Boulevard (CMP Station Int. No. 6)

– Santa Monica Boulevard and Bundy Drive (CMP Station Int. No. 59)

– Santa Monica Boulevard and Westwood Boulevard (CMP Station Int. No. 62)

– Wilshire Boulevard and Beverly Glen Boulevard (CMP Station Int. No. 86)

– Wilshire Boulevard and Sepulveda Boulevard (CMP Station Int. No. 88)

(b) CMP Freeway Monitoring Locations

– I-10 Freeway east of Overland Avenue (CMP Station Seg. No. 1011)

– I-405 Freeway north of Venice Boulevard (CMP Station Seg. No. 1070)

– I-405 Freeway south of Mulholland Drive (CMP Station Seg. No. 1071)

(2) West Los Angeles Community Plan Policies

Development on the project site is subject to the West Los Angeles Community Plan (Community Plan), last updated on July 27, 1999. Specific transportation-related goals, policies and objectives within the Community Plan that are applicable to the project include:

- Goal 10 - Develop a public transit system that improves mobility with convenient alternatives to automobile travel.

- Objective 10-1 -To encourage improved local and express bus service through the West Los Angeles Community area and encourage park-and-ride facilities to connect with freeways and high occupancy vehicle (HOV) facilities.
    - Policy 10-1.1 -Coordinate with the Metropolitan Transportation Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.
    - Policy 10-1.2 -Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.
- Objective 10-2 -To increase the work trips and non-work trips made on public transit.
    - Policy 10-2.1 -Develop an intermodal mass transportation plan to implement linkages to future mass transit service.

- Goal 11 -Encourage alternative modes of transportation over the use of single occupant vehicles (SOV) to reduce vehicular trips.
    - Objective 11-1 -To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
        - Policy 11-1.1 -Encourage non-residential developments to provide employee incentives for utilizing alternatives to the automobile (car pools, vanpools, buses, flexible work schedules, bicycles and walking).
        - Policy 11-1.2 -Encourage the use of multiple-occupancy vehicle programs for shopping and other activities to reduce midday traffic.
        - Policy 11-1.3 -Require that proposals for major non-residential development projects include submission of a TDM Plan to the City.
        - Policy 11-1.4 -Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access.
- GOAL 12: A system of safe, efficient and attractive bicycle and pedestrian routes.

- Objective 12-1 -To promote an adequate system of bikeways for commuter, school and recreational use.
  - Policy 12-1.1 -Plan for and encourage funding and construction of bikeways connecting residential neighborhoods to schools, open space areas and employment centers.
  - Policy 12-1.4 -Encourage the provision of changing rooms, showers and bicycle storage at new and existing non-residential developments and public places.
- Objective 12-2 -To promote pedestrian-oriented mobility for commuter, school, recreational use, economic activity and access to transit facilities.
  - Policy 12-2.1 -Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of way, and streets wherever feasible for the use of pedestrians.
  - Policy 12-2.2 -Require the installation of sidewalks with all new roadway construction and substantial reconstruction of existing roadways.
  - Policy 12-2.3 -Protect and improve pedestrian-oriented street segments.

- GOAL 14 – Discourage non-residential traffic flow on residential streets and encourage community involvement in determining neighborhood traffic controls.
  - Objective 14-1 -To initiate and continue neighborhood based traffic and parking mitigation plans in the community as needed.
    - Policy 14-1.1 -The City should continue to closely work with the community to identify and discuss existing and anticipated "cut-through" traffic and spillover parking from adjacent commercial areas. Through neighborhood / community meetings, strategies and programs can be developed for an effective neighborhood protection plan. Availability of funding to pay for implementation of programs would also be discussed at these meetings.
- GOAL 15 – A well-maintained, safe, efficient freeway, highway and street network.
  - Objective 15-1 -Increase capacity on existing transportation systems through minor physical improvements.

- Policy 15-1.5 -Identify and implement local intersection improvements (channelization, turn lanes, signal modifications) as warranted and feasible.

- GOAL 16 – A system of highways, freeways and streets that provides a circulation system which supports existing and planned land uses while maintaining a desired level of service at all intersections.

  - Objective 16-1 – To comply with Citywide performance standards for acceptable Levels of Service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

  - Objective 16-2 - To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure.

    - Policy 16-2.1 - No increase in density shall be effected by zone change, plan amendment, subdivision or other discretionary action, unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.

(3) Century City North Specific Plan

As discussed in detail in Section IV.G., Land Use, an ordinance establishing a Specific Plan, known as the Century City North Specific Plan has been adopted for a portion of Century City. The relevant requirements of the CCNSP and the project's consistency with such requirements are discussed in detail in Section IV.G., Land Use.

(4) West Los Angeles Transportation Improvement and Mitigation Specific Plan

The project site is also located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (West LA TIMP), adopted March 8, 1997. The West LA TIMP incorporates a broad area between the Hollywood Hills to the north, the City of Santa Monica boundary to the west, the City of Culver City boundary to the south, and the City of Beverly Hills boundary to the east. The West LA TIMP is intended to provide a mechanism to fund specific transportation improvements due to transportation impacts generated by new development which is subject to the West LA TIMP. A Transportation Impact Assessment (TIA) process and fee has been established for new development on any lot in the R3 of less restrictive zone. However, the West LA TIMP exempts multi-family projects from the TIA fee.

Through the establishment of the West LA TIMP, projects subject to this Specific Plan must also execute a Covenant with the City to implement a transportation demand management program satisfactory to the Department of Transportation which is substantially in conformance with the requirements outlined in the West LA TIMP.

3. PROJECT IMPACTS

a. Methodology

(1) Construction

To analyze potential impacts to traffic and circulation during construction of the proposed project, the number of construction-related trips (i.e., construction worker trips and construction truck trips) during the peak construction phase were estimated and evaluated. To provide a worst-case analysis, the period when overlap of the Phase A, Phase B and Phase C construction activities would occur was evaluated as this period is anticipated to generate the highest off-site construction vehicle trip generation. In addition, a passenger car equivalence (pce) factor of 3.0 was used to account for the tandem trucks (i.e., one tandem truck has the same impact on intersection operations as three passenger vehicles) and a pce factor of 2.0 was used to account for other construction-related trucks. The estimated peak hour trips were then calculated and assigned to the street system to determine whether construction traffic would exceed LADOT thresholds for determining impacts.

(2) Operation

(a) Intersections

As discussed in greater detail below, traffic impacts were evaluated by: (1) analyzing the future (2012) "Without Project" traffic conditions (existing conditions plus ambient growth and growth from related projects); (2) determining the trip generation for the project based on the types of uses proposed by the project and accounting for the decrease in trips associated with the uses to be removed; (3) assigning these project trips to the roadway network; (4) evaluating the service condition of the roadways with the addition of project trips; and (5) comparing future (2012) "Without Project" conditions with the future (2012) "With Project" conditions to obtain the change in service levels caused by the project. These changes were compared to the thresholds of significance set forth by LADOT and the City of Beverly Hills to determine whether significant impacts would occur. Where significant impacts were identified, mitigation measures were identified to reduce such impacts to less than significant levels.

(i) Future 2012 Trip Generation (Without Project)

As previously noted, construction of the Santa Monica Boulevard Transit Parkway Project was recently completed in the vicinity of the project site. Therefore, the improvements associated with the Santa Monica Boulevard Transit Parkway Project were incorporated into the future 2012 analysis. Specifically, traffic operations and associated LOS for those intersections located along the Santa Monica Boulevard Transit Parkway Project were adjusted to reflect the more recent lane configurations depicted in Figure 59.

Build-out of the proposed project is anticipated to be complete in 2012. To simulate future traffic conditions on intersections in 2012 without the proposed project, an ambient growth rate of 1.5 percent per year was added to the existing intersection traffic volumes through the year 2012. The ambient growth rate is based on general traffic growth factors provided in Metro's 2004 CMP for Los Angeles County and determined in consultation with LADOT staff. Subsection 9.2 of the Traffic Impact Study, included in Appendix G, provides further discussion of the ambient growth factor employed in the traffic analysis.

In addition to the ambient growth rate, potential trips associated with other known development projects (related projects) anticipated to be constructed in the vicinity of the project site were also applied to future 2012 without project conditions. The list of related projects was created based on information on file at the City of Los Angeles Planning Department, LADOT, as well as recently accepted traffic impact reports prepared for projects in the vicinity of the project site. In all, a total of 108 related projects were identified (63 located in the City of Los Angeles and 45 located in the City of Beverly Hills). Table 2 on page 146 (Section III of this Draft EIR) lists the 108 related projects and Figure 15 on page 152 (also in Section III of this Draft EIR) depicts the location of the 108 related projects in relation to the project site. Weekday and weekend traffic volumes anticipated to be generated by related projects were estimated based on rates from the ITE Trip Generation Manual, the Century City North Specific Plan, and other sources.

(ii) Project Trip Generation

Weekday

Traffic volumes anticipated to be generated by the proposed project were estimated for the weekday 24-hour period, as well as the weekday A.M. and P.M. peak hours using trip generation rates published in the ITE 2003 Trip Generation Manual (7th Edition); Century City North Specific Plan; West Los Angeles Transportation and Mitigation Specific Plan; and SANDAG. Traffic volumes were forecast based on trip rates per thousand square feet of shopping center and office uses, and per dwelling unit for residential uses**.** The weekday trip generation forecasts were presented in terms of net new floor area or units, which in the case of

office uses resulted in a net decrease of floor area. These trip generation forecasts were then adjusted to account for pass-by trips as well as the project's proximity to the transit plaza and bus transit opportunities, as discussed in the analysis of impacts presented below. However, in order to provide a conservative trip generation forecast, no trip adjustments were applied to the trip generation forecast to account for internal capture trips (i.e., interaction between the residential units and the shopping center uses) that could be expected to occur within the proposed project. Internal capture trips are those trips made internal to the site between land uses within a mixed-use or multi-use development. When combined within a mixed-use development, land uses tend to interact, and thus attract a portion of each other's trip generation.

Subsection 8.1 of the Traffic Study, included in Appendix G, provides a complete summary of the project weekday trip generation forecast. The weekday trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in Table 8-1 of the Traffic Impact Study. The detailed project trip generation summary, including trip rates and assumptions, is provided in the appendix of the Traffic Impact Study (refer to Appendix D, Appendix Table D-1 of the Traffic Impact Study). The weekday project trip generation forecast was submitted for review and approval by LADOT staff.

As presented in the Traffic Impact Study, the proposed project is expected to generate a net decrease of 177 vehicle trips (235 fewer inbound trips and 58 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate a net increase of 364 vehicle trips (290 inbound trips and 74 outbound trips). Over a weekday 24-hour period, the proposed project is forecast to generate a net increase of 5,992 daily trip ends during a typical weekday (2,961 inbound trips and 2,961 outbound trips).

Weekend

Traffic volumes anticipated to be generated by the proposed project were also estimated for the weekend 24-hour period and weekend peak hour using trip generation rates published in the ITE 2003 Trip Generation Manual (7th Edition). It should be noted that the other documents utilized in developing the weekday trip generation forecasts (i.e., SANDAG, etc.) do not include weekend trip generation rates. Thus, the weekend rates are based on ITE. The same assumptions employed in the weekday trip generation forecasts (i.e., pass-by trip adjustments, transit trip reduction adjustments, etc.) were used in the weekend trip generation forecasts for the proposed project. Similar to project generated weekday traffic, project generated weekend traffic was then assigned to the local roadway system based on a trip distribution pattern developed in consultation with LADOT.

Subsection 8.3 of the Traffic Study, included in Appendix G, provides a complete summary of the project weekend trip generation forecast. The weekend trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in

Table 8-2 of the Traffic Impact Study. The detailed project trip generation summary, including trip rates and assumptions, is provided in the appendix of the Traffic Impact Study (refer to Appendix D, Appendix Table D-2 of the Traffic Impact Study). The weekend project trip generation forecast was submitted for review and approval by LADOT staff.

As presented in the Traffic Impact Study, the proposed project is expected to generate a net increase of 720 vehicle trips (367 inbound trips and 353 outbound trips) during the weekend peak hour. Over a weekend day 24-hour period, the proposed project is forecast to generate a net increase of 7,466 daily trip ends during a typical weekend day (3,733 inbound trips and 3,733 outbound trips).

(iii) Project Trip Distribution and Assignment

Project generated traffic was then assigned to the local roadway system based on a trip distribution pattern developed in consultation with LADOT staff. The traffic distribution pattern was based on the proposed land uses, the existing and planned project site access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers. In addition, the trip distribution patterns developed from regional traffic models and documented in Metro's 2004 CMP for Los Angeles County were also considered. The trip distribution pattern developed for the proposed project was reviewed and approved by LADOT.

(iv) Future 2012 Trip Generation (With Project)

Future 2012 without project traffic volumes (ambient growth plus related projects) were added to the proposed project traffic volumes to determine future 2012 with project traffic volumes.

(v) Identification of Project Impacts (Volume-to-Capacity Ratios and Levels of Service)

As previously discussed, 47 of the 55 study intersections are located in the City of Los Angeles, while eight study intersections are located in the City of Beverly Hills. The City of Los Angeles utilizes CMA methodology to determine V/C ratios of intersections, while the City of Beverly Hills utilizes ICU methodology to determine V/C ratios. Accordingly, both methodologies were utilized in the traffic impact analysis. For both methodologies, the overall intersection V/C ratio was subsequently assigned an LOS rating to describe intersection operations (i.e., degree of congestion).

Once the V/C ratios and corresponding LOS were identified for each intersection under the "Without Project" and "With Project" conditions, a comparison of the impacts at each intersection was made. The resulting change was then compared with the significance thresholds identified by LADOT and the City of Beverly Hills to determine whether significant impacts would result. Where significant impacts were identified, mitigation measures were then proposed to address the potential significant impacts.

(b) Neighborhood Street Segments

As previously discussed, build-out of the proposed project is anticipated to be complete in 2012. To simulate future traffic conditions on neighborhood street segments in 2012 without the proposed project, an ambient growth rate of 1.5 percent per year was added to the existing weekday and weekend 2006 ADT volumes on residential street segments through the year 2012. Subsection 9.2 of the Traffic Impact Study, included in Appendix F, provides further discussion of the ambient growth factor employed in the traffic analysis. ADT volumes anticipated to be generated by the proposed project on neighborhood street segments were based on the weekday and weekend project trip generation numbers. Finally, future 2012 without project ADT volumes were added to the proposed project ADT volumes to determine future 2012 with project ADT volumes on each neighborhood street segment. These resulting volumes were then evaluated based on the thresholds of significance described below and summarized in Table 60.

(c) Freeway Segments

To simulate future traffic conditions on freeway segments in 2012 without the proposed project, an annual average growth rate of 2.3 percent per year was added to the existing 2006 weekday and weekend mainline freeway segment traffic volumes through the year 2012 (build-out year of the proposed project) as recommended in Caltrans' 2004 Traffic Volumes on California State Highways document. Subsection 9.2 of the Traffic Impact Study, included in Appendix G, provides further discussion of the ambient growth factor employed in the traffic analysis. Traffic volumes anticipated to be generated by the proposed project on freeway segments were based on weekday and weekend project trip generation numbers calculated as discussed above. Finally, future 2012 without project traffic volumes were added to the proposed project traffic volumes to determine future 2012 with project traffic volumes on each freeway segment. The resulting volumes on each segment were then compared with the significance thresholds specified below to determine whether significant impacts could result.

As discussed above, the freeway lane capacity was assumed at 2,000 vehicles per lane per hour, although the Highway Capacity Manual published by the Transportation Research Board in 2000 indicates a capacity of 2,200 vehicles per lane per hour for four lane freeways and 2,300 vehicles per lane per hour for six or more lane freeways. Furthermore, only mainline

freeway lanes were counted (including HOV lanes). Along some freeway segments, auxiliary lanes are provided to facilitate entering and exiting freeway traffic to and from the freeway mainline. Although some of the freeway auxiliary lanes accommodate through traffic, these have not been considered so as to provide a conservative analysis.

(d) Congestion Management Program

As required by Metro's 2004 CMP for Los Angeles County, a TIA was prepared to determine the potential impacts of the proposed project on designated CMP monitoring locations (including intersections and freeways). In addition, a transit impact review was also prepared as required by the 2004 CMP. Both analyses were prepared in accordance with procedures outlined in Metro's 2004 CMP for Los Angeles County.

(e) Parking

To analyze whether or not sufficient parking spaces would be provided by the proposed project, the number of spaces required by the Los Angeles Municipal Code (LAMC) based on the proposed uses was compared to the number of spaces to be provided by the project. Additionally, a parking demand analysis was also prepared to evaluate whether the project would provide sufficient parking on-site to accommodate the demand generated subsequent to implementation of the proposed uses.

The demand analysis was prepared based on the analysis procedures recommended in the second edition of the Shared Parking Manual published by the Urban Land Institute (ULI). Additionally, the demand or shared parking analysis is consistent with the methodology used by the City of Los Angeles in the review and approval of shared parking applications for other major retail centers in the City (i.e., Westfield Topanga Plaza and Westfield Promenade). As described in detail in Section 4.0 of the Traffic Impact Study, (included in Appendix G), the shared parking analysis accounted for hourly parking indices within the Shared Parking Manual, day of week parking variations within the Shared Parking Manual, monthly parking variations within the Shared Parking Manual, internal capture, and transit reduction.

(f) Neighborhood Parking Intrusion

In response to comments made by representatives of the Tract 7260 Homeowners Association (HOA) during the NOP for the Draft EIR regarding parking intrusion by employees and patrons of the existing Westfield Century City Shopping Center within their neighborhood, neighborhood parking intrusion surveys were conducted to assess if, and to what extent, parking intrusion by shopping center employees and patrons was occurring on street segments near Santa Monica Boulevard (i.e., those segments that were determined to have the greatest likelihood of

intrusion due to proximity to the existing shopping center).[6] Section 18.0 of the Traffic Impact Study (included in Appendix G) provides a complete summary of the existing parking restrictions, the neighborhood parking intrusion survey methodology, survey results, and recommendations.

(g) Parking Structure Queuing Analysis

In response to several requests made by community representatives during the Notice of Preparation (NOP) for the Draft EIR, as well as the number of vehicles forecast to utilize the commercial access points to and from the parking structure, additional analysis regarding vehicle queuing at the project's driveways was completed as part of the traffic impact analysis. The analysis of vehicle queuing is based on the projected peak inbound traffic volumes at the proposed parking structure entrances as well as the proposed lane configurations. The proposed gate control equipment and corresponding processing rates were also incorporated into the parking structure queuing analysis. Subsection 4.6 of the Traffic Impact Study (included in Appendix G) provides a complete summary of the parking structure queuing analysis.

b. Significance Thresholds

(1) Construction

Project construction would have a significant impact on traffic and circulation if construction activities were to: (1) cause substantial delays and disruption of existing traffic and pedestrian flow; (2) require temporary relocation of existing bus stops to more than one-quarter mile from their existing stops; or (3) result in impacts based on the operational thresholds at intersections during peak periods (refer to intersection thresholds below).

(2) Operation

(a) Intersections

As the City of Los Angeles is the Lead Agency for the proposed project, each study intersection was evaluated for potential traffic impacts using LADOT significant impact thresholds. Additionally, each intersection located within the City of Beverly Hills was evaluated on a supplementary basis using the significant impact criteria utilized in the City of Beverly Hills.

[6] *It is important to note that the six survey stations were not determined to be all inclusive.*

(i) City of Los Angeles

Levels of Service

According to the intersection impact criteria set forth in LADOT's 2002 Traffic Study Policies and Procedures as well as the *City of Los Angeles CEQA Thresholds Guide (2006)*, a significant impact on intersection capacity would occur based on the sliding scale criteria presented in Table 58 on page 581. The City's sliding scale criteria requires mitigation of a project's traffic impacts whenever traffic generated by a proposed development causes an increase of the study intersection V/C ratio by an amount equal to or greater than the values shown in Table 58.

Project Access

According to the *City of L.A. CEQA Thresholds Guide (2006)*, a project would have a significant impact on project access if the intersection(s) nearest the primary site access is(are) projected to operate at LOS E or F during the A.M. or P.M. peak hours under future with project conditions.

