REVISED DRAFT

TRAFFIC IMPACT ANALYSIS FOR THE RENOVATION AND EXPANSION OF FOX STUDIO FACILITIES IN CENTURY CITY

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OVERVIEW

This report provides a comprehensive analysis of traffic impacts of the proposed renovation and expansion of the Fox studio facilities on 53 acres in the Century City area of the City of Los Angeles.

The Fox renovation and expansion project, together with current uses on the lot, will generate traffic no greater than the existing Century City South Specific Plan allows. The proposed project is within the entitlement parameters of 16,120 daily vehicle trips in the Plan.

The Fox renovation and expansion, when combined with existing studio uses on the lot, will generate a total of approximately 15,680 daily trips, based on Institute of Transportation Engineering trip generation rates. The completed renovation and expansion project will generate approximately 7,960 daily trips, while existing activities now generate approximately 7,720 daily trips. To alleviate the impact of the new traffic, this report recommends an extensive package of physical mitigations. Other mitigation measures, such as the Fox Transportation Demand Management program and restricting the site to only studio uses, will reduce traffic generation further. Once all of these measures are in place, project impacts at the 74 study locations will be reduced to levels of insignificance.

This traffic report incorporates analyses to respond to public comments as well as the issues requested to be examined by the Ad Hoc Traffic Committee, and the analyses required by the Los Angeles Department of Transportation.

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EXECUTIVE SUMMARY

Currently, there are approximately 1,124,000 square feet of structures on the Fox studio lot in Century City, which are used for the business activities of Fox.

The renovation and expansion project for this lot will consist of refurbishing many existing buildings, upgrading landscaping with particular emphasis on the perimeter of the lot and adding approximately 771,000 net square feet of new space. In addition, new parking structures will be constructed, which will accommodate all Fox parking needs on site. The studio lot will continue to be used directly or indirectly for activities related to film and television production and distribution.

In order to minimize traffic impacts on nearby residential neighborhoods and the adjacent street system, site vehicular access will be revised and improved. The current main driveway at Pico Boulevard/Motor Avenue will be closed. A new driveway is planned at the southwest portion of the lot on Pico Boulevard. On Avenue of the Stars opposite Empyrean Way, a new driveway will also be provided. The existing driveway off of the terminus of Galaxy Way will be retained and improved. A new access driveway, inbound only, from Olympic Boulevard to the main project garage is also proposed to be constructed as part of the project. The internal roadway system will be improved, providing connections between all parking facilities and driveway points.

Discretionary approval by the City of Los Angeles is required for Fox to implement the proposed renovation and expansion project. An amendment to the current Century City South Specific Plan is required. Therefore, traffic analyses have been performed not only for the proposed project, but also for residential developments consistent with the Specific Plan and approved entitlement. Comparisons have also been made between the proposed project, including the existing studio facilities, and those other developments.

Technical Studies

For a year and a half, Crain & Associates has conducted traffic counts, analyses, supplemental technical studies and mitigation planning in the preparation of this document. The basis for this study has been agreed to after extensive discussions with the Los Angeles Department of Transportation (LADOT) and with a traffic consultant retained by an independent neighborhood traffic review committee.

Collection of traffic count data and analysis at 74 study locations were performed for both morning and afternoon peak-hour traffic conditions. A study of zip codes was utilized to estimate the travel distribution of Fox employees. Field checks of travel routes to and from the site were conducted by Crain & Associates to ascertain traffic and physical conditions.

In late 1989, a comprehensive traffic survey of the Fox site was conducted by Crain & Associates in order to develop trip generation rates for the studio uses. This survey was undertaken since motion picture and television production is such a unique use that no such rates for studio usage appear in either local or national literature. It involved two days of interviews and tabulations of entering and exiting employees, visitors, vendors, etc., and occurred during a period of peak production activity on the Fox lot. From this information, detailed measurements of current usage were compiled and trip generation rates were developed for various components of studio usage.

Crain & Associates also surveyed the Fox television facility, KTTV, in Hollywood during the summer of 1989, which resulted in trip generation rates for the KTTV uses to be relocated to the Fox site in Century City.