(ii) City of Beverly Hills

According to the City of Beverly Hills' intersection impact criteria, a significant impact on intersection capacity would occur based on the sliding scale criteria presented in Table 59 on page 581. The City's sliding scale criteria requires mitigation of a project's traffic impacts whenever traffic generated by a proposed development causes an increase of the study intersection V/C ratio by an amount equal to or greater than the values shown in Table 59.

(b) Neighborhood Street Segments

According to the local residential street segment impact criteria set forth in LADOT's 2002 Traffic Study Policies and Procedures as well as the *City of L.A. CEQA Thresholds Guide (2006)*, a significant impact on neighborhood street segment capacity would occur if the project-related increase (percentage increase in ADT) would exceed the percentages specified for the ADT volumes presented in Table 60 on page 581.

(c) Freeway Segments

According to the freeway segment impact criteria set forth in Metro's 2004 CMP for Los Angeles County as well as the *City of L.A. CEQA Thresholds Guide (2006)*, a significant impact on freeway segment capacity would occur if the proposed project would increase the D/C ratio

Table 58

City of Los Angeles Intersection Impact Threshold Criteria

Final V/C	Level of Service	Project Related Increase in V/C
> 0.700 -0.800	C	equal to or greater than 0.040
> 0.800 -0.900	D	equal to or greater than 0.020
> 0.900	E or F	equal to or greater than 0.010

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

Table 59

City of Beverly Hills Intersection Impact Threshold Criteria

Final V/C	Level of Service	Project Related Increase in V/C
> 0.800 -0.900	D	equal to or greater than 0.040
> 0.900	E or F	equal to or greater than 0.020

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

Table 60

City of Los Angeles Local Residential Street Segment Impact Threshold Criteria

Projected Average Daily Traffic With Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

by two percent or more (D/C greater than or equal to 0.02), causing LOS F (D/C greater than 1.00). If the facility is already operating at LOS F, a significant impact would occur if the proposed project would increase the D/C ratio by two percent or more (D/C greater than or equal to 0.02).

(d) Congestion Management Program

(i) Intersections and Freeways

According to the intersection and freeway impact criteria set forth in Metro's 2004 CMP for Los Angeles County, a significant impact on intersection and freeway monitoring locations

would occur if the proposed project would increase the V/C ratio for intersections or the D/C ratio for freeways by two percent or more (V/C or D/C greater than or equal to 0.02), causing LOS F (V/C or D/C greater than 1.00). If the facility is already operating at LOS F, a significant impact would occur if the proposed project would increase the V/C or D/C ratio by two percent or more (V/C or D/C greater than or equal to 0.02).

(ii) Public Transit Service

According to Metro's 2004 CMP for Los Angeles County and the *City of L.A. CEQA Thresholds Guide (2006)*, a significant impact to public transit service would occur if the proposed project would substantially increase the number of transit passengers when compared to available transit capacity. Section 16.0 (specifically Subsection 16.3) of the Traffic Impact Study (included in Appendix G) provides a complete summary of the transit impact review.

(e) Parking

According to the City of Los Angeles CEQA Thresholds Guide (2006), a project would have a significant impact on parking if the project provides less parking than needed as determined through an analysis of parking demand for the project. Section 4.0 of the Traffic Impact Study (included in Appendix G), contains the detailed parking analysis for the proposed project.

c. Project Design Features

(1) Construction

The following project design features related to construction are proposed as part of the project:

- Maintain existing access for land uses located in proximity to the project site;
- Limit any potential lane closures to non-peak travel periods;
- To the extent possible, schedule receipt of construction materials during non-peak travel periods;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for extended periods of time; and
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available parking as determined in conjunction with City staff.

(2) Operation

(a) Vehicular Access

The proposed project vehicular access scheme is illustrated in Figure 61 on page 584. Detailed descriptions of the primary and secondary project driveways are provided in the Traffic Impact Study. A summary of project vehicular access is provided below.

Primary vehicular access to the existing semi-subterranean parking garage for the shopping center would continue to be provided from Santa Monica Boulevard via a primary entry and exit driveway. The existing valet entry and exit would also remain along Santa Monica Boulevard within the western portion of the project site. A new valet entry and exit for the retail and the office uses would be provided east of the main entry and exit and west of the one-way northbound service drive off of Santa Monica Boulevard. In addition, a new valet operation may also be located within the ground of the residential component and would be accessed via the Avenue of the Stars residential driveway. The existing drop-off area located along the south side of Santa Monica Boulevard just west of Avenue of the Stars would also be maintained. This location would provide pick-up/drop-off service for patrons and visitors of the shopping center as well as the residential component of the project.

Existing driveways along Constellation Boulevard and Century Park West would also be maintained, with the exception of the existing Constellation Boulevard driveway to the 1930 Century Park West office building within the western portion of the project site. The new parking structure to be located at 1930 Century Park West would include entry and exit driveways on Century Park West. These entry and exit driveways along Century Park West would represent the consolidation of two existing office driveways at this location.

Additionally, two separate driveways would be provided along Avenue of the Stars. The northerly driveway would provide right-turn ingress and right-turn egress turning movements for residents only, which would allow residents to access the residential-only parking at 1801 Avenue of the Stars. In addition, the southerly driveway would provide full access (i.e., left-turn and right-turn ingress and egress turning movements) and would be used for commercial office and shopping center uses. An option to this scheme at the Avenue of the Stars driveways, for the residential component, full ingress and partial egress (right-turn only) turning movements would be accommodated via the northerly Avenue of the Stars driveway. Additionally, for the commercial component (i.e., retail and office patrons), only egress turning movements would be allowed at the southerly Avenue of the Stars driveway.

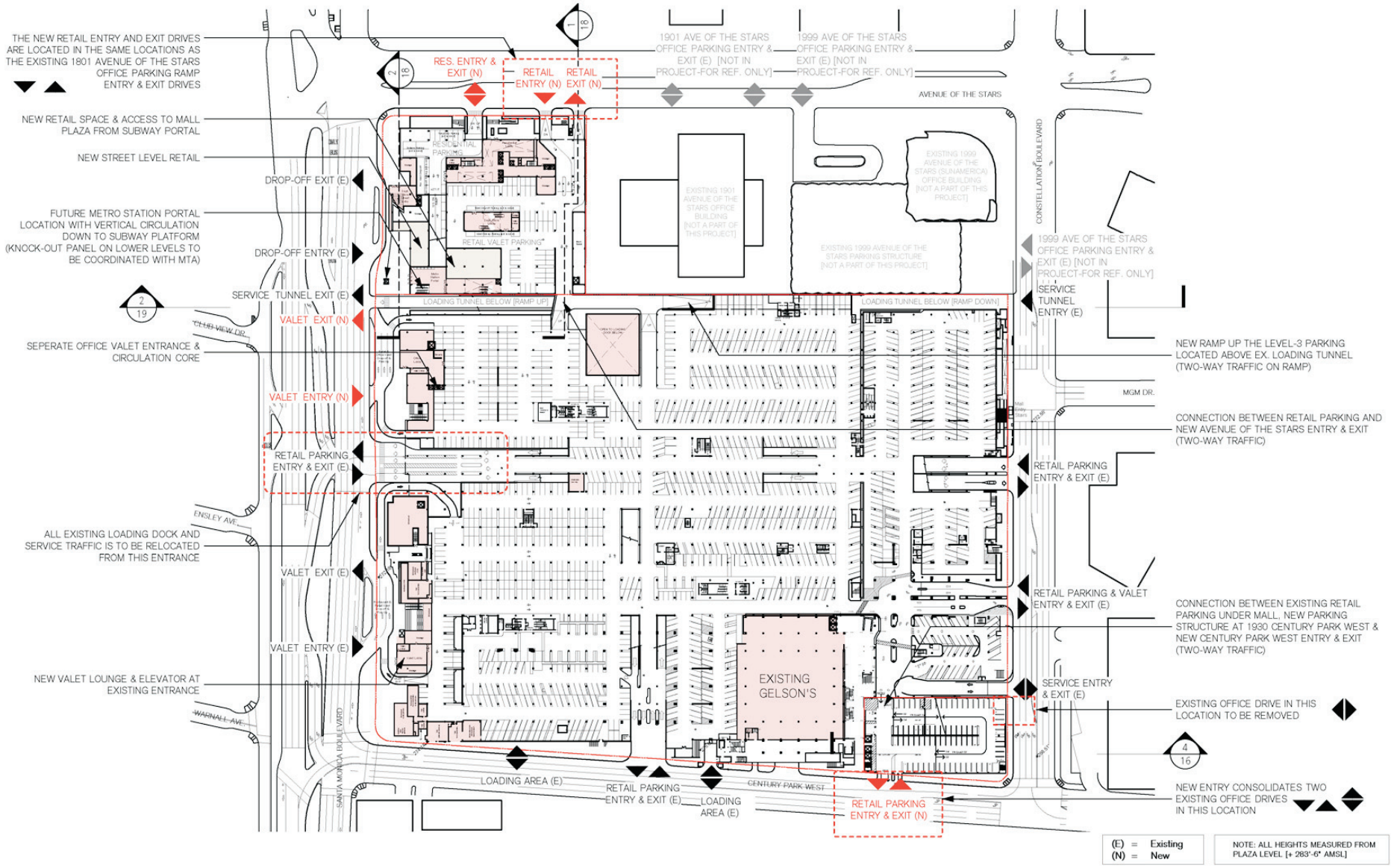

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Figure 61
Proposed Project Vehicular Access Scheme and Parking Level A

Source: Rios Clementi Hale (RCH) Studios, April 2007.

(b) Loading Operations

Several loading areas are currently provided for the project site. An existing one-way northbound service drive extends from Constellation Boulevard to Santa Monica Boulevard along much of the eastern boundary of the project site. This internal service drive is partially below grade and would continue to be available for service and delivery access. In addition to this existing service drive, the existing below grade loading docks off of Constellation Boulevard would remain. The off-street loading areas along the east side of Century Park West would also remain and, to the extent possible, truck queuing along the curb lane would be discouraged.

The proposed project includes the construction of new below grade loading dock areas (i.e., on Parking Level B) as shown in Figure 62 on page 586. These new loading areas would serve the residential and shopping center uses in the northeastern portion of the project site. These below grade loading dock areas would be accessed via the existing below grade service tunnel which extends between Constellation Boulevard and Santa Monica Boulevard. Additionally, the existing loading dock in the central portion of the project site would be reconfigured for use by the new retail areas and the existing loading dock on the southern portion of the project site would be expanded to also serve the existing dining terrace. Delivery access to existing loading docks on Parking Level B that service the retail, and grocery store uses in the central, southern, and western portions of the project site would be maintained.

(c) Parking

The project proposes to provide a total of approximately 4,529 parking spaces within the project site. Approximately 3,661 parking spaces would be provided for the shopping center uses; approximately 213 parking spaces would be provided for the office uses; and a minimum of 655 spaces would be provided for residents and their guests. These spaces would be collectively located within the existing semi-subterranean parking levels below the shopping center, the new rooftop parking deck above the shopping center, the new subterranean parking structure at 1930 Century Park West, and within the newly expanded and reconfigured subterranean parking structure at 1801 Avenue of the Stars as discussed in further detail below.

Vehicular access to the rooftop parking deck would be afforded from the existing semi-subterranean level parking area (i.e., Parking Level A) via a ramp along the eastern portion of the project site. Pedestrian access from the rooftop parking deck would be provided via a series of walkways. Shade structures would also be provided within portions of the rooftop parking deck.

Additional parking spaces would be provided for Westfield Century City Shopping Center patrons in the new parking structure at 1930 Century Park West. This parking facility would consist of five above-grade stories plus a rooftop parking level and two subterranean

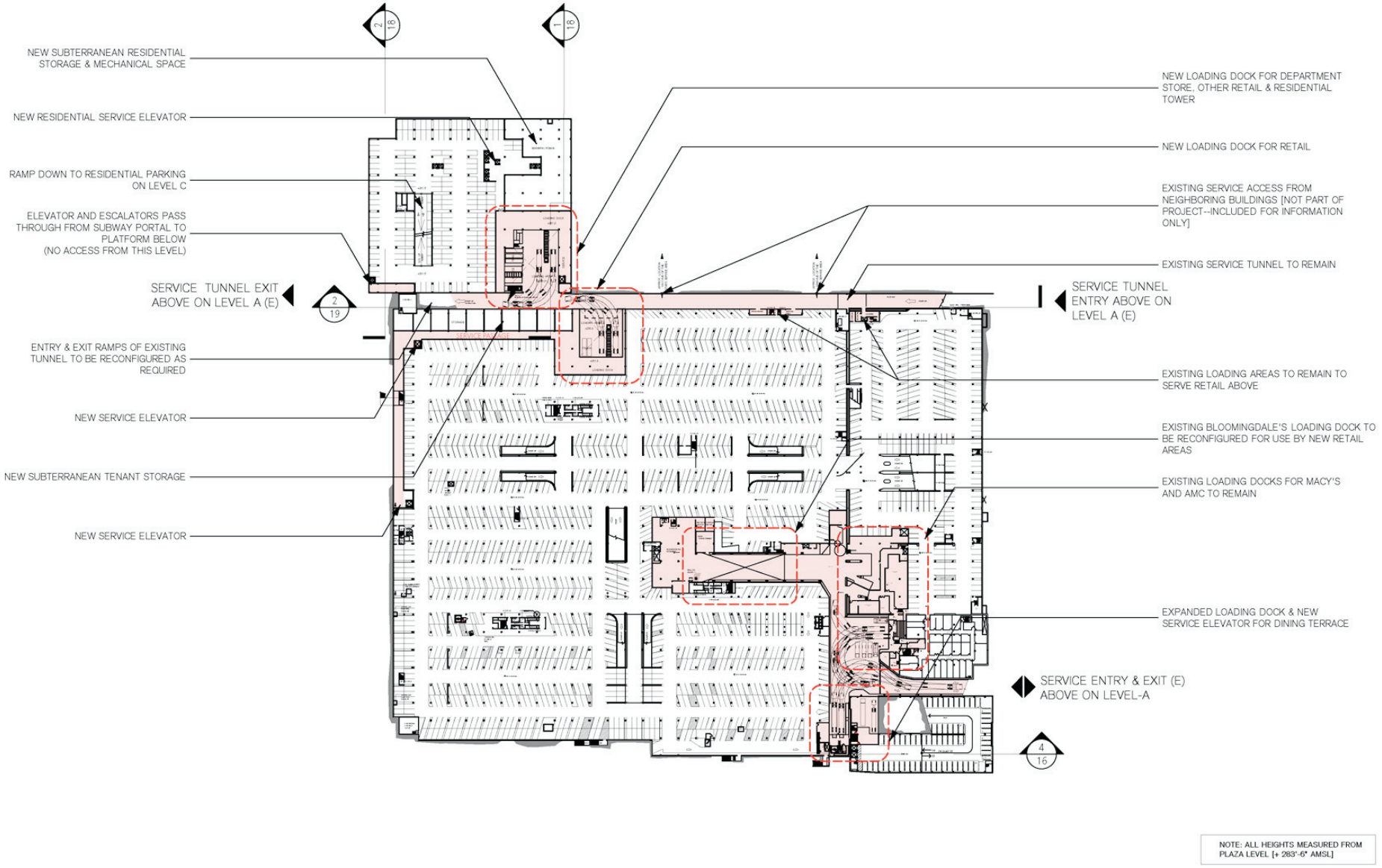

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Figure 62
Parking Level B

Source: Rios Clementi Hale (RCH) Studios, April 2007.

levels. Two subterranean parking levels currently exist beneath the 1930 Century Park West office building. Thus, a substantial amount of grading would not be required.

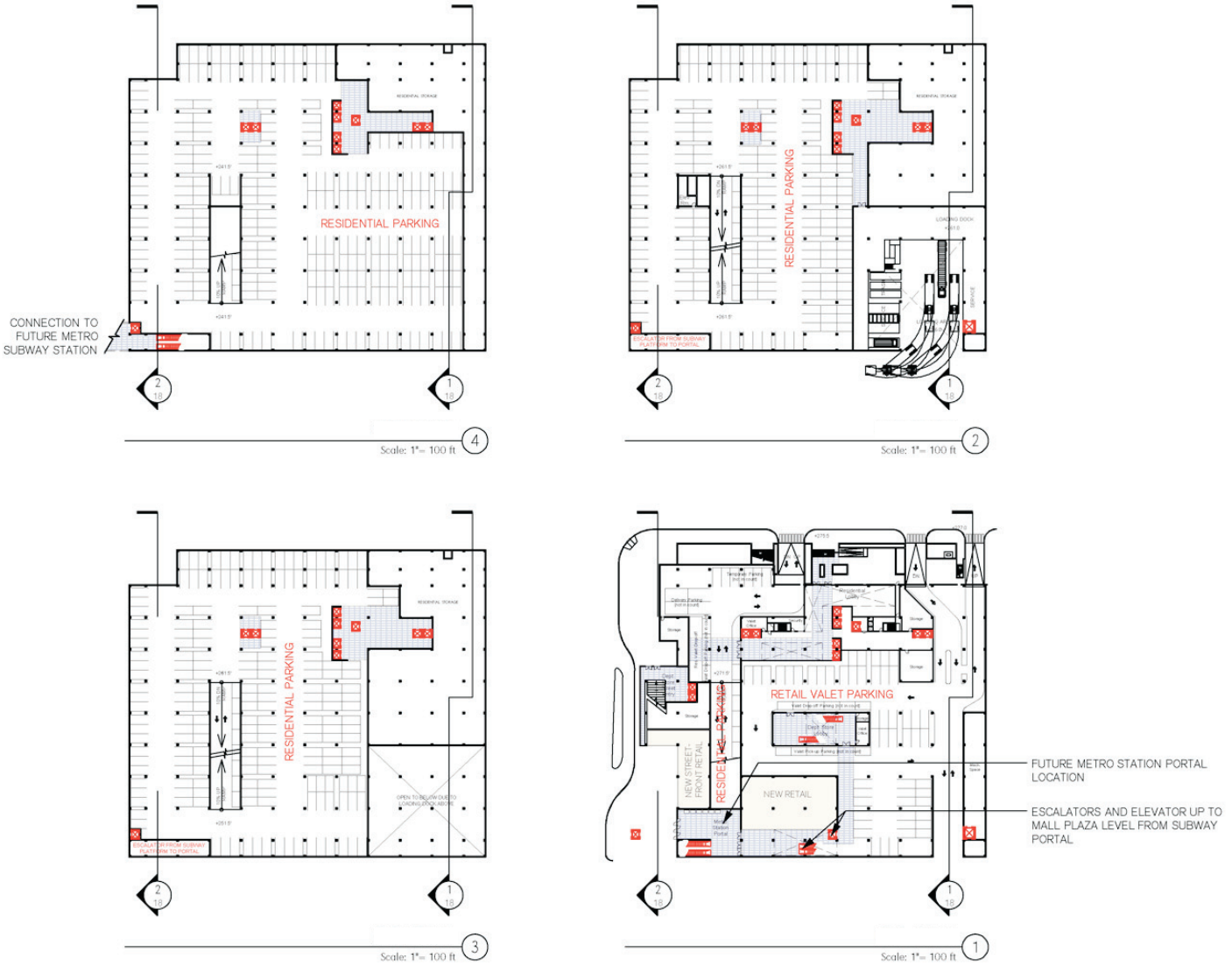
Four levels of subterranean parking would be provided below the residential and shopping center uses within the new residential tower at 1801 Avenue of the Stars as depicted in Figure 63 on page 588. As shown in Figure 63 on Parking Levels B, C, and D, all spaces would be reserved for use by project residents and their guests and they would be accessible via a designated driveway on Avenue of the Stars. In addition, a separate entry and exit driveway would be provided via Avenue of the Stars for shopping center patrons, with vehicular connections to the main parking areas beneath the shopping center. As shown in Figure 63, all parking spaces on Parking Level A would be reserved for the retail's valet operation.

d. Analysis of Project Impacts

(1) Construction

Construction of the project was assumed to occur in five phases representing geographic areas over an approximate four-year period, beginning in early 2009 and ending in late 2012. Existing buildings to be removed as part of proposed construction activities would include structures in the central, northern, and eastern portions of the shopping center and the office buildings at 1801 Avenue of the Stars and 1930 Century Park West. The recently completed shopping center improvements within the western portion of the project site would remain. Phase A of the project is anticipated to include construction of the shopping center uses and residential uses in the northeast portion of the site at 1801 Avenue of the Stars. Phase B would include construction of new retail uses along the remainder of the Santa Monica Boulevard frontage within the northern portion of the site together with the new parking facility at 1930 Century Park West within the southwestern portion of the site. Phase C would include construction within the southern portion of the site. Phase D of the project would include construction within the more central portion of the site. In addition, Phase E would include construction of the new office uses, which are anticipated to be located above the retail uses within the northern portion of the site along Santa Monica Boulevard together with approximately 19,000 square feet of retail uses. Construction activities within these five general phases are expected to overlap.

Construction of the proposed project would generate traffic from construction worker trips and construction truck trips (i.e., the arrival and departure of trucks for the removal of debris generated by on-site demolition, excavation and grading activities, as well as the delivery of construction materials). As discussed above, the overlap of Phase A, Phase B, and Phase C of construction was evaluated to provide a worst-case analysis. Specifically, this period would generate the highest number of construction trips (construction worker trips and construction truck trips) when compared to any other combination of construction phases. Together,



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Source: Rios Clementi Hale (RCH) Studios, April 2007.

Figure 63
1801 Avenue of the Stars
Parking Levels A-D

construction workers and construction trucks are anticipated to generate 1,220 trips per day (610 inbound, 610 outbound) during this peak construction phase for the proposed project. Section 17.0 of the Traffic Impact Study, included as Appendix G, contains detailed information regarding the calculation of both the construction worker and construction truck trip generation.

The inbound construction worker trips are anticipated to occur outside of the A.M. peak hour. However, the outbound construction worker trips may occur during the P.M. peak hour. Thus, it was conservatively estimated that approximately 121 outbound construction worker trips may be generated during the P.M. peak hour (i.e., 25 percent). The construction workforce would likely be generated from all parts of the Los Angeles region and thereby was assumed to arrive and depart from all directions (i.e., each direction along the I-405 and I-10 Freeways and from the local areas). Based on a distribution of 20 percent to any one particular segment, an increase of no more than 24 vehicles is forecast at study intersections during the P.M. peak hour. In addition, the number of trips generated by construction activities is less than the number of trips generated by existing uses on-site. Furthermore, in addition to the project design features described in Section 3.c.1. above, the City of Los Angeles would require the proposed project to devise and implement a Construction Staging and Traffic Management Plan in compliance with LAMC requirements. The Construction Staging and Traffic Management Plan would identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition and construction activities associated with the proposed project. Moreover, also in compliance with LAMC requirements, the City's Department of Public Works would review and be responsible for approval of the truck haul routes to be used during construction. In addition, while construction of the project may require temporary sidewalk closures, alternative sidewalk routes would be available. Furthermore, as discussed in Sections IV.I.1, Fire Protection and IV.I.2, Police Protection of this Draft EIR, blockage or slowing of emergency vehicles would not be anticipated. In addition, the Police Department would be notified of any traffic slowing or lane closures and traffic management personnel would be trained to assist emergency response vehicles. Thus, with compliance with regulatory requirements, construction-related traffic and access impacts would be less than significant.

(2) Operation

(a) Intersections

(i) Future 2012 Without Project

As described above, the future without project conditions for the year 2012 were calculated by adding an ambient annual growth factor to existing traffic conditions as well as traffic from related projects. Figures Figure 64, Figure 65, and Figure 66, on pages 590, 591, and 592, respectively, depict the future without project weekday A.M., weekday P.M., and weekend peak hour traffic volumes, respectively, at all 55 study intersections. In addition, Table 61 on page 593

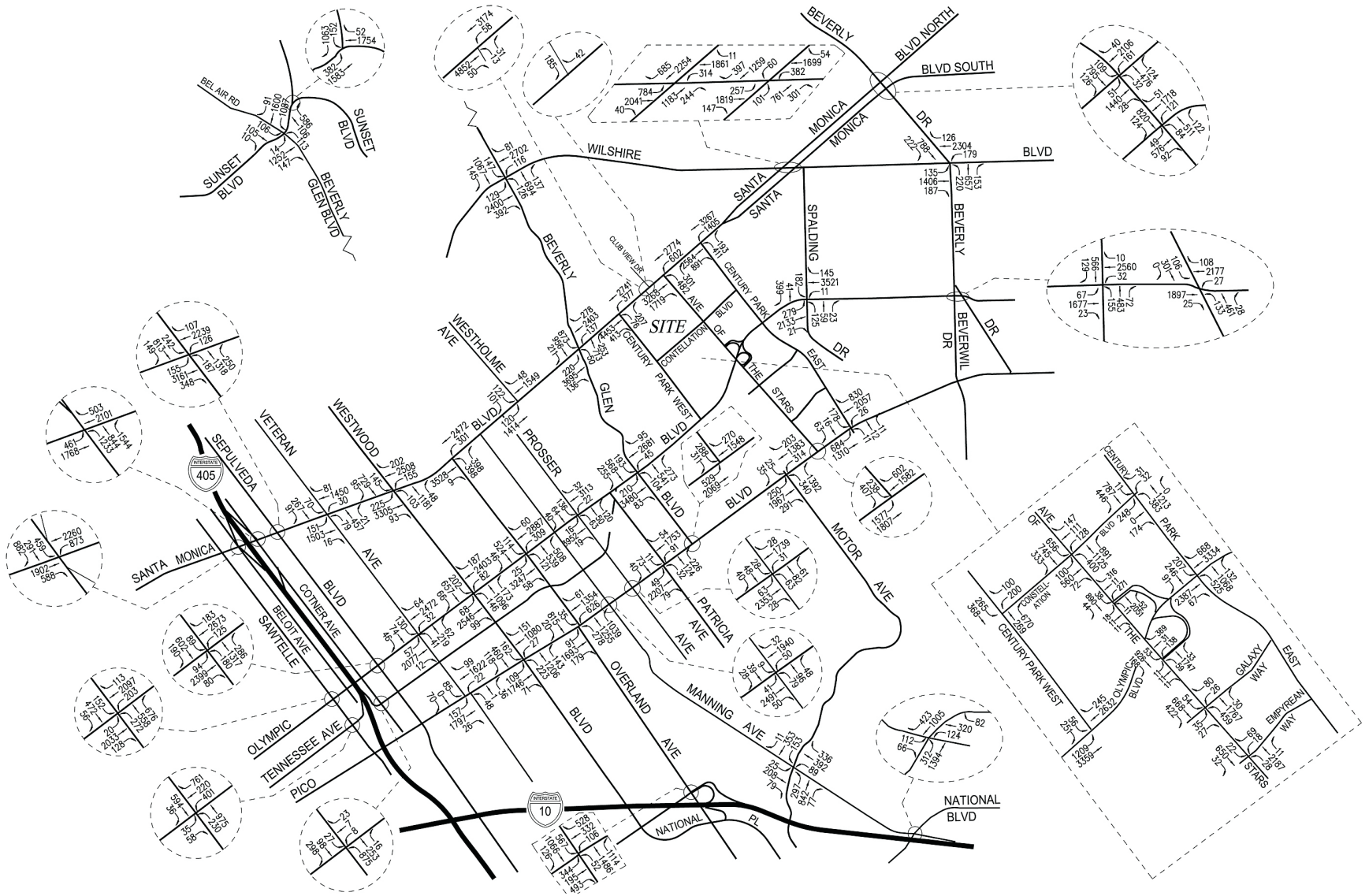

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Figure 64

Future 2012 Without Project Weekday A.M. Peak Hour Traffic Volumes

Source: Linscott, Law & Greenspan, Engineers, October 2007.

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Source: Linscott, Law & Greenspan, Engineers, October 2007.

Figure 65
Future 2012 Without Project Weekday P.M. Peak Hour Traffic Volumes

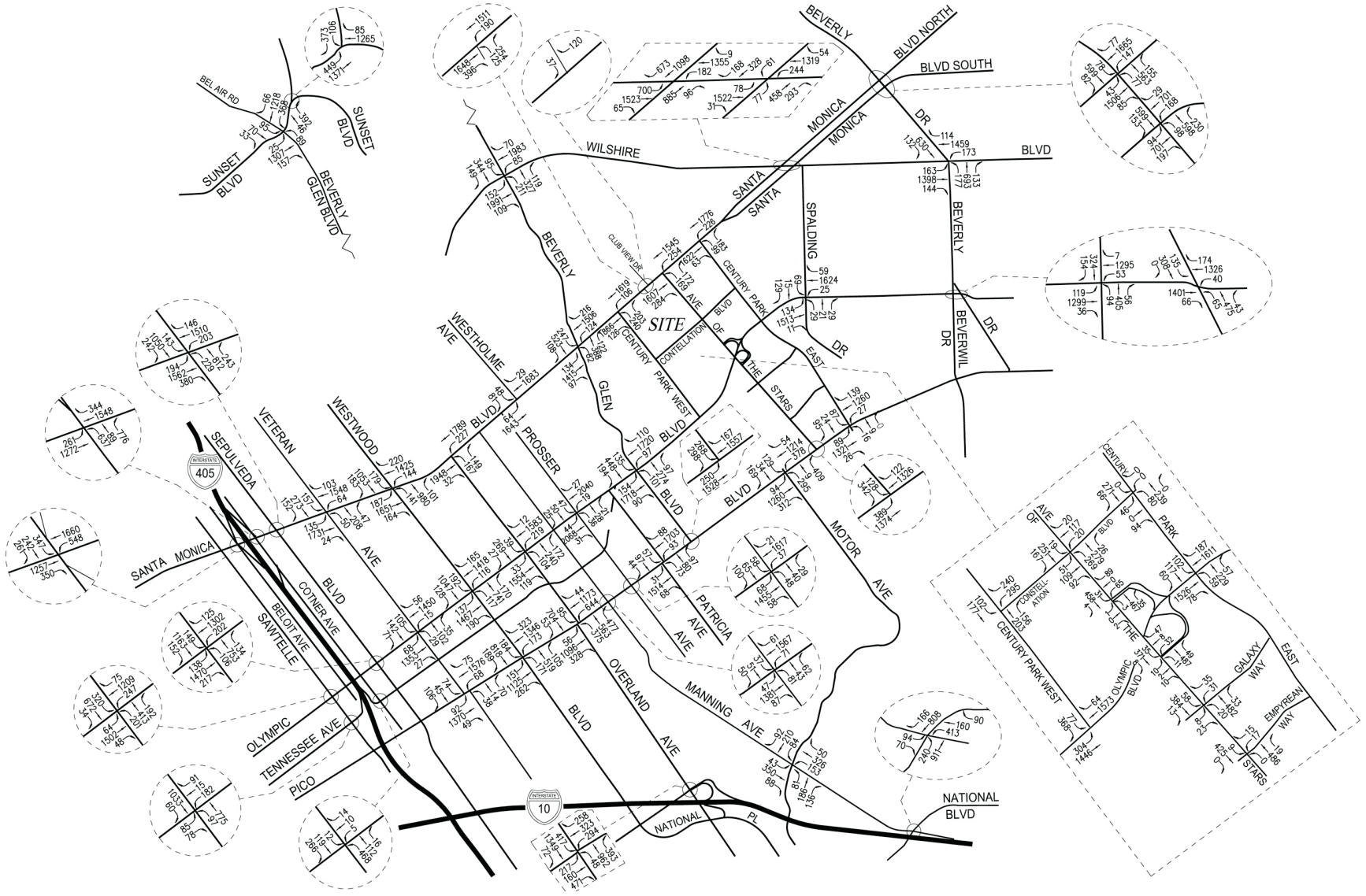

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Figure 66
Future 2012 Without Project Weekend Peak Hour Traffic Volumes

Source: Linscott, Law & Greenspan, Engineers, October 2007.

Table 61

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
City of Los Angeles (CMA Methodology)										
1	Sawtelle Boulevard/Olympic Boulevard [a]	A.M.	0.929	E	1.087	F	1.089	F	0.002	No
		P.M.	1.156	F	1.303	F	1.310	F	0.007	No
		WKD	0.869	D	0.988	E	0.995	E	0.007	No
2	Sawtelle Boulevard/I-405 Freeway SB Off-Ramp-Tennessee Avenue [a]	A.M.	0.603	B	0.680	B	0.673	B	-0.007	No
		P.M.	0.833	D	0.936	E	0.936	E	0.000	No
		WKD	0.436	A	0.500	A	0.500	A	0.000	No
3	Beloit Avenue/I-405 Freeway SB Ramps/Santa Monica Boulevard [a]	A.M.	0.993	E	1.145	F	1.142	F	-0.003	No
		P.M.	0.773	C	0.907	E	0.911	E	0.004	No
		WKD	0.499	A	0.597	A	0.608	B	0.011	No
4	Cotner Avenue/I-405 Freeway NB Ramps/Santa Monica Boulevard [a]	A.M.	1.248	F	1.448	F	1.449	F	0.001	No
		P.M.	1.122	F	1.279	F	1.285	F	0.006	No
		WKD	0.650	B	0.766	C	0.777	C	0.011	No
5	Cotner Boulevard/I-405 Freeway NB On-Ramp-Tennessee Avenue [b]	A.M.	0.918	E	1.009	F	1.008	F	-0.001	No
		P.M.	0.911	E	1.029	F	1.023	F	-0.006	No
		WKD	0.543	A	0.636	B	0.640	B	0.004	No
6	Sepulveda Boulevard/Santa Monica Boulevard [a]	A.M.	1.159	F	1.413	F	1.402	F	-0.011	No
		P.M.	1.204	F	1.388	F	1.396	F	0.008	No
		WKD	0.818	D	0.975	E	0.983	E	0.008	No
7	Sepulveda Boulevard/Olympic Boulevard [a]	A.M.	0.965	E	1.116	F	1.118	F	0.002	No
		P.M.	0.986	E	1.122	F	1.119	F	-0.003	No
		WKD	0.850	D	0.972	E	0.979	E	0.007	No
8	Veteran Avenue/Santa Monica Boulevard [a]	A.M.	0.550	A	0.760	C	0.765	C	0.005	No
		P.M.	0.670	B	0.867	D	0.867	D	0.000	No
		WKD	0.560	A	0.719	C	0.728	C	0.009	No
9	Veteran Avenue/Olympic Boulevard [a]	A.M.	0.646	B	0.761	C	0.765	C	0.004	No
		P.M.	0.807	D	0.949	E	0.952	E	0.003	No
		WKD	0.344	A	0.429	A	0.439	A	0.010	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
10	Veteran Avenue/Pico Boulevard [a]	A.M.	0.569	A	0.659	B	0.659	B	0.000	No
		P.M.	0.435	A	0.516	A	0.516	A	0.000	No
		WKD	0.530	A	0.617	B	0.621	B	0.004	No
11	Westwood Boulevard/Santa Monica Boulevard [a]	A.M.	0.844	D	1.316	F	1.309	F	-0.007	No
		P.M.	0.914	E	1.247	F	1.249	F	0.002	No
		WKD	0.759	C	0.881	D	0.901	E	0.020	Yes
12	Westwood Boulevard/Olympic Boulevard [a]	A.M.	0.986	E	1.209	F	1.201	F	-0.008	No
		P.M.	0.872	D	1.049	F	1.059	F	0.010	Yes
		WKD	0.693	B	0.857	D	0.873	D	0.016	No
13	Westwood Boulevard/Pico Boulevard [a]	A.M.	0.821	D	0.899	D	0.897	D	-0.002	No
		P.M.	0.849	D	0.936	E	0.938	E	0.002	No
		WKD	0.684	B	0.826	D	0.830	D	0.004	No
14	Overland Avenue/Santa Monica Boulevard [a]	A.M.	1.072	F	1.264	F	1.257	F	-0.007	No
		P.M.	0.972	E	1.256	F	1.269	F	0.013	Yes
		WKD	0.748	C	0.659	B	0.677	B	0.018	No
15	Overland Avenue/Olympic Boulevard [a]	A.M.	1.416	F	1.704	F	1.672	F	-0.032	No
		P.M.	1.320	F	1.601	F	1.591	F	-0.010	No
		WKD	0.663	B	0.762	C	0.777	C	0.015	No
16	Overland Avenue/Pico Boulevard [a]	A.M.	1.287	F	1.543	F	1.519	F	-0.024	No
		P.M.	1.394	F	1.569	F	1.571	F	0.002	No
		WKD	0.882	D	1.034	F	1.044	F	0.010	Yes
17	Overland Avenue/National Avenue-I-10 Freeway WB Ramps [a]	A.M.	1.169	F	1.399	F	1.384	F	-0.015	No
		P.M.	1.069	F	1.219	F	1.210	F	-0.009	No
		WKD	0.878	D	1.009	F	1.014	F	0.005	No
18	Manning Avenue/Pico Boulevard [a]	A.M.	0.679	B	0.773	C	0.775	C	0.002	No
		P.M.	0.726	C	0.826	D	0.836	D	0.010	No
		WKD	0.556	A	0.639	B	0.655	B	0.016	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
19	Motor Avenue/Manning Avenue [a]	A.M.	0.905	E	1.066	F	1.065	F	-0.001	No
		P.M.	0.766	C	0.855	D	0.855	D	0.000	No
		WKD	0.433	A	0.490	A	0.493	A	0.003	No
20	National Avenue/Manning Avenue-I-10	A.M.	0.857	D	0.981	E	0.981	E	0.000	No
	Freeway WB Off-Ramp	P.M.	1.049	F	1.168	F	1.168	F	0.000	No
		WKD	0.633	B	0.700	B	0.700	B	0.000	No
21	Westholme Avenue/Santa Monica Boulevard [a]	A.M.	0.374	A	0.443	A	0.444	A	0.001	No
		P.M.	0.411	A	0.457	A	0.464	A	0.007	No
		WKD	0.422	A	0.380	A	0.397	A	0.017	No
22	Prosser Avenue/Olympic Boulevard [a]	A.M.	0.920	E	1.043	F	1.046	F	0.003	No
		P.M.	0.657	B	0.735	C	0.744	C	0.009	No
		WKD	0.434	A	0.488	A	0.501	A	0.013	No
23	Prosser Avenue/Pico Boulevard [a]	A.M.	0.633	B	0.719	C	0.721	C	0.002	No
		P.M.	0.677	B	0.769	C	0.779	C	0.010	No
		WKD	0.619	B	0.705	C	0.716	C	0.011	No
24	Patricia Avenue/Pico Boulevard [a]	A.M.	0.771	C	0.825	D	0.829	D	0.004	No
		P.M.	0.742	C	0.761	C	0.774	C	0.013	No
		WKD	0.611	B	0.734	C	0.748	C	0.014	No
25	Beverly Glen Boulevard (E)/Sunset Boulevard [c]	A.M.	1.291	F	1.472	F	1.468	F	-0.004	No
		P.M.	1.168	F	1.342	F	1.343	F	0.001	No
		WKD	0.792	C	0.938	E	0.941	E	0.003	No
26	Beverly Glen Boulevard (W)/Sunset Boulevard [c]	A.M.	1.018	F	1.162	F	1.161	F	-0.001	No
		P.M.	1.219	F	1.392	F	1.393	F	0.001	No
		WKD	0.736	C	0.873	D	0.874	D	0.001	No
27	Beverly Glen Boulevard/Wilshire Boulevard [a]	A.M.	0.972	E	1.201	F	1.199	F	-0.002	No
		P.M.	1.132	F	1.503	F	1.503	F	0.000	No
		WKD	0.648	B	0.841	D	0.847	D	0.006	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
28	Beverly Glen Boulevard/Santa Monica Boulevard [a]	A.M.	0.964	E	1.492	F	1.482	F	-0.010	No
		P.M.	0.940	E	1.307	F	1.311	F	0.004	No
		WKD	0.556	A	0.558	A	0.591	A	0.033	No
29	Beverly Glen Boulevard/Olympic Boulevard [a]	A.M.	0.938	E	1.114	F	1.103	F	-0.011	No
		P.M.	0.978	E	1.128	F	1.137	F	0.009	No
		WKD	0.571	A	0.666	B	0.686	B	0.020	No
30	Beverly Glen Boulevard/Pico Boulevard [a]	A.M.	0.776	C	0.903	E	0.908	E	0.005	No
		P.M.	0.706	C	0.784	C	0.801	D	0.017	No
		WKD	0.602	B	0.725	C	0.754	C	0.029	No
31	Century Park West/Santa Monica Boulevard [a]	A.M.	0.407	A	1.141	F	1.136	F	-0.005	No
		P.M.	0.586	A	1.178	F	1.200	F	0.022	Yes
		WKD	0.476	A	0.495	A	0.549	A	0.054	No
32	Century Park West/Constellation Boulevard [a]	A.M.	0.593	A	0.556	A	0.560	A	0.004	No
		P.M.	0.364	A	0.416	A	0.444	A	0.028	No
		WKD	0.135	A	0.157	A	0.197	A	0.040	No
33	Century Park West/Olympic Boulevard [a]	A.M.	0.852	D	1.004	F	1.007	F	0.003	No
		P.M.	1.149	F	1.349	F	1.354	F	0.005	No
		WKD	0.356	A	0.415	A	0.446	A	0.031	No
34	Westfield Shopping Center Driveway/Santa Monica Boulevard [d]	A.M.	–	–	0.792	C	0.795	C	0.003	No
		P.M.	–	–	1.005	F	1.015	F	0.010	Yes
		WKD	–	–	0.420	A	0.464	A	0.044	No
35	Club View Drive/Santa Monica Boulevard [b]	A.M.	0.747	C	0.190	A	0.190	A	0.000	No
		P.M.	0.864	D	0.312	A	0.321	A	0.009	No
		WKD	0.116	A	0.130	A	0.143	A	0.013	No
36	Motor Avenue/Pico Boulevard [a]	A.M.	0.981	E	1.137	F	1.129	F	-0.008	No
		P.M.	1.461	F	1.601	F	1.600	F	-0.001	No
		WKD	0.692	B	0.860	D	0.868	D	0.008	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
37	Avenue of the Stars/Santa Monica Boulevard [a]	A.M.	0.968	E	1.339	F	1.305	F	-0.034	No
		P.M.	0.829	D	1.075	F	1.063	F	-0.012	No
		WKD	0.506	A	0.327	A	0.359	A	0.032	No
38	Avenue of the Stars/Constellation Boulevard [a]	A.M.	0.702	C	0.866	D	0.878	D	0.012	No
		P.M.	0.757	C	0.866	D	0.834	D	-0.032	No
		WKD	0.183	A	0.209	A	0.241	A	0.032	No
39	Avenue of the Stars/Olympic Boulevard WB Ramps [a]	A.M.	0.568	A	0.610	B	0.550	A	-0.060	No
		P.M.	0.488	A	0.483	A	0.505	A	0.022	No
		WKD	0.062	A	0.082	A	0.094	A	0.012	No
40	Avenue of the Stars/Olympic Boulevard EB Ramps [a]	A.M.	0.405	A	0.533	A	0.492	A	-0.041	No
		P.M.	0.376	A	0.475	A	0.472	A	-0.003	No
		WKD	0.051	A	0.076	A	0.088	A	0.012	No
41	Avenue of the Stars/Galaxy Way [a]	A.M.	0.293	A	0.424	A	0.425	A	0.001	No
		P.M.	0.492	A	0.668	B	0.666	B	-0.002	No
		WKD	0.070	A	0.098	A	0.110	A	0.012	No
42	Avenue of the Stars/Empyrean Way [b]	A.M.	0.665	B	0.701	C	0.686	B	-0.015	No
		P.M.	0.466	A	0.608	B	0.607	B	-0.001	No
		WKD	0.148	A	0.175	A	0.191	A	0.016	No
43	Avenue of the Stars/Pico Boulevard [a]	A.M.	0.850	D	1.111	F	1.094	F	-0.017	No
		P.M.	0.773	C	0.902	E	0.903	E	0.001	No
		WKD	0.352	A	0.438	A	0.457	A	0.019	No
44	Century Park East/Santa Monica Boulevard [a]	A.M.	0.874	D	1.067	F	1.067	F	0.000	No
		P.M.	0.845	D	0.901	E	0.892	D	-0.009	No
		WKD	0.489	A	0.310	A	0.314	A	0.004	No
45	Century Park East/Constellation Boulevard [a]	A.M.	0.405	A	0.551	A	0.563	A	0.012	No
		P.M.	0.585	A	0.656	B	0.691	B	0.035	No
		WKD	0.040	A	0.060	A	0.092	A	0.032	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
46	Century Park East/Olympic Boulevard [a]	A.M.	0.823	D	0.963	E	0.960	E	-0.003	No
		P.M.	0.861	D	1.021	F	1.027	F	0.006	No
		WKD	0.311	A	0.381	A	0.395	A	0.014	No
47	Century Park East/Pico Boulevard [a]	A.M.	0.696	B	0.803	D	0.803	D	0.000	No
		P.M.	0.722	C	0.837	D	0.834	D	-0.003	No
		WKD	0.268	A	0.342	A	0.347	A	0.005	No
City of Beverly Hills (CMA Methodology)										
48	Spaulding Drive/Olympic Boulevard	A.M.	1.091	F	1.260	F	1.253	F	-0.007	No
		P.M.	0.924	E	1.064	F	1.072	F	0.008	No
		WKD	0.494	A	0.562	A	0.572	A	0.010	No
49	Wilshire Boulevard/Santa Monica Boulevard (N)	A.M.	1.182	F	1.399	F	1.393	F	-0.006	No
		P.M.	1.188	F	1.509	F	1.511	F	0.002	No
		WKD	0.703	C	0.873	D	0.885	D	0.012	No
50	Wilshire Boulevard/Santa Monica Boulevard (S)	A.M.	1.135	F	1.440	F	1.433	F	-0.007	No
		P.M.	0.997	E	1.229	F	1.238	F	0.009	No
		WKD	0.520	A	0.681	B	0.695	B	0.014	No
51	Beverly Drive/Santa Monica Boulevard (N)	A.M.	0.899	D	1.078	F	1.070	F	-0.008	No
		P.M.	0.887	D	1.126	F	1.123	F	-0.003	No
		WKD	0.642	B	0.820	D	0.827	D	0.007	No
52	Beverly Drive/Santa Monica Boulevard (S)	A.M.	0.875	D	0.993	E	0.984	E	-0.009	No
		P.M.	0.808	D	0.928	E	0.927	E	-0.001	No
		WKD	0.523	A	0.628	B	0.635	B	0.007	No
53	Beverly Drive/Wilshire Boulevard	A.M.	0.889	D	1.094	F	1.090	F	-0.004	No
		P.M.	0.988	E	1.229	F	1.228	F	-0.001	No
		WKD	0.629	B	0.811	D	0.814	D	0.003	No
54	Beverwil Drive/Olympic Boulevard	A.M.	0.863	D	1.001	F	0.990	E	-0.011	No
		P.M.	0.897	D	1.024	F	1.026	F	0.002	No
		WKD	0.426	A	0.521	A	0.536	A	0.015	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
55	Beverly Drive/Olympic Boulevard	A.M.	0.666	B	0.781	C	0.774	C	-0.007	No
		P.M.	0.867	D	0.998	E	0.999	E	0.001	No
		WKD	0.446	A	0.548	A	0.556	A	0.008	No
City of Beverly Hills (ICU Methodology)										
48	Spaulding Drive/Olympic Boulevard	A.M.	1.304	F	1.505	F	1.499	F	-0.006	No
		P.M.	1.190	F	1.362	F	1.370	F	0.008	No
		WKD	0.616	B	0.686	B	0.696	B	0.010	No
49	Wilshire Boulevard/Santa Monica Boulevard (N)	A.M.	1.091	F	1.214	F	1.200	F	-0.014	No
		P.M.	0.978	E	1.202	F	1.212	F	0.010	No
		WKD	0.713	C	0.848	D	0.868	D	0.020	No
50	Wilshire Boulevard/Santa Monica Boulevard (S)	A.M.	1.111	F	1.383	F	1.376	F	-0.007	No
		P.M.	0.988	E	1.195	F	1.203	F	0.008	No
		WKD	0.653	B	0.813	D	0.817	D	0.004	No
51	Beverly Drive/Santa Monica Boulevard (N)	A.M.	0.943	E	1.111	F	1.103	F	-0.008	No
		P.M.	0.931	E	1.156	F	1.153	F	-0.003	No
		WKD	0.795	C	0.962	E	0.969	E	0.007	No
52	Beverly Drive/Santa Monica Boulevard (S)	A.M.	0.920	E	1.031	F	1.023	F	-0.008	No
		P.M.	0.858	D	0.970	E	0.969	E	-0.001	No
		WKD	0.684	B	0.782	C	0.789	C	0.007	No
53	Beverly Drive/Wilshire Boulevard	A.M.	0.828	D	0.992	E	0.989	E	-0.003	No
		P.M.	0.902	E	1.092	F	1.091	F	-0.001	No
		WKD	0.696	B	0.840	D	0.842	D	0.002	No
54	Beverwil Drive/Olympic Boulevard	A.M.	0.874	D	1.004	F	0.995	E	-0.009	No
		P.M.	0.907	E	1.028	F	1.030	F	0.002	No
		WKD	0.568	A	0.655	B	0.668	B	0.013	No