At peak times, the survey found that studio office trip generation rates are lower than for a typical office building. This is due both to the lower density of

employment in studio offices and the fact that studio office usage generates a lower percentage of peak-hour traffic.

The traffic impact study documented in this report includes the cumulative impact attributable to an ambient traffic growth of two percent per year and 173 other proposed projects, as well as the impacts due to the renovation and expansion project. In addition, impacts generated by residential developments consistent with the current Specific Plan and approved entitlement have been evaluated.

Project Traffic ("Base Case") - Without Mitigations

Although the empirical trip generation information for the Fox uses has been fully documented to the satisfaction of LADOT, since LADOT was not actively involved in the survey and presently does not have sufficient other data to corroborate the empirical information, LADOT has required the use of generic Institute of Transportation Engineers (ITE) trip generation formulas to calculate project traffic. Therefore, ITE "General Office" generation formulas were applied to the new administrative office, production office and KTTV uses, and ITE "General Light Industry" generation formulas were applied to the production, post-production and support uses. The use of these ITE formulas establishes the "Base Case" project traffic generation, prior to mitigation. Combined with the existing Fox site generation as determined in the Crain & Associates survey, the total Fox site traffic generation after renovation and expansion can be summarized as follows:

	Daily Trips	AM Peak Hour	PM Peak Hour
New Fox Traffic ("Base Case")	7,960	1,245	1,215
Existing Fox Traffic	7,720	785	565
Total Fox Site	15,680	2,030	1,780

The above AM and PM peak-hour traffic volumes are higher than would result using the empirical survey results due to the required use of ITE office and light industrial trip generation formulas for the "Base Case" project.

Level of Service

Although the project site is not regulated by other than the Century City South Specific Plan, it was agreed with LADOT that traffic impacts and levels of service would be evaluated under the more stringent definition of "significant impact" contained in the Westwood/West Los Angeles Interim Control Ordinance (ICO). Under the ICO criteria, there is less tolerance for a significant traffic impact to occur, not only in Levels of Service E and F, but in Levels of Service A through D as well.

Accordingly, traffic analyses were performed at 73 intersections in the study area, plus at the added new intersection of Pico Boulevard and the project driveway ("Pico West") west of Motor Avenue for the "With Project" case. Generally, traffic conditions are in Levels of Service E or F, predominantly in the afternoon peak hour, on most of the arterial streets and at their intersections.

As part of the future year analyses, 173 potential related projects were included, which generate approximately 401,560 daily trips, with 29,130 of those trips in the morning peak hour and 43,080 in the afternoon peak hour. Prior to consideration of Fox project traffic, the impact of these related projects, plus an assumed two percent annual ambient growth, would exacerbate existing traffic conditions and result in significant impacts at 73 study intersections.

Prior to the recommended mitigations, the proposed project ("Base Case") would significantly impact 48 study intersections. After implementation of the project mitigation plan, all project traffic impacts would be reduced to levels of

insignificance. The project mitigation measures will enhance capacity and circulation throughout the study area, resulting in improved service levels at 30 study intersections.

Traffic Mitigation Measures

Mitigation of the traffic impacts resulting from the proposed project are divided into three categories: Transportation Demand Management, physical mitigations and restriction of land uses on the Fox lot. Transportation Demand Management measures are measures that will be implemented by Fox, some in conjunction with other entities, which will reduce the AM and PM peak-hour and daily traffic generated by the Fox studio lot. Physical mitigations are modifications to roadways and intersections that will improve capacities and traffic flow. Restriction of uses pertains to the fact that by ordinance, development of the Fox site will be legally restricted to only those uses defined as "studio uses," which generate less peak-hour traffic than the office and light industrial uses that have been assumed in the "Base Case" analysis.

Transportation Demand Management

Fox proposes to implement a specific and comprehensive Transportation Demand Management (TDM) program that will reduce traffic volumes generated by the studio lot by at least 12.5 percent during the morning and afternoon peak hours, and by at least five percent daily. For the renovation and expansion project ("Base Case"), the traffic volumes will be reduced to 1,089 AM and 1,063 PM peak-hour trips, and 7,562 daily trips. The generation of the existing Fox development will also be reduced to 687 AM peak-hour, 494 PM peak-hour and 7,334 daily trips. Thus, as indicated in the concluding table of the Executive Summary (page xvi), the total Fox site generation will decrease to 1,776 AM and 1,557 PM peak-hour trips, and 14,896 daily trips.