Table 61 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections Without and With Proposed Project

			Year 2006 Existing Conditions		Year 2012 Without Project		Year 2012 With Project			
No.	Intersection	Peak Hour	V/C	LOS	V/C	LOS	V/C	LOS	V/C Change	Impact?
55	Beverly Drive/Olympic Boulevard	A.M.	0.693	B	0.795	C	0.789	C	-0.006	No
		P.M.	0.872	D	0.989	E	0.990	E	0.001	No
		WKD	0.586	A	0.677	B	0.684	B	0.007	No

[a] *The intersection operates under the ATSAC/ATCS system.*
[b] *Stop-controlled intersection on the minor approach.*
[c] *The intersection operates under the ATSAC system.*
[d] *New driveway proposed as part of the project.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

provides the future without project weekday A.M., weekday P.M., and weekend peak hour V/C ratios and corresponding LOS for each intersection utilizing both CMA and ICU methodologies as indicated above. As shown in Table 61, under City of Los Angeles methodology (CMA), 15 study intersections would operate at LOS D or better during the weekday A.M. and P.M. peak hours, while 40 study intersections would operate at LOS E or F during the weekday A.M. and P.M. peak hours. A total of 49 study intersections would operate at LOS D or better during the weekend peak hours, while six study intersections would operate at LOS E or F during the weekend peak hours. As shown in Table 61, under City of Beverly Hills methodology (ICU), all eight of the study intersections located in Beverly Hills would operate at LOS E or F during the weekday A.M. and P.M. peak hours. A total of seven study intersections would operate at LOS D or better during the weekend peak hours, while one study intersection would operate at LOS E or F during the weekend peak hours.

It is important to note that based on review of empirical data and the general traffic growth factors provided in Metro's 2004 CMP for Los Angeles County for the Westside area, it is anticipated that existing traffic volumes are actually expected to increase at an annual rate of less than one percent per year between the years 2005 and 2015. Therefore, the inclusion of both an ambient growth rate based on CMP traffic model data and forecast of traffic generated by related projects likely overstates future 2012 without project traffic conditions. Subsection 9.2 of the Traffic Impact Study, included in Appendix G, provides further discussion of the ambient growth factor employed in the traffic analysis.

(ii) Project Impacts (Future 2012 With Project Conditions)

The number of weekday trips anticipated to be generated by the proposed project is presented in Table 62 on page 602. As shown in Table 62, the proposed project is forecast to generate a net increase of 5,922 trips during the weekday 24-hour period. During the weekday A.M. peak hour, the proposed project is expected to generate an overall net decrease of 177 trips (235 less inbound trips and 58 more outbound trips). During the weekday P.M. peak hour, the proposed project is expected to generate an overall net increase of 364 trips (290 more inbound trips and 74 more outbound trips).

Table 62 also shows the number of weekend trips anticipated to be generated by the proposed project. As shown therein, the proposed project is forecast to generate a net increase of 7,466 trips during the weekend 24-hour period. During the weekend peak hour, the proposed project is expected to generate an overall net increase of 720 trips (367 more inbound trips and 353 more outbound trips).

In addition to the trip generation forecast for the proposed project, a forecast was made of likely pass-by trips that could be anticipated at the project site. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route

Table 62

Weekday and Weekend Project Trip Generation

Land Use	Net New Floor Area/Units	Weekday 24-Hour Volumes	Weekday A.M. Peak Hour Volumes			Weekday P.M. Peak Hour Volumes			Weekend 24-Hour Volumes	Weekend Peak Hour Volumes		
			In	Out	Total	In	Out	Total		In	Out	Total
Shopping Center	+358,881 sf	+7,687	+66	+40	+106	+293	+317	+610	+7,047	+371	+342	+713
Residential	+262 units	+1,681	+14	+61	+75	+53	+32	+85	+960	+34	+44	+78
Office	-289,460 gsf [a]	-3,446	-315	-43	-358	-56	-275	-331	-541	-38	-33	-71
Net Change		**+5,922**	**-235**	**+58**	**-177**	**+290**	**+74**	**+364**	**+7,466**	**+367**	**+353**	**+720**

[a] *Based on gross square footage.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

diversion. Pass-by trips are attracted from traffic passing the project site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadways to the project site include Santa Monica Boulevard, Constellation Boulevard, Avenue of the Stars, and Century Park West. The pass-by traffic forecast was based on criteria set forth in LADOT's policy on pass-by trips. Pass-by adjustments were applied to the weekday 24-hour period forecasts, as well as the weekday A.M. and P.M. peak hour traffic volume forecasts for the shopping center and cinema land use components of the proposed project. Refer to Subsection 8.1 of the Traffic Impact Study, included in Appendix G, for further discussion of the conservative nature of the pass-by adjustments.

As previously noted, the Santa Monica Boulevard Transit Parkway Project borders the project site to the north and a transit plaza is situated immediately opposite the project site along the south side of Constellation Boulevard. Over 25 bus transit lines and routes are provided adjacent to or in close proximity to the project site, with 12 of these transit lines and routes directly serving the site along one or more of the project frontages. A total of seven different public bus transit service providers operate in the immediate vicinity of the project site. Accordingly, a trip reduction adjustment was employed in the project trip generation forecast to account for the type of land uses planned for the project and the proximity to the transit plaza which offers a high level of bus transit opportunities in the Century City area. Based on data provided in the 2004 Los Angeles County CMP, a trip reduction factor of 15 percent was utilized to account for the project's proximity to these transit facilities and public bus transit routes in the area. This reflects similar approaches and trends as those for commercial developments around transit centers and residential mixed-use developments around transit centers. Based on discussions with LADOT and review of the significant number of transit providers, transit routes, transit headways, as well as the integration of the Rapid Bus along the nearly completed Santa Monica Boulevard Transit Parkway, this adjustment was incorporated into the project trip

generation forecasts (as described further in Subsection 8.1 of the Traffic Impact Study, included as Appendix G).

The adjusted project traffic volumes with the project were then added to the future weekday traffic conditions. Figures Figure 67, Figure 68, and Figure 69 on pages 604, 605, and 606, respectively, depict the future with project weekday A.M., weekday P.M., and weekend peak hour traffic volumes, respectively, at all 55 study intersections. Table 61 provides the future with project weekday A.M., weekday P.M., and weekend peak hour V/C ratios and corresponding LOS for each intersection utilizing both CMA and ICU methodologies. As shown in Table 61, using the City of Los Angeles' significance thresholds criteria, the proposed project would not create a significant impact at any of the 55 study intersections during the weekday A.M. peak hour. However, at full buildout, the proposed project would create a significant impact at four of the 55 study intersections during the weekday P.M. peak hour and two of the study intersections during the weekend peak hours. The impacted intersections are listed below. Mitigation measures to reduce potential impacts to these six intersections are discussed in Section 5 below. As shown in Table 61, using the City of Beverly Hills' significance thresholds criteria, the proposed project would not create a significant impact at any of the eight study intersections located in the City of Beverly Hills during the weekday A.M., weekday P.M., or weekend peak hours.

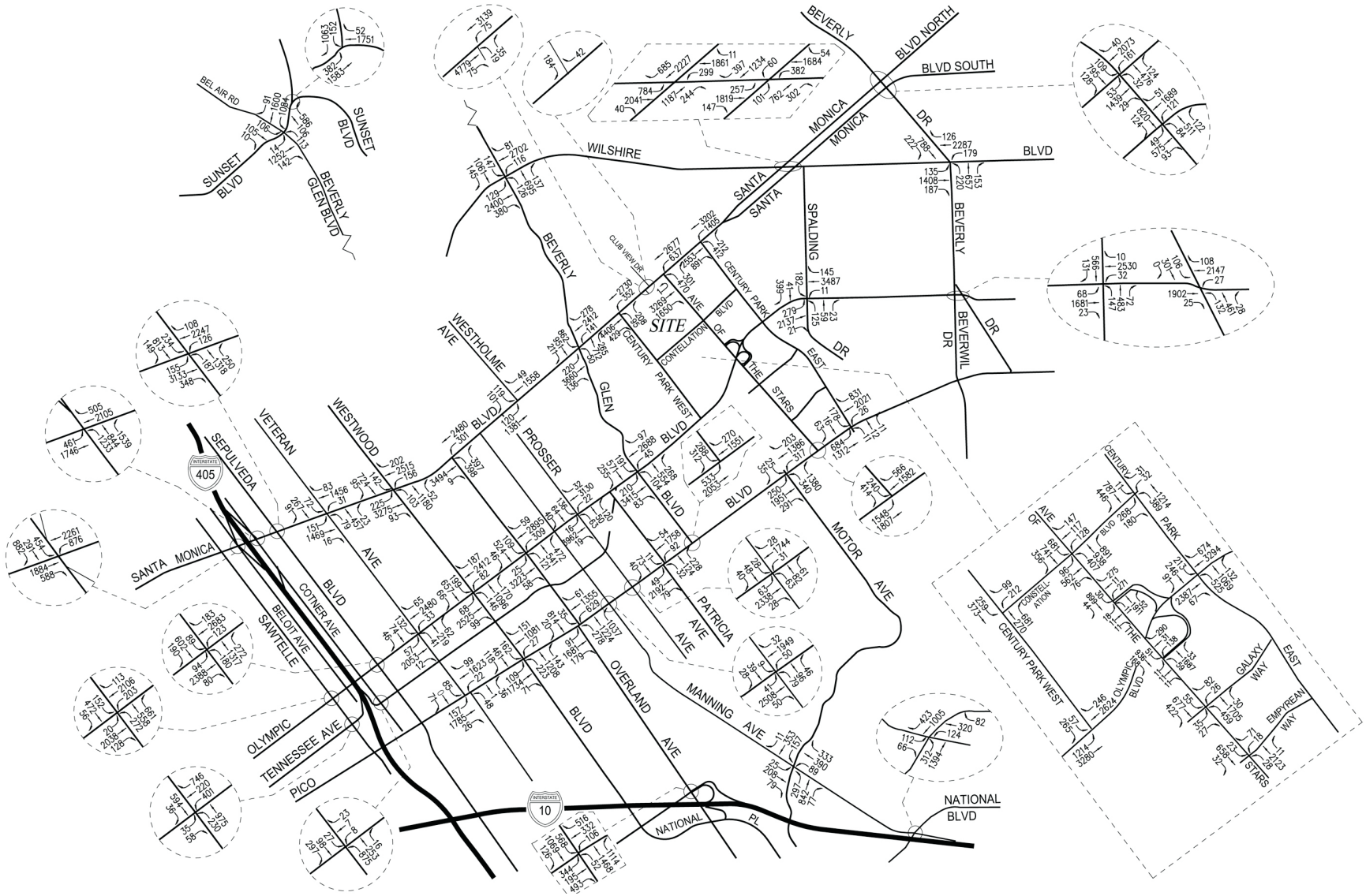
Impacted Intersections During Weekday P.M. Peak Hour (CMA)

- No. 12: Westwood Boulevard/Olympic Boulevard
- No. 14: Overland Avenue/Santa Monica Boulevard
- No. 31: Century Park West/Santa Monica Boulevard
- No. 34: Westfield Shopping Center Driveway/Santa Monica Boulevard

Impacted Intersections During Weekend Peak Hour (CMA)

- No. 11: Westwood Boulevard/Santa Monica Boulevard
- No. 16: Overland Avenue/Pico Boulevard

As discussed in detail in the Traffic Study, no significant intersection impacts would occur until development of Phase E (comprised of 106,523 square feet of office uses and 19,000 square feet of retail uses) occurs and all other uses proposed by the project have been developed.



PCR

Not to scale

Source: Linscott, Law & Greenspan, Engineers, October 2007.

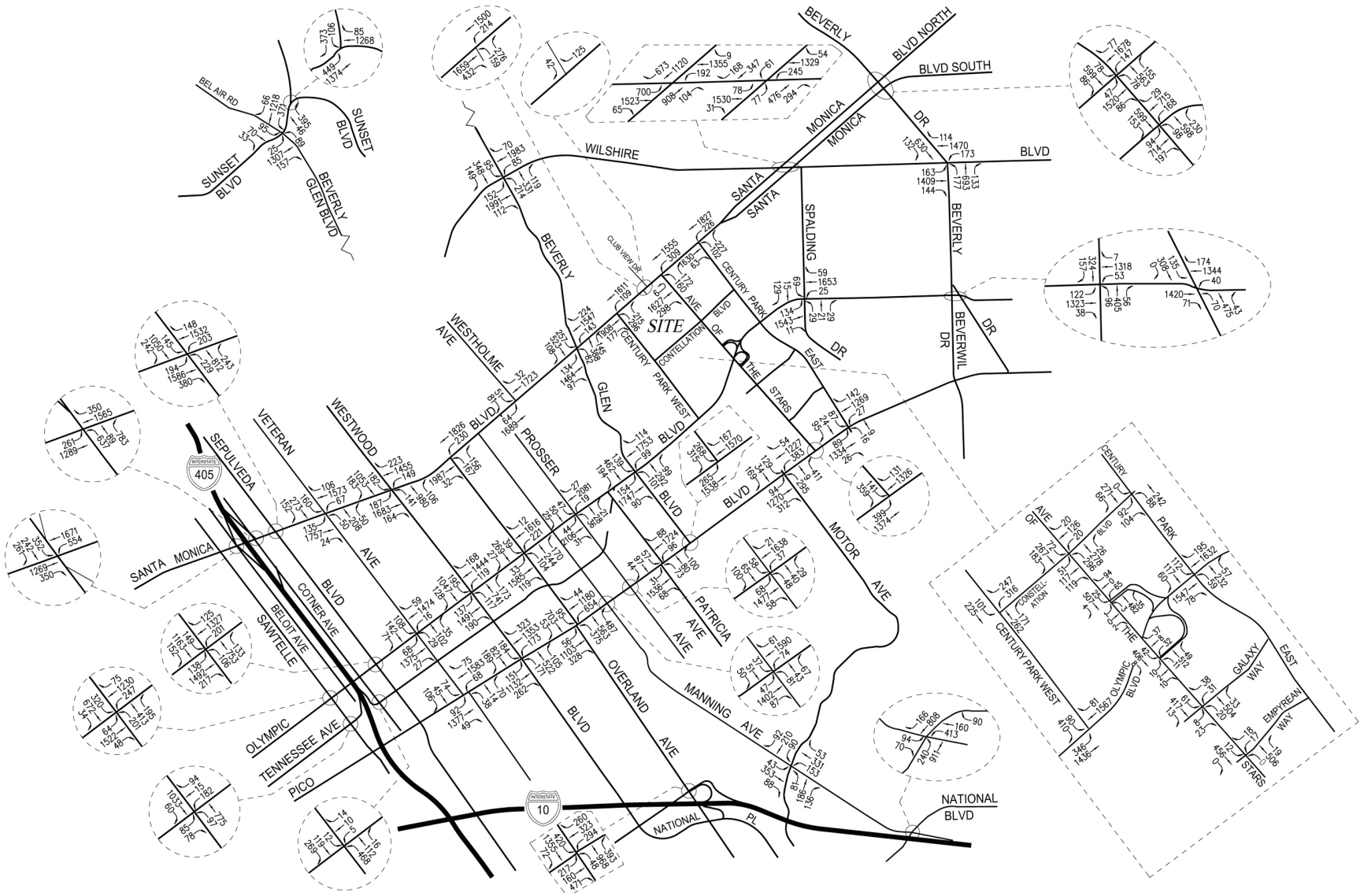
Figure 67
Future 2012 With Project Weekday A.M. Peak Hour Traffic Volumes

PCR

Not to scale

Figure 68
Future 2012 With Project Weekday P.M. Peak Hour Traffic Volumes

Source: Linscott, Law & Greenspan, Engineers, October 2007.



Not to scale

Source: Linscott, Law & Greenspan, Engineers, October 2007.

Figure 69
Future 2012 With Project Weekend Peak Hour Traffic Volumes

Optional Site Access Scheme

The optional site access scheme for Avenue of the Stars was also analyzed as part of the Traffic Impact Study. As described above, although the driveways would remain in the same location under the optional access scheme, for the residential component, full ingress and partial egress (right-turn only) turning movements would be accommodated via the northerly Avenue of the Stars driveway. Additionally, for the commercial component (i.e., retail and office patrons), only egress turning movements would be allowed at the southerly Avenue of the Stars driveway. As with the proposed project access scheme, future project residents would be provided a circulation pattern that would not impede or conflict with commercial motorists.

Using the optional site access scheme, all 55 study intersections were analyzed for future with project weekday A.M., weekday P.M., and weekend peak hour traffic conditions. The V/C ratios and corresponding LOS for each intersection utilizing both CMA and ICU methodologies under the optional site access scheme are provided in the Traffic Impact Study contained in Appendix G of this Draft EIR. As discussed in the Traffic Impact Analysis, using the City of Los Angeles' significance thresholds criteria, the optional site access scheme would create a significant impact at the same six study intersections as the proposed project. Therefore, the optional site access scheme would result in similar impacts as the proposed project and would be subject to same mitigation measures. As discussed in the Traffic Impact Analysis, using the City of Beverly Hills' significance thresholds criteria, the optional site access scheme would not create a significant impact at any of the eight study intersections located in the City of Beverly Hills during the weekday A.M., weekday P.M., or weekend peak hours.

(b) Project Access

The intersection of Westfield Shopping Center Driveway and Santa Monica Boulevard (Study Intersection No. 34) provides primary access to the project site. As indicated in Table 61, this intersection is projected to operate at LOS C, LOS F, and LOS A, during the weekday A.M., weekday P.M., and weekend peak hours, respectively, under future 2012 with project conditions. Using the City of Los Angeles' significance thresholds criteria for project access, the proposed project would create a significant impact at this intersection during the weekday P.M. peak hour.

A mitigation measure to reduce potential impacts to this intersection is discussed in Section 5 below.

Under the optional site access scheme, the intersection of Westfield Shopping Center Driveway and Santa Monica Boulevard (Study Intersection No. 34) would also provide primary access to the project site. Therefore, the optional site access scheme would also result in similar impacts as the proposed project with regard to project access and would be subject to same mitigation measure.

(c) Neighborhood Street Segments

The forecast weekday and weekend ADT volumes at the neighborhood street segments under future 2012 without project and future 2012 with project scenarios are presented in Table 63 on page 609. As shown in Table 63, weekday and weekend trips generated by the proposed project would incrementally increase ADT volumes on each of the eight neighborhood street segments. However, as shown in Table 63, using the City's significance thresholds criteria, the proposed project would not create a significant impact at any of the eight neighborhood street segments during the weekday or weekend. Therefore, impacts to neighborhood street segments would be less than significant. No mitigation measures are required.

During the NOP comment period for the Draft EIR, detailed comments were received from the Westwood Charter Elementary School, which is located at 2050 Selby Avenue. Concerns were raised regarding the existing and future traffic levels along the portion of Overland Avenue between La Grange Avenue and Mississippi Avenue (Neighborhood Street Segment No. 1). Neighborhood Street Segment No. 1 was analyzed specifically to address these comments. As shown in Table 63, using the City's significance thresholds criteria, the forecast weekday and weekend ADT volume increases along this neighborhood street segment (2.5 percent increase during the weekday and 2.2 percent increase during the weekend) are well below the City's significance threshold (an increase of 8 percent or more would constitute a significant impact along this neighborhood street segment based on existing and forecast future weekday and weekend ADT volumes). Therefore, as previously noted, no mitigation measures (i.e., additional travel lanes along this portion of Overland Avenue) are required or recommended.

Additionally, comments were expressed during the NOP comment period for the Draft EIR with respect to the existing traffic volumes along the Motor Avenue corridor (Neighborhood Street Segment Nos. 7 and 8). As indicated in Table 63, one segment of Motor Avenue currently carries over 17,000 vehicles per day during a typical weekday (Neighborhood Street Segment No. 7). Recently, one of the Neighborhood Traffic Mitigation Plans approved and implemented by the City of Los Angeles for the Motor Avenue corridor included measures aimed at reducing through traffic volumes along the corridor (i.e., street bulb-outs, changes to traffic signal timing, etc). Furthermore, it is important to note that the existing office buildings located at the project site (1930 Century Park West and 1801 Avenue of the Stars) currently generate traffic volumes along the Motor Avenue corridor during a typical weekday. Because the proposed project would remove these office buildings, as shown in Table 63, a slight decrease in ADT volumes along Motor Avenue is forecast during the weekday upon completion of the proposed project. Therefore, as previously noted, based on the City's significance threshold criteria, no significant impact would occur during the weekday. In addition, no significant impact would occur during the weekend. No mitigation measures are required or recommended.

Table 63

Future 2012 Weekday and Weekend ADT for Neighborhood Street Segments Without and With Proposed Project

No.	Neighborhood Street Segment	Year 2006 ADT[a]	Year 2012 ADT Without Project[b]	Project Trips[c]	Year 2012 ADT With Project	% ADT Increase With Project	Impact?
Weekday Conditions							
1	Overland Avenue between La Grange Avenue and Mississippi Avenue	8,088	8,844	+228	9,072	2.5%	No
2	Manning Avenue south of Pico Boulevard	4,777	5,223	+92	5,315	1.7%	No
3	Manning Avenue west of Motor Avenue	7,562	8,269	+92	8,361	1.1%	No
4	Manning Avenue east of Motor Avenue	11,860	12,968	+134	13,102	1.0%	No
5	Patricia Avenue south of Pico Boulevard	6,210	6,790	+90	6,880	1.3%	No
6	Club View Drive north of Santa Monica Boulevard	1,507	1,648	+134	1,782	7.5%	No
7	Motor Avenue south of Pico Boulevard	17,810	19,474	-6	19,468	0.0%	No
8	Motor Avenue between Club Place and Cresta Drive	15,518	16,968	-6	16,962	0.0%	No
Weekend Conditions							
1	Overland Avenue between La Grange Avenue and Mississippi Avenue	6,927	7,574	+170	7,744	2.2%	No
2	Manning Avenue south of Pico Boulevard	3,495	3,822	+93	3,915	2.4%	No
3	Manning Avenue west of Motor Avenue	4,462	4,879	+93	4,972	1.9%	No
4	Manning Avenue east of Motor Avenue	7,535	8,239	+161	8,400	1.9%	No
5	Patricia Avenue south of Pico Boulevard	4,376	4,785	+72	4,857	1.5%	No
6	Club View Drive north of Santa Monica Boulevard	1,062	1,161	+138	1,299	10.6%	No
7	Motor Avenue south of Pico Boulevard	11,776	12,876	+77	12,953	0.6%	No
8	Motor Avenue between Club Place and Cresta Drive	9,331	10,203	+77	10,280	0.7%	No

[a] *All ADT volumes were determined based on a 24-hour count conducted by City Traffic Counters.*

[b] *An ambient growth rate of 1.5 percent per year was assumed to derive future 2012 ADT volumes without the proposed project.*

[c] *Based on weekday and weekend project trip generation numbers provided in Table 62.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

(d) Freeway Segments

The forecast weekday A.M., weekday P.M., and weekend peak hour traffic volumes at the three freeway segments under future 2012 without project and future 2012 with project scenarios are presented in Table 64 on page 610. As shown in Table 64, the maximum increase in freeway traffic attributed to the proposed project during the weekday A.M. peak hour is estimated to be five vehicles on a portion of I-405 Freeway. During the weekday P.M. peak hour, the maximum

Table 64

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Freeway Segments Without and With Proposed Project

CMP Station No.	Freeway Segment	Peak Hour	Dir.	Peak Hour Capacity	Year 2006 Existing Conditions			Year 2012 Without Project			Project Trips	Year 2012 With Project				
					Demand [a]	D/C [b]	LOS	Demand [c]	D/C [b]	LOS		Demand [d]	D/C [b]	LOS	D/C Increase	Impact?
1011	1-10 e/o Overland Ave. (R6.75)	A.M.	EB	10,000	8,310	0.83	D	9,460	0.95	E	0	9,460	0.95	E	0.000	No
			WB	10,000	9,140	0.91	D	10,400	1.04	F(0)	-12	10,388	1.04	F(0)	-0.001	No
		P.M.	EB	10,000	8,600	0.86	D	9,790	0.98	E	0	9,790	0.98	E	0.000	No
			WB	10,000	9,470	0.95	E	10,780	1.08	F(0)	0	10,780	1.08	F(0)	0.000	No
		WKD	EB	10,000	5,160	0.52	B	5,870	0.59	C	0	5,870	0.59	C	0.000	No
			WB	10,000	5,680	0.57	C	6,470	0.65	C	+3	6,473	0.65	C	0.000	No
1070	I-405 n/o Venice Blvd. (R28.3)	A.M.	NB	10,000	10,620	1.06	F(0)	12,090	1.21	F(0)	-4	12,086	1.21	F(0)	0.000	No
			SB	10,000	7,740	0.77	D	8,810	0.88	D	+5	8,815	0.88	D	0.001	No
		P.M.	NB	10,000	9,710	0.97	E	11,050	1.11	F(0)	+10	11,060	1.11	F(0)	0.001	No
			SB	10,000	9,260	0.93	D	10,540	1.05	F(0)	+3	10,543	1.05	F(0)	0.000	No
		WKD	NB	10,000	5,830	0.58	C	6,630	0.66	C	+10	6,640	0.66	C	0.001	No
			SB	10,000	5,560	0.56	C	6,320	0.63	C	+10	6,330	0.63	C	0.001	No
1071	I-405 s/o Mulholland Dr. (R35.81)	A.M.	NB	10,000	6,050	0.61	C	6,880	0.69	C	+1	6,881	0.69	C	0.000	No
			SB	10,000	10,790	1.08	F(0)	12,280	1.23	F(0)	-19	12,261	1.23	F(0)	-0.002	No
		P.M.	NB	10,000	10,600	1.06	F(0)	12,060	1.21	F(0)	-5	12,055	1.21	F(0)	0.000	No
			SB	10,000	7,470	0.75	C	8,500	0.85	D	+11	8,511	0.85	D	0.001	No
		WKD	NB	10,000	6,360	0.64	C	7,240	0.72	C	+13	7,253	0.73	C	0.001	No
			SB	10,000	4,480	0.45	B	5,100	0.51	B	+14	5,114	0.51	B	0.001	No

Table 64 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Freeway Segments Without and With Proposed Project

CMP Station No.	Freeway Segment	Peak Hour	Dir.	Peak Hour Capacity	Year 2006 Existing Conditions			Year 2012 Without Project			Project Trips	Year 2012 With Project				
					Demand [a]	D/C [b]	LOS	Demand [c]	D/C [b]	LOS		Demand [d]	D/C [b]	LOS	D/C Increase	Impact?

a Existing conditions obtained from the 2004 Traffic Volumes on California State Highways prepared by Caltrans in June 2005. Year 2004 volumes were increased by Caltrans' annual average growth rate of 2.3 percent per year through 2006 to reflect year 2006 existing conditions.

b Demand-to-capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to the through freeway lanes, including HOV lanes. Auxiliary lanes are excluded to provide a conservative analysis.

c An ambient growth rate of 2.3 percent per year was assumed to derive the year 2012 traffic volumes based on the 2004 Traffic Volumes on California State Highways Caltrans document.

d Derived by combining year 2012 without project traffic volumes and estimated number of project generated trips.

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

increase in freeway traffic attributed to the proposed project is estimated to be 11 vehicles on a portion of I-405 Freeway. During the weekend peak hour, the maximum increase in freeway traffic attributed to the proposed project is estimated to be 14 vehicles on a portion of I-405 Freeway. These maximum increases in overall freeway traffic volumes correspond to a D/C ratio increase of 0.001 or less. Accordingly, as shown in Table 64, using Metro's and the City's significance thresholds criteria, the proposed project would not create a significant impact at any of the three freeway segments during the weekday A.M., weekday P.M., or weekend peak hours.

Therefore, impacts to freeway segments would be less than significant. No mitigation measures are required.

(e) Congestion Management Program

(i) Intersections

According to Metro's 2004 CMP for Los Angeles County, a TIA must be conducted at all CMP intersection monitoring locations where a project would add 50 or more trips during the A.M. or P.M. weekday peak hours. As shown in Table 65 on page 613, the proposed project is expected to exceed the CMP threshold of 50 trips at one intersection during the weekday P.M. peak hour (Santa Monica Boulevard and Westwood Boulevard [CMP Station Int. No. 62]).

Therefore, a TIA is required at this intersection. Although Metro's 2004 CMP for Los Angeles County does not specifically identify weekend criteria, Table 65 also shows that the proposed project is expected to exceed the CMP threshold of 50 trips at two intersections during the weekend peak hours (Santa Monica Boulevard and Wilshire Boulevard [CMP Station Int. No. 5] and Santa Monica Boulevard and Westwood Boulevard [CMP Station Int. No. 62]). Therefore, a TIA was assumed to be required at these two intersections during the weekend peak hours.

The intersection of Santa Monica Boulevard and Wilshire Boulevard and the intersection of Santa Monica Boulevard and Westwood Boulevard are two of the 55 study intersections analyzed in the Traffic Impact Study. As shown Table 61 on page 593, the proposed project is not expected to create a significant impact at the intersection of Santa Monica Boulevard and Wilshire Boulevard during the weekend peak hour. However, the proposed project is expected to create a significant impact at the intersection of Santa Monica Boulevard and Westwood Boulevard during the weekend peak hour. A mitigation measure to reduce the potential impact to this intersection to a less than significant level is provided below.

Table 65

Required and Proposed Parking

Land Use	Net New Units or Square Footage	Parking Rates	Required Parking	Proposed Parking
Existing Shopping Center	833,393 sf	By Permit	2,491	– [a]
Retail	326,326 sf	1 space per 250 sf	1,305	3,661
Restaurant	32,555 sf	1 space per 100 sf	326	– [a]
Office	106,523 sf	1 space per 500 sf	213	213
Residential	262 units	2.5 spaces per unit	655	655
Total			**4,990**	**4,529**

[a] *The proposed number of parking spaces is included in the retail parking number.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

(ii) Freeways

According to Metro's 2004 CMP for Los Angeles County, a TIA must be conducted at all CMP freeway monitoring locations where a project would add 150 or more trips in either direction during the A.M. or P.M. weekday peak hours. All three CMP freeway monitoring locations have been analyzed in Table 64 on page 610. As shown in Table 64, the proposed project is not expected to exceed the CMP threshold of 150 trips at any of the freeway segments during the weekday A.M. or P.M. peak hours. The maximum increase in freeway traffic attributed to the proposed project is 11 vehicles during the weekday P.M. peak hour. Although a TIA is not required for any of the CMP freeway monitoring locations, as demonstrated in Table 64, the proposed project is not expected to create a significant impact at any of the CMP freeway monitoring locations during the A.M. or P.M. weekday peak hours.

In addition, Table 64 also shows that the maximum increase in freeway traffic attributed to the proposed project is 14 vehicles during the weekend peak hours. Thus, as demonstrated in Table 64, the proposed project is not expected to create a significant impact at any of the CMP monitoring locations during the weekend peak hours.

(iii) Public Transit Service

The number of public transit trips anticipated to be generated by the proposed project during the weekday was calculated using the methodology outlined in Metro's 2004 CMP for Los Angeles County. According to Metro's CMP, person trips equal 1.4 times vehicle trips and public transit trips equal 15 percent of the total person trips. As shown in Table 62 on page 602, the proposed project is estimated to generate 5,922 more vehicle trips over a 24-hour weekday, 177 less vehicle trips during the weekday A.M. peak hour, and 364 more vehicle trips during the

weekday P.M. peak hour. However, these net new traffic volumes had reflected the transit reduction, therefore for purpose of this analysis these volumes were included in this calculation. Based on these numbers, the proposed project is forecast to generate demand for 1,926 more public transit trips over a 24-hour weekday (963 inbound trips and 963 outbound trips), 46 less public transit trips during the weekday A.M. peak hour (61 fewer inbound trips and 15 outbound trips), and 122 more public transit trips during the weekday P.M. peak hour (97 inbound trips and 25 outbound trips) as shown below:

- Daily Trips = 9,170 × 1.4 × 0.15 = +1,926 Transit Trips
- A.M. Peak Hour Trips = -221 × 1.4 × 0.15 = -46 Transit Trips
- P.M. Peak Hour Trips = 583 × 1.4 × 0.15 = +122 Transit Trips

Given the large number of bus transit lines and routes provided adjacent or in close proximity to the project, and given the relatively low number of public transit trips generated by the proposed project, it is anticipated that the existing public transit service within the project area would adequately accommodate these additional transit trips. Therefore, impacts on existing or future transit services in the project area would be less than significant. No mitigation measures are required.

(f) Parking

The LAMC provides parking rates for retail, restaurant, and office uses, which are presented in Table 65 on page 613. Additionally, the Advisory Agency of the City of Los Angeles has generally recommended parking rates for residential uses which are also presented in Table 65. As shown in Table 65, based on the number of parking spaces required for the existing shopping center as well as the net new floor area and residential units proposed, the project would be required to provide 4,990 parking spaces. As summarized in Table 65, the project proposes to provide approximately 4,529 parking spaces (655 for residential uses and 3,874 for commercial uses) which is 461 parking spaces less than what is required. However, a shared sparking analysis was prepared for the proposed project. The shared parking analysis, which is presented below, demonstrates that the actual parking demand for the project would be substantially less throughout most of the year than what would otherwise be required by the parking rates.

A shared parking analysis was conducted for weekday and weekend conditions for the months of February and December following build-out of the proposed project. These two months were chosen because they are representative of the non-holiday and holiday shopping periods and would thus be indicative of the non-peak and peak parking demand for the project.

As shown in Table 4-1 of the Traffic Impact Study, the forecast peak demand for parking at the project site for a February weekday condition is expected to occur at 1:00 P.M. when approximately 2,971 parking spaces are expected to be utilized. As shown in Table 4-2 of the Traffic Impact Study, the forecast peak demand for parking for a February weekend condition is expected to occur at 2:00 P.M. when approximately 2,811 parking spaces are expected to be utilized. As shown Tables 4-1 and 4-2 of the Traffic Impact Study, an extensive surplus of parking is forecast at the project site during weekday and weekend conditions for the month of February (the non-holiday shopping period). Specifically, a surplus of 903 parking spaces is estimated during the weekday peak hour of parking demand (1:00 P.M.), while a surplus of 1,063 parking spaces is forecast during the weekend peak hour of parking demand (2:00 P.M.). Therefore, it is concluded that the 3,874 parking spaces proposed for the retail, restaurant, and office uses is more than adequate to accommodate the peak parking demand at the project site during non-holiday shopping periods.

As shown in Table 4-3 of the Traffic Impact Study, for a December weekday condition, the forecast peak demand is expected to occur at 2:00 P.M. when approximately 4,400 parking spaces are expected to be utilized. As shown in Table 4-4, for a December weekend condition, the forecast peak demand is also expected to occur at 2:00 P.M. when approximately 4,423 parking spaces are expected to be utilized. As shown Table 4-3 of the Traffic Impact Study, a deficiency of parking is forecast at the project site during weekday and weekend conditions for the holiday shopping period. Specifically, a deficit of 526 parking spaces is estimated during the weekday peak hour of parking demand (2:00 P.M.), while a deficit of 549 parking spaces is forecast during the weekend peak hour of parking demand (2:00 P.M.). Therefore, a significant impact would occur during the holiday shopping period. However, with the continued practice of securing off-site parking spaces in close proximity to the project, adequate parking would be available and would reduce this impact to a less than significant level. This continued practice of securing off-site parking has been made a mitigation measure for the project. Refer to Section 5 below.

(g) Neighborhood Parking Intrusion

As indicated above, in response to comments made by representatives of the Tract 7260 Homeowners Association during the NOP for the Draft EIR regarding parking intrusion by employees and patrons of the existing Westfield Century City Shopping Center within their neighborhood, neighborhood parking intrusion surveys were conducted to assess if, and to what extent, parking intrusion by shopping center employees and patrons was occurring on street segments near Santa Monica Boulevard (i.e., those segments that were determined to have the greatest likelihood of intrusion due to proximity to the existing shopping center).[7] The results of the neighborhood parking intrusion surveys, which are summarized below, demonstrate that a

[7] *It is important to note that the six survey stations were not determined to be all inclusive.*

nominal amount of mall-related parking intrusion (seven or fewer vehicles for any one time period) is occurring within the segments that were studied. A total of six survey stations were set up to observe the following street segments:

- Station No. 1 - Benecia Avenue between Santa Monica Boulevard and Missouri Avenue
- Station No. 2 - Benecia Avenue between Missouri Avenue and La Grange Avenue
- Station No. 3 - La Grange Avenue between Benecia Avenue and Comstock Avenue and Comstock Avenue immediately north of La Grange Avenue
- Station No. 4 - Missouri Avenue between Benecia Avenue and Fox Hills Drive; and Comstock Avenue immediately south of Missouri Avenue
- Station No. 5 - Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue
- Station No. 6 -Fox Hills Drive between Missouri Avenue and south of La Grange Avenue; and La Grange Avenue west of Fox Hills Drive

Additionally, a seventh station located near the southwest corner of the Century Park West and Santa Monica Boulevard intersection was the formal intercept location at which the surveyor could clearly observe approaching pedestrians from the Tract 7260 vicinity in order to determine whether or not they accessed the Westfield Century City Shopping Center.

Survey personnel were directed to 1) observe all vehicles that entered and physically parked along their respective street segments, 2) note the time that the vehicle parked, and 3) observe the travel pattern of the parking patron. Survey personnel were provided with walkie-talkies so they were able to communicate with one another to track a pedestrian as they departed one survey station and entered another survey station. Each parking patron was observed to determine their destination. The vehicles observed to park on the street segments during the survey periods were then classified into one of three categories: a) motorists destined to the mall (employee or patron); b) motorists destined to other commercial uses (i.e., the office building near the corner of the Century Park West and Santa Monica Boulevard intersection) or other non-residential uses (i.e., parked on street without leaving their vehicle); and c) motorists destined to a residential use within Tract 7260. In doing so, a determination could be made as to the number of mall related motorists (employee or patron) that were in fact intruding into the neighborhood.

Parking intrusion surveys were conducted during a weekday morning to early afternoon period (i.e., Friday between the hours of 9:00 A.M. and 1:00 P.M.) and a weekday late afternoon

period (i.e., Friday between 4:00 P.M. and 6:00 P.M.). These periods were determined to coincide with not only patron activity (i.e., shopping center and movie theater patrons) but also during the typical arrival periods for the shopping center restaurant employees. In addition, parking intrusion surveys were also conducted during a weekend morning to early afternoon period (i.e., Saturday between the hours of 9:00 A.M. and 1:00 P.M.) and a weekend late afternoon period (i.e., Saturday between 4:00 P.M. and 6:00 P.M.).

A summary of the neighborhood parking intrusion survey for each of the weekday periods is presented in Table 66 on page 618. As shown in Table 66, during the Friday 9:00 A.M. to 1:00 P.M. survey period, a total of seven people were determined to be mall-related parkers (with six of the seven occurring along Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue and only one occurring along the north side of La Grange Avenue just west of Fox Hills Drive) and 20 other non-residential, non mall related parkers were documented. It is important to note that two public metered parking spaces are provided along the east side of Fox Hills Drive immediately south of Santa Monica Boulevard and some of these parkers may have parked legally within these public spaces (although parking is limited to two hours between the hours of 8:00 AM and 6:00 PM. During the Friday 4:00 P.M. to 6:00 P.M. survey period, a total of five persons were determined to be mall-related parkers (with four of the five occurring along Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue and only one occurring along the east side of Fox Hills Drive between Missouri Avenue and south La Grange Avenue) and six other non-residential, non mall related parkers were documented. It is important to note that two public metered parking spaces are provided along the east side of Fox Hills Drive immediately south of Santa Monica Boulevard and some of these parkers may have parked legally within these public spaces (although parking is limited to two hours between the hours of 8:00 AM and 6:00 PM).

A summary of the neighborhood parking intrusion survey for each of the weekend periods is presented in Table 67 on page 619. As shown in Table 67, during the Saturday 9:00 A.M. to 1:00 P.M. survey period, a total of three persons were determined to be mall-related parkers (with all three parking along Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue) and 12 other non-residential, non-mall related parkers were documented.

During the Saturday 4:00 P.M. to 6:00 P.M. survey period, a total of five persons were determined to be mall-related parkers (with all five parking along Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue) and four other non-residential, non-mall related parkers were documented. Based on the results of the neighborhood parking intrusion surveys, it can be concluded that mall-related parking intrusion is occurring on a few of the six street segments within the Tract 7260. The intrusions are primarily occurring along Fox Hills Drive near Santa Monica Boulevard (seven or fewer vehicles for any one time period). Given the small number of mall-related vehicles parking within the six street segments, parking intrusion is

Table 66

Summary of Neighborhood Parking Intrusion Survey in Tract 7260 on Friday, August 25, 2006

Station No.	Location	No. of Observed Neighborhood Parking Intrusions
Observation Period 9:00 A.M. to 1:00 P.M.		
1	Benecia Avenue between Santa Monica Boulevard and Missouri Avenue	0
2	Benecia Avenue between Missouri Avenue and La Grange Avenue	0
3	La Grange Avenue between Benecia Avenue and Comstock Avenue; and Comstock Avenue immediately north of La Grange Avenue	0
4	Missouri Avenue between Benecia Avenue and Fox Hills Drive; and Comstock Avenue immediately south of Missouri Avenue	0
5	Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue	6
6	Fox Hills Drive between Missouri Avenue and south of La Grange Avenue; and La Grange Avenue west of Fox Hills Drive	1
7	Southwest corner of Century Park West and Santa Monica Boulevard	-[a]
	TOTAL	**7**
Observation Period 4:00 P.M. to 6:00 P.M.		
1	Benecia Avenue between Santa Monica Boulevard and Missouri Avenue	0
2	Benecia Avenue between Missouri Avenue and La Grange Avenue	0
3	La Grange Avenue between Benecia Avenue and Comstock Avenue; and Comstock Avenue immediately north of La Grange Avenue	0
4	Missouri Avenue between Benecia Avenue and Fox Hills Drive; and Comstock Avenue immediately south of Missouri Avenue	0
5	Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue	4
6	Fox Hills Drive between Missouri Avenue and south of La Grange Avenue; and La Grange Avenue west of Fox Hills Drive	1
7	Southwest corner of Century Park West and Santa Monica Boulevard	-[a]
	TOTAL	**5**

[a] *Station survey personnel verified mall-related pedestrians.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

nominal. It should be noted that during the surveys, other non-residential vehicles were also documented to park on the street segments in Tract 7260, but these vehicles were determined not to be related to the shopping center based on the path that the motorists walked to or from their vehicles (i.e., these parkers may be tenants or visitors to the other commercial buildings along Santa Monica Boulevard, west of Century Park West). It should also be noted that the neighborhood in which the parking intrusion surveys were conducted is presently classified as a Residential Parking Permit District.

Table 67

Summary of Neighborhood Parking Intrusion Survey in Tract 7260 on Saturday, August 26, 2006

Station No.	Location	No. of Observed Neighborhood Parking Intrusions
Observation Period 9:00 A.M. to 1:00 P.M.		
1	Benecia Avenue between Santa Monica Boulevard and Missouri Avenue	0
2	Benecia Avenue between Missouri Avenue and La Grange Avenue	0
3	La Grange Avenue between Benecia Avenue and Comstock Avenue; and Comstock Avenue immediately north of La Grange Avenue	0
4	Missouri Avenue between Benecia Avenue and Fox Hills Drive; and Comstock Avenue immediately south of Missouri Avenue	0
5	Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue	3
6	Fox Hills Drive between Missouri Avenue and south of La Grange Avenue; and La Grange Avenue west of Fox Hills Drive	0
7	Southwest corner of Century Park West and Santa Monica Boulevard	-[a]
	TOTAL	**3**
Observation Period 4:00 P.M. to 6:00 P.M.		
1	Benecia Avenue between Santa Monica Boulevard and Missouri Avenue	0
2	Benecia Avenue between Missouri Avenue and La Grange Avenue	0
3	La Grange Avenue between Benecia Avenue and Comstock Avenue; and Comstock Avenue immediately north of La Grange Avenue	0
4	Missouri Avenue between Benecia Avenue and Fox Hills Drive; and Comstock Avenue immediately south of Missouri Avenue	0
5	Fox Hills Drive between Santa Monica Boulevard and Missouri Avenue	5
6	Fox Hills Drive between Missouri Avenue and south of La Grange Avenue; and La Grange Avenue west of Fox Hills Drive	0
7	Southwest corner of Century Park West and Santa Monica Boulevard	-[a]
	TOTAL	**5**

[a] *Station survey personnel verified mall-related pedestrians.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

Based on the results of the neighborhood parking intrusion surveys and on-going discussions with members of the community, the Applicant has begun to implement additional measures with the goal of deterring existing shopping center employees from parking within adjacent neighborhoods. Below is an overview of some of the measures already implemented at the project site. Additional mitigation measures, are provided in Section 5 below to reduce potential impacts from neighborhood parking intrusion.

Currently, employees that utilize their vehicle for transportation to and from work are required to fill out a monthly parking agreement with Standard Parking, the center's parking

operator. The monthly parking agreement documents each employee's vehicle make and model as well as their license plate number. Employees are charged a monthly parking rate and supplied with a monthly parking keycard. If the keycard is not used in the proper entry and exit sequence, it will not operate. Thus, enforcement could occur. If a keycard is not used and a ticket is pulled, the employee is charged the daily rate in order to exit the parking structure. The monthly parking keycard is non-transferable and entitles the holder to occupy only one parking space. In addition, each tenant is responsible for updating their employee parking information, including maintaining a copy of the Westfield Century City Monthly Parking Agreement and submittal of monthly parking payments. The updated employee parking summaries are required to be signed by the tenant's business manager, owner, or human resources manager. In addition, a parking ombudsman will be assigned to the project and will be responsible for addressing any complaints regarding parking intrusion by shopping center employees. The telephone number of the parking ombudsman will be disseminated to the surrounding communities. If community members notice a shopping center employee parking in their neighborhood, they will be able to notify the ombudsman of the intrusion, as well as request enforcement if it was determined that the parker was attributable to the shopping center through the employee parking registration information on file. All violations will be noted and any repeat violations could be grounds for termination of employment. An outreach program will be implemented whereby all employee parking options and alternative transportation modes are fully emphasized.

(h) Parking Structure Queuing Analysis

The inbound and outbound driveway lane configurations for the proposed parking structure, as well as the vehicle stacking distance for each inbound driveway (as measured from the point of gate control to the public right-of-way) are provided in Table 68 on page 621. Table 68 also provides the overall inbound P.M. peak hour traffic volumes per hour at each driveway as determined by the trip generation, distribution, and assignment for the proposed project. As shown in Table 68, two inbound and two outbound lanes would be located at each driveway. The inbound lanes would be controlled via a ticket dispenser, card reader, and gate, while the outbound lanes would be controlled via a cashier booth, ticket/card reader, and gate. Vehicle stacking distance for inbound lanes range from 80 to 170 feet. The inbound P.M. peak hour traffic volumes range from 313 to 655 vehicles per hour.

For vehicle entering maneuvers with ticket dispensers with gates, a capacity service rate of 515 vehicles per lane (assuming an average of easy and sharp approach service rates) was employed for queuing analysis purposes. This capacity service rates is based on the parking control service rate table contained in LADOT's 2001 Manual of Policies and Procedures (refer to Appendix A of the Traffic Impact Study).

Based on the proposed driveway lane configurations, the projected inbound P.M. peak hour traffic volumes shown in Table 62, and utilization of the reservoir needs versus traffic

Table 68

Proposed Parking Structure Driveway Lane Configurations and Inbound Traffic Volumes During P.M. Peak Hour

Driveway	Inbound Lanes [a]	Outbound Lanes [b]	Inbound Vehicle Stacking Distance (per lane)	Inbound P.M. Peak Hour Traffic Volumes (per hour)	Inbound P.M. Peak Hour Traffic Volumes (per lane per hour)
Santa Monica Boulevard	2	2	170 feet	521	261
Century Park West	2	2	80 feet	655	328
Constellation Boulevard (east driveway)	2	2	150 feet	313	157
Avenue of the Stars	2	2	150 feet	342	171

[a] *The inbound lanes would be controlled via a ticket dispenser, card reader, and gate.*
[b] *The outbound lanes would be controlled via a cashier booth, ticket/card reader, and gate.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

intensity chart referenced in LADOT's 2001 Manual of Policies and Procedures regarding driveway design, a calculation was made to determine the amount of vehicle storage required for the Century Park West driveway which has the shortest vehicle queuing area at the project site. The vehicle queue for the Century Park West driveway was calculated at a 95 percent confidence level (i.e., the design criteria utilized the curve that provides the amount of vehicular storage which could be exceeded no more than five times in 100 instances). This was determined by LADOT to be the appropriate confidence level for planning purposes. A traffic intensity of 0.64 was calculated for the Century Park West driveway for both the weekday P.M. peak hour and weekend peak hour which corresponds to a necessary reservoir of three vehicles (i.e., approximately 60 feet in length) behind the service position. Therefore, it can be concluded that adequate vehicle queuing storage area would be provided to accommodate the anticipated demand. Additionally, vehicle queuing within the City's right-of-way is not anticipated to occur. Furthermore, because the remaining project driveways (i.e., Santa Monica Boulevard, Constellation Boulevard, and Avenue of the Stars) would provide longer queuing storage areas and accommodate similar or lower per lane traffic volumes, it can be concluded that no on-street vehicle queuing during peak hours would occur. Therefore, impacts due to vehicle queuing would be less than significant. No mitigation measures are required.

(i) Consistency with Regulatory Framework

As discussed above, the project would be consistent with the requirements related to intersection, freeway and transit impacts within the CMP. As discussed in detail in Section IV.G., Land Use, the project would also be consistent with the CCNSP requirements, including those that relate to trip cap provisions for the area. In addition, the project would also implement the relevant requirements of the West LA TIMP described above.

The project would also be consistent with the transportation-related polices citied above that are set forth in the West Los Angeles Community Plan. To begin, with implementation of the proposed mitigation measures, no significant intersection or access impacts would result from the project. In addition, the project would not result in any significant street segment or freeway impacts. Thus, the project would be consistent with the many Community Plan goals, polices, and objectives related to maintaining an efficient roadway system that can support planned land uses. Mitigation measures to be implemented as part of the project include a comprehensive TDM program that would provide increased opportunities for the use of transit services, encourage use of transit by project employees, encourage ridsesharing by project employees, encourage pedestrian activity, and provide facilities that would encourage the use of bicycles. Thus, the project would support the Community Plan goals, polices, and objectives associated with alternatives to the use of the automobile and the associated reduction in traffic congestion. In addition, the proposed project itself would provide housing within a mature employment hub and thus help to reduce vehicle trips. The project also includes measures to discourage spillover parking on neighborhood streets, consistent with the Community Plan.

4. CUMULATIVE IMPACTS

a. Construction

(1) Construction Traffic

The construction of 108 related projects is anticipated in the project study area. These 108 related projects are dispersed throughout the study area and draw upon a workforce from all parts of the Los Angeles region. In general, the majority of the construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours (i.e., arrive prior to 7:00 A.M. and depart between 3:00 to 4:00 P.M.), thereby avoiding generating trips during the A.M. and P.M. peak traffic periods. In addition, the haul truck routes for the related projects would be approved by the LADOT according to the location of the individual construction site and the ultimate destination. LADOT's established review process would take into consideration overlapping construction projects and would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Although the proposed project would result in less than significant construction traffic impacts due to worker trips and haul trips, cumulative impacts are concluded to be significant and unavoidable due to the potential for concurrent construction of the related projects in the vicinity of the project site in conjunction with the project itself.

(2) Emergency Access and Pedestrian Access

As shown in Section III., General Description of the Environmental Setting, of this Draft EIR, while the majority of the related projects are of substantial distance from the project site, there are several related projects in the vicinity including the 10131 Constellation Boulevard project, the ABC Entertainment Center project, the 2055 Avenue of the Stars project, and several projects along Santa Monica Boulevard in the City of Beverly Hills. The ABC Entertainment Center project is nearly complete and thus would not result in any cumulative emergency access impacts. In addition, the 2055 Avenue of the Stars project is underway and it is expected that the majority of the construction of this project would be completed prior to construction of the New Century Plan. The project at 10131 Constellation was recently approved by the City of Los Angeles. While it is expected that construction of this project would commence before the proposed project, concurrent construction activities have the potential to occur. In addition, construction of the nearby projects to the east along Santa Monica Boulevard may also occur at the same time as the proposed project. It is anticipated that construction activities attributable to these related projects, in conjunction with the proposed project, would not cause a sufficient disruption to roadway capacity so as to result in a limitation to emergency access. As such, no cumulative impacts associated with the impediment of emergency vehicles due to construction activities on the streets adjacent to the project site would occur. Related projects would also be required by the LADOT to incorporate traffic control and access measures, with the intent of preserving through access on streets adjoining construction sites. As such, cumulative impacts relative to emergency access on the local and regional street network, due to construction activities, are concluded to be less than significant.

While there are several related projects that are located in close proximity to the project site, such projects are located a sufficient distance from the project site that a cumulative pedestrian and vehicle access impact during construction would not occur. For example, none of the related projects is located within the same block as the proposed project. As such, related projects would not cause a cumulative impact relative to pedestrian and vehicle access on the streets and sidewalks adjacent to the Project site.

b. Operation

The traffic models utilized in the above analysis incorporated forecasted traffic increases due to ambient growth and related projects through the year 2012 (the build-out year of the proposed project). Furthermore, the CMP analysis presented above evaluates traffic impacts on a larger, regional scale. Therefore, cumulative impacts on intersections, neighborhood street segments, freeway segments, and the regional transportation system as a result of the proposed project have been analyzed.

By comparing the Future with project conditions to the existing conditions, increases in system-wide traffic volumes in the project vicinity are anticipated. It is anticipated that the individual related projects would be required to reduce potentially significant traffic impacts to the extent feasible. However, as no such guarantee exists in order to ensure that every project implements the required mitigation measures, it is conservatively concluded that cumulative development would yield a significant cumulative impact on intersection operations.

Impacts pertaining to project access and parking structure queuing are site-specific impacts. In addition, the project would not result in access or queuing impacts. Thus, impacts associated with access and queuing would not be cumulatively considerable.

With regard to parking, it is anticipated that future related projects would be subject to City review to ensure that adequate parking and access would be maintained in the project vicinity. Therefore, cumulative impacts related to parking would be less than significant.

With regard to public transit, similar to the proposed project, the related projects would generate an overall increase in transit riders. This effect is a positive impact and is consistent with City land use and transportation policies to reduce traffic. As discussed above, City and regional transportation policies also facilitate the ongoing expansion of the regional transit system and the Santa Monica and Wilshire transit corridors are planned to be expanded as growth occurs. Thus, the increased transit ridership associated with the project and related projects is not expected to exceed the capacity of transit systems. Thus, cumulative impacts would be less than significant.

5. MITIGATION MEASURES

a. Construction

With implementation of the project design features, as well as compliance with regulatory requirements, construction-related traffic impacts would be less than significant. However, the following mitigation measures are recommended to ensure impacts remain less than significant.

Mitigation Measure J-1: Prior to the start of construction, the Applicant shall devise a Construction Staging and Traffic Management Plan to be implemented during construction of the proposed project. The Construction Staging and Traffic Management Plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition and construction activities associated with the

proposed project. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Mitigation Measure J-2: Prior to the start of construction, the Applicant shall submit the truck haul routes to be used during project construction to the City's Department of Building and Safety for their review and approval.

b. Operation

(1) Intersections

As discussed in detail in the Traffic Study, no significant intersection impacts would occur until development of Phase E (comprised of 106,523 square feet of office uses and 19,000 square feet of retail uses) occurs and all other uses proposed by the project are developed. Full buildout of the proposed project would result in a significant impact at four of the 55 study intersections during the weekday P.M. peak hour and two of the study intersections during the weekend peak hours. With the Santa Monica Boulevard Transit Parkway Project, as well as the City of Los Angeles' upgrades to the area wide intersections with the Automated Traffic Surveillance and Control System (ATSAC) and Automated Traffic Control System (ATCS), physical mitigation measure opportunities are quite limited. Physical mitigation measures are only recommended for two study intersections (Century Park West/Santa Monica Boulevard and Westfield Shopping Center Driveway/Santa Monica Boulevard). A Transportation Demand Management Program (TDM) is recommended for the remaining four study intersections (Westwood Boulevard/Olympic Boulevard, Overland Avenue/Santa Monica Boulevard, Westwood Boulevard/Santa Monica Boulevard, and Overland Avenue/Pico Boulevard). Generally, a TDM Program identifies opportunities to reduce parking demand and vehicle dependency, as well as promote alternative travel modes. Furthermore, because the project site is located in West Los Angeles, the TDM Program must comply with the West Los Angeles Transportation Improvement and Mitigation Specific Plan described above. A preliminary TDM Program for the proposed project is included in the Traffic Impact Study in Appendix G of this Draft EIR. While a trip reduction resulting from the TDM measure referenced above is expected to reduce the forecast significant impacts to less than significant levels, it is recognized that this may be difficult to attain solely based upon on-site TDM measures. It is expected that attainment of the required level of trip reduction may likely require off-site TDM measures as well. Thus, in order to provide a conservative analysis, it has been assumed that the required level of trip reduction will not be attained and that significant and unavoidable traffic impacts may occur. As discussed above, these significant impacts would not occur until development of Phase E (comprised of 106,523 square feet of office uses and 19,000 square feet of retail uses) occurs and all other uses proposed by the project have already been developed.

Mitigation Measure J-3: For the intersection of Century Park West and Santa Monica Boulevard (Study Intersection No. 31), a modification to the existing traffic signal roadway restriping, and possibly roadway widening in order to accommodate dual northbound left-turn lanes and dual right-turn lanes at the northbound approach shall be implemented. The south leg of the intersection currently provides three southbound departure lanes and three northbound approach lanes. The proposed mitigation can be accommodated via one of two options:

1) If the southbound departure is reduced from three lanes to two lanes, the added northbound approach lane can be accommodated with a traffic signal modification, roadway restriping and possibly some roadway widening; **or**

2) If the southbound departure is maintained at three lanes, the added northbound approach lane can be accommodated with roadway widening along both the east and west sides of Century Park West.

Mitigation Measure J-4: For the intersection of Westfield Shopping Center Driveway and Santa Monica Boulevard (Study Intersection No. 34), widening of the northbound approach from the project site at Santa Monica Boulevard to provide an additional exiting approach lane shall be implemented. The proposed configuration at the northbound approach shall consist of dual left-turn lanes and dual right-turn lanes. A traffic signal modification may be required to accommodate this improvement.

Mitigation Measure J-5: For the intersections of Westwood Boulevard and Olympic Boulevard (Study Intersection No. 12), Overland Avenue and Santa Monica Boulevard (Study Intersection No. 14), Westwood Boulevard and Santa Monica Boulevard (Study Intersection No. 11), and Overland Avenue and Pico Boulevard (Study Intersection No. 16), a comprehensive Transportation Demand Management Program (TDM) shall be developed and implemented in conformance with the West Los Angeles Transportation Improvement and Mitigation Specific Plan. The TDM Program shall include measures, such as those listed in the Traffic Impact Study prepared by Linscott, Law & Greenspan, Engineers (refer to Appendix G of this Draft EIR), to decrease the number of vehicular trips generated by people traveling to the project site by offering specific facilities, services, and actions designed to increase the use of alternative transportation modes (i.e., transit, rail, walking, bicycling, carpool, etc). The TDM Program shall be developed in conjunction with LADOT and subject to their final approval.

(a) Project Access

The proposed project would create a significant impact at the project's primary access point (Westfield Shopping Center Driveway and Santa Monica Boulevard [Study Intersection No. 34]) during the weekday P.M. peak hour. Mitigation Measure J-4 above has been proposed to address potential impacts to this intersection. Therefore, no additional mitigation measures are required.

(2) Neighborhood Street Segments

The proposed project would not create a significant impact any of the eight neighborhood street segments during the weekday or weekend. Therefore, no mitigation measures are required.

(3) Freeway Segments

The proposed project would not create a significant impact at any of the three freeway segments during the weekday A.M., weekday P.M., or weekend peak hours. Therefore, no mitigation measures are required.

(4) Congestion Management Program

(a) Intersections

The proposed project would create a significant impact at one of the six CMP intersection monitoring locations during the weekend peak hour (Santa Monica Boulevard and Westwood Boulevard [CMP Station Int. No. 62]). Mitigation Measure J-5 above has been proposed to address potential impacts to this intersection. Therefore, no additional mitigation measures are required.

(b) Freeways

The proposed project would not create a significant impact at any of the CMP freeway monitoring locations during the weekday A.M., weekday P.M., or weekend peak hours. Therefore, no mitigation measures are required.

(c) Public Transit Service

The proposed project would not create a significant impact on existing or future public transit services in the vicinity of the project site. Therefore, no mitigation measures are required.

(5) Parking

Mitigation Measure J-6: During the holiday shopping season (i.e., the Thanksgiving holiday through January 2nd), up to 600 parking spaces shall be secured at the Century Park West parking structure and/or the MGM Tower parking structure, or at an off-site facility with determined parking availability which can be secured for the proposed project. Shopping center employees shall be directed to park at the off-site parking structures, as well as patrons as needed. An annual report shall be provided to the Department of City Planning for a three year time-frame following buildout of the project.

Mitigation Measure J-7: The Applicant shall continue to implement a parking registration program for the site. As part of the employee parking registration information, the employee shall sign an acknowledgement that they will not park outside of designated structures and/or assigned areas within structures or other secured parking lots.

Mitigation Measure J-8: A Westfield Century City Shopping Center parking ombudsman shall be assigned to the project and shall be responsible for addressing any complaints regarding parking intrusion by shopping center employees. The telephone number of the parking ombudsman shall be disseminated to the surrounding communities. If community members notice a shopping center employee parking in their neighborhood, they shall be able to notify the ombudsman of the intrusion. If it is determined through the employee parking registration information on file that the parker was attributable to the shopping center, a violation shall be issued to the employee. All violations shall be noted and any repeat violations shall be grounds for termination of employment.

Mitigation Measure J-9: An outreach program shall be implemented whereby all employee parking options and alternative transportation modes (e.g., carpool programs and public transportation options) are fully emphasized.

6. LEVEL OF SIGNIFICANCE AFTER MITIGATION

a. Construction

With implementation of Mitigation Measures J-1 and J-2, construction-related traffic impacts would be less than significant. However, cumulative construction traffic impacts are concluded to be significant and unavoidable due to the potential for concurrent construction of the related projects in the vicinity of the project site in conjunction with the project itself.

b. Operation

(1) Intersections

As discussed in detail in the Traffic Study, the six significant intersection impacts would not occur until development of Phase E (comprised of 106,523 square feet of office uses and 19,000 square feet of retail uses) occurs and all other uses proposed by the project are developed. Table 69 on page 630 provides the V/C ratios and corresponding LOS for each significantly impacted intersection upon implementation of the physical mitigation measures as well as implementation of the TDM Program. As shown in Table 69, upon implementation of the physical mitigation measure recommended for the intersection of Century Park West and Santa Monica Boulevard (Study Intersection No. 31), as well as the TDM Program, the V/C ratio would improve from 1.200 (LOS F) to 1.124 (LOS F) during the weekday P.M. peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak hour would be reduced to a less than significant level. While this reduction in V/C ratio reflects TDM, it is not required to reduce the project's impact to less significant levels.

As shown in Table 69, upon implementation of the physical mitigation measure recommended for the intersection of Westfield Shopping Center Driveway and Santa Monica Boulevard (Study Intersection No. 34), as well as the TDM Program, the V/C ratio would improve from 1.015 (LOS F) to 0.976 (LOS E) during the weekday P.M. peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak hour would be reduced to a less than significant level. While this reduction in V/C ratio reflects TDM, it is not required to reduce the project's impact to less than significant levels.

As shown in Table 69, upon implementation of the TDM Program, the V/C ratio at the intersection of Westwood Boulevard and Santa Monica Boulevard (Study Intersection No. 11) would improve from 0.901 (LOS E) to 0.895 (LOS D) during the weekend peak hour. Thus, the significant impact at this intersection during the weekend peak hour would be reduced to a less than significant level. If the required level of trip reduction is not attained, the impact would remain significant and unavoidable.

As shown in Table 69, upon implementation of the TDM Program, the V/C ratio at the intersection of Westwood Boulevard and Olympic Boulevard (Study Intersection No. 12) would improve from 1.059 (LOS F) to 1.055 (LOS F) during the weekday P.M. peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak hour would be reduced to a less than significant level. If the required level of trip reduction is not attained, the impact would remain significant and unavoidable.

Table 69

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections with Mitigation and TDM

No.	Intersection	Peak Hour	Year 2012 With Project V/C	LOS	V/C Change	Impact?	Year 2012 With Project Mitigation V/C	LOS	V/C Change	Impact Mitigated?	Year 2012 With Project TDM V/C	LOS	V/C Change	Impact Mitigated?
City of Los Angeles (CMA Methodology)														
1	Sawtelle Boulevard/Olympic Boulevard [a]	A.M.	1.089	F	0.002	No	1.089	F	0.002	–	1.089	F	0.002	–
		P.M.	1.310	F	0.007	No	1.310	F	0.007	–	1.309	F	0.006	–
		WKD	0.995	E	0.007	No	0.995	E	0.007	–	0.993	E	0.005	–
2	Sawtelle Boulevard/I-405 Freeway SB Off-Ramp-Tennessee Avenue [a]	A.M.	0.673	B	-0.007	No	0.673	B	-0.007	–	0.673	B	-0.007	–
		P.M.	0.936	E	0.000	No	0.936	E	0.000	–	0.936	E	0.000	–
		WKD	0.500	A	0.000	No	0.500	A	0.000	–	0.500	A	0.000	–
3	Beloit Avenue/I-405 Freeway SB Ramps/Santa Monica Boulevard [a]	A.M.	1.142	F	-0.003	No	1.142	F	-0.003	–	1.142	F	-0.003	–
		P.M.	0.911	E	0.004	No	0.911	E	0.004	–	0.910	E	0.003	–
		WKD	0.608	B	0.011	No	0.608	B	0.011	–	0.604	B	0.007	–
4	Cotner Avenue/I-405 Freeway NB Ramps/Santa Monica Boulevard [a]	A.M.	1.449	F	0.001	No	1.449	F	0.001	–	1.448	F	0.000	–
		P.M.	1.285	F	0.006	No	1.285	F	0.006	–	1.283	F	0.004	–
		WKD	0.777	C	0.011	No	0.777	C	0.011	–	0.774	C	0.008	–
5	Cotner Boulevard/I-405 Freeway NB On-Ramp-Tennessee Avenue [b]	A.M.	1.008	F	-0.001	No	1.008	F	-0.001	–	1.008	F	-0.001	–
		P.M.	1.023	F	-0.006	No	1.023	F	-0.006	–	1.021	F	-0.008	–
		WKD	0.640	B	0.004	No	0.640	A	0.004	–	0.638	A	0.002	–
6	Sepulveda Boulevard/Santa Monica Boulevard [a]	A.M.	1.402	F	-0.011	No	1.402	F	-0.011	–	1.401	F	-0.012	–
		P.M.	1.396	F	0.008	No	1.396	F	0.008	–	1.395	F	0.007	–
		WKD	0.983	E	0.008	No	0.983	E	0.008	–	0.980	E	0.005	–
7	Sepulveda Boulevard/Olympic Boulevard [a]	A.M.	1.118	F	0.002	No	1.118	F	0.002	–	1.118	F	0.002	–
		P.M.	1.119	F	-0.003	No	1.119	F	-0.003	–	1.118	F	-0.004	–
		WKD	0.979	E	0.007	No	0.979	E	0.007	–	0.976	E	0.004	–
8	Veteran Avenue/Santa Monica Boulevard [a]	A.M.	0.765	C	0.005	No	0.765	C	0.005	–	0.765	C	0.005	–
		P.M.	0.867	D	0.000	No	0.867	D	0.000	–	0.865	D	-0.002	–
		WKD	0.728	C	0.009	No	0.728	C	0.009	–	0.725	C	0.006	–
9	Veteran Avenue/Olympic Boulevard [a]	A.M.	0.765	C	0.004	No	0.765	C	0.004	–	0.764	C	0.003	–
		P.M.	0.952	E	0.003	No	0.952	E	0.003	–	0.950	E	0.001	–
		WKD	0.439	A	0.010	No	0.439	A	0.010	–	0.436	A	0.007	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
10	Veteran Avenue/Pico Boulevard [a]	A.M.	0.659	B	0.000	No	0.659	B	0.000	–	0.659	B	0.000	–
		P.M.	0.516	A	0.000	No	0.516	A	0.000	–	0.515	A	-0.001	–
		WKD	0.621	B	0.004	No	0.621	B	0.004	–	0.619	B	0.002	–
11	Westwood Boulevard/Santa Monica Boulevard [a]	A.M.	1.309	F	-0.007	No	1.309	F	-0.007	–	1.308	F	-0.008	–
		P.M.	1.249	F	0.002	No	1.249	F	-0.002	–	1.246	F	-0.001	–
		WKD	0.901	E	0.020	Yes	0.901	E	0.020	No	0.895	D	0.014	Yes
12	Westwood Boulevard/Olympic Boulevard [a]	A.M.	1.201	F	-0.008	No	1.201	F	-0.008	–	1.200	F	-0.009	–
		P.M.	1.059	F	0.010	Yes	1.059	F	0.010	No	1.055	F	0.006	Yes
		WKD	0.873	D	0.016	No	0.873	D	0.016	–	0.868	D	0.011	–
13	Westwood Boulevard/Pico Boulevard [a]	A.M.	0.897	D	-0.002	No	0.897	D	-0.002	–	0.897	D	-0.002	–
		P.M.	0.938	E	0.002	No	0.938	E	0.002	–	0.936	E	0.000	–
		WKD	0.830	D	0.004	No	0.830	D	0.004	–	0.829	D	0.003	–
14	Overland Avenue/Santa Monica Boulevard [a]	A.M.	1.257	F	-0.007	No	1.257	F	-0.007	–	1.256	F	-0.008	–
		P.M.	1.269	F	0.013	Yes	1.269	F	0.013	No	1.265	F	0.009	Yes
		WKD	0.677	B	0.018	No	0.677	B	0.018	–	0.671	B	0.012	–
15	Overland Avenue/Olympic Boulevard [a]	A.M.	1.672	F	-0.032	No	1.672	F	-0.032	–	1.671	F	-0.033	–
		P.M.	1.591	F	-0.010	No	1.591	F	-0.010	–	1.587	F	-0.014	–
		WKD	0.777	C	0.015	No	0.777	C	0.015	–	0.772	C	0.010	–
16	Overland Avenue/Pico Boulevard [a]	A.M.	1.519	F	-0.024	No	1.519	F	-0.024	–	1.518	F	-0.025	–
		P.M.	1.571	F	0.002	No	1.571	F	0.002	–	1.569	F	0.000	–
		WKD	1.044	F	0.010	Yes	1.044	F	0.010	No	1.041	F	0.007	Yes
17	Overland Avenue/National Avenue-I-10 Freeway WB Ramps [a]	A.M.	1.384	F	-0.015	No	1.384	F	-0.015	–	1.384	F	-0.015	–
		P.M.	1.210	F	-0.009	No	1.210	F	0.009	–	1.209	F	-0.010	–
		WKD	1.014	F	0.005	No	1.014	F	0005	–	1.012	F	0.003	–
18	Manning Avenue/Pico Boulevard [a]	A.M.	0.775	C	0.002	No	0.775	C	0.002	–	0.774	D	0.001	–
		P.M.	0.836	C	0.010	No	0.836	D	0.010	–	0.834	C	0.008	–
		WKD	0.655	B	0.016	No	0.655	B	0.016	–	0.651	B	0.012	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
19	Motor Avenue/Manning Avenue [a]	A.M.	1.065	F	-0.001	No	1.065	F	-0.001	–	1.065	F	-0.001	–
		P.M.	0.855	D	0.000	No	0.855	D	0.000	–	0.855	D	0.000	–
		WKD	0.493	A	0.003	No	0.493	A	0.003	–	0.492	A	0.002	–
20	National Avenue/Manning Avenue-I-10 Freeway WB Off-Ramp	A.M.	0.981	E	0.000	No	0.981	E	0.000	–	0.981	E	0.000	–
		P.M.	1.168	F	0.000	No	1.168	F	0.000	–	1.168	F	0.000	–
		WKD	0.700	B	0.000	No	0.700	B	0.000	–	0.700	B	0.000	–
21	Westholme Avenue/Santa Monica Boulevard [a]	A.M.	0.444	A	0.001	No	0.444	A	0.001	–	0.444	A	0.001	–
		P.M.	0.464	A	0.007	No	0.464	A	0.007	–	0.460	A	0.003	–
		WKD	0.397	A	0.017	No	0.397	A	0.017	–	0.391	A	0.011	–
22	Prosser Avenue/Olympic Boulevard [a]	A.M.	1.046	F	0.003	No	1.046	F	0.003	–	1.045	F	0.002	–
		P.M.	0.744	C	0.009	No	0.744	C	0.009	–	0.741	C	0.006	–
		WKD	0.501	A	0.013	No	0.501	A	0.013	–	0.497	A	0.009	–
23	Prosser Avenue/Pico Boulevard [a]	A.M.	0.721	C	0.002	No	0.721	C	0.002	–	0.721	C	0.002	–
		P.M.	0.779	C	0.010	No	0.779	C	0.010	–	0.776	C	0.007	–
		WKD	0.716	C	0.011	No	0.716	C	0.011	–	0.712	C	0.007	–
24	Patricia Avenue/Pico Boulevard [a]	A.M.	0.829	D	0.004	No	0.829	D	0.004	–	0.828	D	0.003	–
		P.M.	0.774	C	0.013	No	0.774	C	0.013	–	0.771	C	0.010	–
		WKD	0.748	C	0.014	No	0.748	C	0.014	–	0.743	C	0.009	–
25	Beverly Glen Boulevard (E)/Sunset Boulevard [c]	A.M.	1.468	F	-0.004	No	1.468	F	-0.004	–	1.468	F	-0.004	–
		P.M.	1.343	F	0.001	No	1.343	F	0.001	–	1.342	F	0.000	–
		WKD	0.941	E	0.003	No	0.941	E	0.003	–	0.940	E	0.002	–
26	Beverly Glen Boulevard (W)/Sunset Boulevard [c]	A.M.	1.161	F	-0.001	No	1.161	F	-0.001	–	1.161	F	-0.001	–
		P.M.	1.393	F	0.001	No	1.393	F	0.001	–	1.393	F	0.001	–
		WKD	0.874	D	0.001	No	0.874	D	0.001	–	0.874	D	0.001	–
27	Beverly Glen Boulevard/Wilshire Boulevard [a]	A.M.	1.199	F	-0.002	No	1.199	F	-0.002	–	1.198	F	-0.003	–
		P.M.	1.503	F	0.000	No	1.503	F	0.000	–	1.503	F	-0.000	–
		WKD	0.847	D	0.006	No	0.847	D	0.006	–	0.845	D	0.004	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
28	Beverly Glen Boulevard/Santa Monica Boulevard [a]	A.M.	1.482	F	-0.010	No	1.482	F	-0.010	–	1.480	F	-0.012	–
		P.M.	1.311	F	0.004	No	1.311	F	0.004	–	1.307	F	0.000	–
		WKD	0.591	A	0.033	No	0.591	A	0.033	–	0.579	A	0.021	–
29	Beverly Glen Boulevard/Olympic Boulevard [a]	A.M.	1.103	F	-0.011	No	1.103	F	-0.011	–	1.101	F	-0.013	–
		P.M.	1.137	F	0.009	No	1.137	F	0.009	–	1.132	F	0.004	–
		WKD	0.686	B	0.020	No	0.686	B	0.020	–	0.679	B	0.013	–
30	Beverly Glen Boulevard/Pico Boulevard [a]	A.M.	0.908	E	0.005	No	0.908	E	0.005	–	0.907	E	0.004	–
		P.M.	0.801	D	0.017	No	0.801	D	0.017	–	0.796	C	0.012	–
		WKD	0.754	C	0.029	No	0.754	C	0.029	–	0.745	C	0.020	–
31	Century Park West/Santa Monica Boulevard [a]	A.M.	1.136	F	-0.005	No	1.105	F	-0.036	–	1.103	F	-0.038	–
		P.M.	1.200	F	0.022	Yes	1.131	F	-0.047	Yes	1.124	F	-0.054	Yes
		WKD	0.549	A	0.054	No	0.516	A	0.021	–	0.502	A	0.007	–
32	Century Park West/Constellation Boulevard [a]	A.M.	0.560	A	0.004	No	0.560	A	0.004	–	0.559	A	0.003	–
		P.M.	0.444	A	0.028	No	0.444	A	0.028	–	0.436	A	0.020	–
		WKD	0.197	A	0.040	No	0.197	A	0.040	–	0.185	A	0.028	–
33	Century Park West/Olympic Boulevard [a]	A.M.	1.007	F	0.003	No	1.007	F	0.003	–	1.004	F	0.000	–
		P.M.	1.354	F	0.005	No	1.354	F	0.005	–	1.348	F	-0.001	–
		WKD	0.446	A	0.031	No	0.446	A	0.031	–	0.435	A	0.020	–
34	Westfield Shopping Center Driveway/Santa Monica Boulevard [d]	A.M.	0.795	C	0.003	No	0.790	C	-0.002	–	0.788	C	-0.004	–
		P.M.	1.015	F	0.010	Yes	0.980	E	-0.025	Yes	0.976	E	-0.029	Yes
		WKD	0.464	A	0.044	No	0.423	A	0.003	–	0.414	A	-0.006	–
35	Club View Drive/Santa Monica Boulevard [b]	A.M.	0.190	A	0.000	No	0.190	A	0.000	–	0.189	A	-0.001	–
		P.M.	0.321	A	0.009	No	0.321	A	0.009	–	0.317	A	0.005	–
		WKD	0.143	A	0.013	No	0.143	A	0.013	–	0.139	A	0.009	–
36	Motor Avenue/Pico Boulevard [a]	A.M.	1.129	F	-0.008	No	1.129	F	-0.008	–	1.129	F	-0.008	–
		P.M.	1.600	F	-0.001	No	1.600	F	-0.001	–	1.598	F	-0.003	–
		WKD	0.868	D	0.008	No	0.868	D	0.008	–	0.866	D	0.006	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
37	Avenue of the Stars/Santa Monica Boulevard [a]	A.M.	1.305	F	-0.034	No	1.305	F	-0.034	–	1.304	F	-0.035	–
		P.M.	1.063	F	-0.012	No	1.063	F	-0.012	–	1.061	F	-0.014	–
		WKD	0.359	A	0.032	No	0.359	A	0.032	–	0.349	A	0.022	–
38	Avenue of the Stars/Constellation Boulevard [a]	A.M.	0.878	D	0.012	No	0.878	D	0.012	–	0.877	D	0.011	–
		P.M.	0.834	D	-0.032	No	0.834	D	-0.032	–	0.831	D	-0.035	–
		WKD	0.241	A	0.032	No	0.241	A	0.032	–	0.234	A	0.025	–
39	Avenue of the Stars/Olympic Boulevard WB Ramps [a]	A.M.	0.550	A	-0.060	No	0.550	A	-0.060	–	0.549	A	-0.061	–
		P.M.	0.505	A	0.022	No	0.505	A	0.022	–	0.498	A	0.015	–
		WKD	0.094	A	0.012	No	0.094	A	0.012	–	0.087	A	0.005	–
40	Avenue of the Stars/Olympic Boulevard EB Ramps [a]	A.M.	0.492	A	-0.041	No	0.492	A	-0.041	–	0.491	A	-0.042	–
		P.M.	0.472	A	-0.003	No	0.472	A	-0.003	–	0.468	A	-0.007	–
		WKD	0.088	A	0.012	No	0.088	A	0.012	–	0.082	A	0.006	–
41	Avenue of the Stars/Galaxy Way [a]	A.M.	0.425	A	0.001	No	0.425	A	0.001	–	0.425	A	0.001	–
		P.M.	0.666	B	-0.002	No	0.666	B	-0.002	–	0.663	B	-0.005	–
		WKD	0.110	A	0.012	No	0.110	A	0.012	–	0.105	A	0.007	–
42	Avenue of the Stars/Empyrean Way [b]	A.M.	0.686	B	-0.015	No	0.686	B	-0.015	–	0.685	B	-0.016	–
		P.M.	0.607	B	-0.001	No	0.607	B	-0.001	–	0.602	B	-0.006	–
		WKD	0.191	A	0.016	No	0.191	A	0.016	–	0.185	A	0.010	–
43	Avenue of the Stars/Pico Boulevard [a]	A.M.	1.094	F	-0.017	No	1.094	F	-0.017	–	1.092	F	-0.019	–
		P.M.	0.903	E	0.001	No	0.903	E	0.001	–	0.899	D	-0.003	–
		WKD	0.457	A	0.019	No	0.457	A	0.019	–	0.449	A	0.011	–
44	Century Park East/Santa Monica Boulevard [a]	A.M.	1.067	F	0.000	No	1.067	F	0.000	–	1.067	F	0.000	–
		P.M.	0.892	D	-0.009	No	0.892	D	-0.009	–	0.890	D	-0.011	–
		WKD	0.314	A	0.004	No	0.314	A	0.004	–	0.312	A	0.002	–
45	Century Park East/Constellation Boulevard [a]	A.M.	0.563	A	0.012	No	0.563	A	0.012	–	0.562	A	0.011	–
		P.M.	0.691	B	0.035	No	0.691	B	0.035	–	0.684	B	0.028	–
		WKD	0.092	A	0.032	No	0.092	A	0.032	–	0.083	A	0.023	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend
Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
46	Century Park East/Olympic Boulevard [a]	A.M.	0.960	E	-0.003	No	0.960	E	-0.003	–	0.959	E	-0.004	–
		P.M.	1.027	F	0.006	No	1.027	F	0.006	–	1.024	F	0.003	–
		WKD	0.395	A	0.014	No	0.395	A	0.014	–	0.391	A	0.010	–
47	Century Park East/Pico Boulevard [a]	A.M.	0.803	D	0.000	No	0.803	D	0.000	–	0.803	D	0.000	–
		P.M.	0.834	D	-0.003	No	0.834	D	-0.003	–	0.833	D	-0.004	–
		WKD	0.347	A	0.005	No	0.347	A	0.005	–	0.345	A	0.003	–
City of Beverly Hills (CMA Methodology)														
48	Spaulding Drive/Olympic Boulevard	A.M.	1.253	F	-0.007	No	1.253	F	-0.007	–	1.252	F	-0.008	–
		P.M.	1.072	F	0.008	No	1.072	F	0.008	–	1.069	F	0.005	–
		WKD	0.572	A	0.010	No	0.572	A	0.010	–	0.568	A	0.006	–
49	Wilshire Boulevard/Santa Monica Boulevard (N)	A.M.	1.393	F	-0.006	No	1.393	F	-0.006	–	1.392	F	-0.007	–
		P.M.	1.511	F	0.002	No	1.511	F	0.002	–	1.507	F	-0.002	–
		WKD	0.885	D	0.012	No	0.885	D	0.012	–	0.881	D	0.008	–
50	Wilshire Boulevard/Santa Monica Boulevard (S)	A.M.	1.433	F	-0.007	No	1.433	F	-0.007	–	1.432	F	-0.008	–
		P.M.	1.238	F	0.009	No	1.238	F	0.009	–	1.235	F	0.006	–
		WKD	0.695	B	0.014	No	0.695	B	0.014	–	0.690	B	0.009	–
51	Beverly Drive/Santa Monica Boulevard (N)	A.M.	1.070	F	-0.008	No	1.070	F	-0.008	–	1.069	F	-0.009	–
		P.M.	1.123	F	-0.003	No	1.123	F	-0.003	–	1.123	F	-0.003	–
		WKD	0.827	D	0.007	No	0.827	D	0.007	–	0.825	D	0.005	–
52	Beverly Drive/Santa Monica Boulevard (S)	A.M.	0.984	E	-0.009	No	0.984	E	-0.009	–	0.984	E	-0.009	–
		P.M.	0.927	E	-0.001	No	0.927	E	-0.001	–	0.926	E	-0.002	–
		WKD	0.635	B	0.007	No	0.635	B	0.006	–	0.632	B	0.004	–
53	Beverly Drive/Wilshire Boulevard	A.M.	1.090	F	-0.004	No	1.090	F	-0.004	–	1.090	F	-0.004	–
		P.M.	1.228	F	-0.001	No	1.228	F	-0.001	–	1.227	F	-0.002	–
		WKD	0.814	D	0.003	No	0.814	D	0.003	–	0.813	D	0.002	–
54	Beverwil Drive/Olympic Boulevard	A.M.	0.990	E	-0.011	No	0.990	E	-0.011	–	0.990	E	-0.011	–
		P.M.	1.026	F	0.002	No	1.026	F	0.002	–	1.023	F	-0.001	–
		WKD	0.536	A	0.015	No	0.536	A	0.015	–	0.531	A	0.010	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend
Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
55	Beverly Drive/Olympic Boulevard	A.M.	0.774	C	-0.007	No	0.774	C	-0.007	–	0.773	C	-0.008	–
		P.M.	0.999	E	0.001	No	0.999	E	0.001	–	0.997	E	-0.001	–
		WKD	0.556	A	0.008	No	0.556	A	0.008	–	0.553	A	0.005	–
City of Beverly Hills (ICU Methodology)														
48	Spaulding Drive/Olympic Boulevard	A.M.	1.499	F	-0.006	No	1.499	F	-0.006	–	–	–	–	–
		P.M.	1.370	F	0.008	No	1.370	F	0.008	–	–	–	–	–
		WKD	0.696	B	0.010	No	0.696	B	0.010	–	–	–	–	–
49	Wilshire Boulevard/Santa Monica Boulevard (N)	A.M.	1.200	F	-0.014	No	1.200	F	-0.014	–	–	–	–	–
		P.M.	1.212	F	0.010	No	1.212	F	0.010	–	–	–	–	–
		WKD	0.867	D	0.019	No	0.867	D	0.019	–	–	–	–	–
50	Wilshire Boulevard/Santa Monica Boulevard (S)	A.M.	1.376	F	-0.007	No	1.376	F	-0.007	–	–	–	–	–
		P.M.	1.203	F	0.008	No	1.203	F	0.008	–	–	–	–	–
		WKD	0.817	D	0.004	No	0.817	D	0.004	–	–	–	–	–
51	Beverly Drive/Santa Monica Boulevard (N)	A.M.	1.103	F	-0.008	No	1.103	F	-0.008	–	–	–	–	–
		P.M.	1.153	F	-0.003	No	1.153	F	-0.003	–	–	–	–	–
		WKD	0.969	E	0.007	No	0.969	E	0.007	–	–	–	–	–
52	Beverly Drive/Santa Monica Boulevard (S)	A.M.	1.023	F	-0.008	No	1.023	F	-0.008	–	–	–	–	–
		P.M.	0.969	E	-0.001	No	0.969	E	-0.001	–	–	–	–	–
		WKD	0.789	C	0.007	No	0.789	C	0.007	–	–	–	–	–
53	Beverly Drive/Wilshire Boulevard	A.M.	0.989	E	-0.003	No	0.989	E	-0.003	–	–	–	–	–
		P.M.	1.091	F	-0.001	No	1.091	F	-0.001	–	–	–	–	–
		WKD	0.842	D	0.002	No	0.842	D	0.002	–	–	–	–	–
54	Beverwil Drive/Olympic Boulevard	A.M.	0.995	E	-0.009	No	0.995	E	-0.009	–	–	–	–	–
		P.M.	1.030	F	0.002	No	1.030	F	0.002	–	–	–	–	–
		WKD	0.667	B	0.012	No	0.667	B	0.012	–	–	–	–	–

Table 69 (Continued)

Future 2012 Weekday A.M., Weekday P.M., and Weekend
Peak Hour Levels of Service for Intersections with Mitigation and TDM

			Year 2012 With Project				Year 2012 With Project Mitigation				Year 2012 With Project TDM			
No.	Intersection	Peak Hour	V/C	LOS	V/C Change	Impact?	V/C	LOS	V/C Change	Impact Mitigated?	V/C	LOS	V/C Change	Impact Mitigated?
55	Beverly Drive/Olympic Boulevard	A.M.	0.789	C	-0.006	No	0.789	C	-0.006	–	–	–	–	–
		P.M.	0.990	E	0.001	No	0.990	E	0.001	–	–	–	–	–
		WKD	0.684	B	0.007	No	0.684	B	0.007	–	–	–	–	–

[a] *The intersection operates under the ATSAC/ATCS system.*
[b] *Stop-controlled intersection on the minor approach.*
[c] *The intersection operates under the ATSAC system.*
[d] *New driveway proposed as part of the project.*

Source: Linscott, Law & Greenspan, Engineers, Traffic Impact Study, October 2007.

As shown in Table 69, upon implementation of the TDM Program, the V/C ratio at the intersection of Overland Avenue and Santa Monica Boulevard (Study Intersection No. 14) would improve from 1.269 (LOS F) to 1.265 (LOS F) during the weekday P.M. peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak hour would be reduced to a less than significant level. If the required level of trip reduction is not attained, the impact would remain significant and unavoidable.

As shown in Table 69, upon implementation of the TDM Program, the V/C ratio at the intersection of Overland Avenue and Pico Boulevard (Study Intersection No. 16) would improve from 1.044 (LOS F) to 1.041 (LOS F) during the weekend peak hour. Thus, the significant impact at this intersection during the weekend peak hour would be reduced to a less than significant level. If the required level of trip reduction is not attained, the impact would remain significant and unavoidable.

The measures contained in the TDM Program are above and beyond those incorporated into the trip generation forecast to account for the proximity to the nearby transit corridors and opportunities. It is important to note that the TDM Program is anticipated to result in an overall reduction of 178 vehicle trips during the weekday P.M. peak hour. The 178 vehicle trips comprise approximately six percent of the total commercial P.M. peak hour trip generation. Therefore, implementation of the TDM Program would assist in improving V/C and LOS at various intersections beyond the four intersections that are anticipated to be impacted by the proposed project. Refer to Section 13.0 of the Traffic Impact Study (specifically Subsections 13.2 and 13.3 of the Traffic Impact Study) included in Appendix G, for further discussion of the TDM Program and the various levels of the program as well as a future project connection to a potential Metro Subway Station.

Section 20.0 of the Traffic Impact Study, included in Appendix G, provides the traffic impact analysis by phase. Supplemental analysis were prepared as part of the Draft EIR traffic analysis in order to determine the reduction in the project that would be necessary in order to avoid any significant impacts at the off-site study intersections. As described above, cumulative traffic impacts would remain significant.

(a) Project Access

As previously discussed, upon implementation of the physical mitigation measure recommended for the intersection of Westfield Shopping Center Driveway and Santa Monica Boulevard (Study Intersection No. 34), as well as the TDM Program, the V/C ratio would improve from 1.015 (LOS F) to 0.976 (LOS E) during the weekday P.M. peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak hour would be reduced to a less than significant level.

(2) Congestion Management Program

As previously discussed, upon implementation of the TDM Program, the V/C ratio at the intersection of Westwood Boulevard and Santa Monica Boulevard (Study Intersection No. 11) would improve from 0.901 (LOS E) to 0.895 (LOS D) during the weekend peak hour. Thus, the significant impact at this intersection during the weekend peak hour would be reduced to a less than significant level.

(3) Parking

(a) Shared Parking Analysis

With the proposed on-site parking supply, as well as implementation of Mitigation Measure J-6 (the provision of off-site parking spaces during the holiday shopping season), the parking supply would be sufficient to accommodate the peak demand. Therefore, impacts to parking would be reduced to a less than significant level.

(b) Neighborhood Parking Intrusion Surveys

Upon implementation of Mitigation Measures J-7 through J-9, potential impacts from neighborhood parking intrusion would be reduced to a less than significant level.