The TDM program will concentrate on reducing the number of vehicle trips made by employees commuting to and from the Fox site. It will be linked to the overall Century City program through membership in the Century City Transportation Management Association (TMA). The Fox program will emphasize use of carpools, vanpools, transit and other alternatives to driving alone. The program will also address non-commute trips by innovative programs, such as an audience delivery system, on-site amenities such as dry cleaners and bank Automated Teller Machines, and rescheduling and combining service and delivery trips.

Physical Mitigations

It is recommended that Fox implement the following physical mitigations:

- Installation of four new traffic signals at Pico Boulevard and the new project driveway; Avenue of the Stars, Empyrean Way and the new project driveway; Motor Avenue and Dunleer Drive; and Monte Mar Drive and Beverly Drive.

- Installation of computerized traffic signal control, called ATSAC (Automated Traffic Surveillance and Control), at the above intersections, and at Galaxy Way and Avenue of the Stars.

- Installation of computerized traffic signal control (ATSAC or similar) at six study intersections in the City of Beverly Hills.

- Creation of new lanes to facilitate through, left- and right-turn movements at numerous locations throughout the study area.

- Implementation of traffic reduction measures on Motor Avenue, Galaxy Way, Empyrean Way and in other surrounding residential neighborhoods.

These improvements are more fully described in the body of the report. It should be noted that some of these improvements are recommended to mitigate cumulative rather than project traffic impacts.

Restriction of Uses

Special traffic studies have determined that the Fox site and KTTV generate substantially less peak-hour traffic than the standard trip rates for typical office and light industrial uses, which were applied in the analysis, would indicate. An ordinance will be enacted that will restrict the Fox lot so that only those limited uses that are classified as "studio uses" can be developed and operated on the property. This "Restricted Use" designation will assure that the higher traffic generation associated with the office and light industrial trip rates will not result. Further, the restriction to studio uses will run with the land.

Regional Impacts

Congestion on the San Diego and Santa Monica Freeways in the West Los Angeles area is a regular occurrence, with travel speeds less than 30 miles per hour for several hours each day. This congestion will worsen due to the projected cumulative growth in the area. The proposed Fox project itself will add less than one percent to the future daily volumes on these freeway main lines. During the morning and afternoon peak hours, the project impact on any of the main line segments will not be significant, utilizing less than 0.020 of the freeway capacity. At freeway ramp intersections where the project is expected to have significant impacts, mitigation measures, including ramp widenings, geometric lane changes and signal modifications, have been proposed that along with traffic reduction measures, will reduce those impacts to a level of insignificance.

Regional improvements are not currently programmed for either the Santa Monica or San Diego Freeway near the project site. However, with the passage of the transportation funding propositions of 1990, freeway improvements will likely be planned for the future. Also, other regional improvements currently underway (Metro Rail, Century Freeway, Ventura Freeway widening, etc.), as well as South Coast Air Quality Management District Regulation XV programs by major employers, should decrease future traffic demand on the Westside streets and freeways.

Neighborhood Impacts

The Fox site is surrounded by several residential neighborhoods and associations, which are served not only by arterial highways such as Olympic Boulevard, Pico Boulevard and Santa Monica Boulevard, but also by an interior network of mostly local and collector streets. These residential areas are experiencing the problem of nonresidential traffic using streets in their neighborhoods as "cut-through" routes. This traffic is usually looking for a shortcut to avoid congestion on the arterials. As congestion on the arterial system increases, the number of drivers diverting through residential neighborhoods increases. Since many of the streets in these areas are not adequately improved, the problem becomes exacerbated.

To evaluate the impact the Fox project might have on these surrounding neighborhoods, a total of 18 specific routes were examined, including 15 routes designated by an independent traffic consultant retained by residential groups in the area. This impact was judged on the basis of daily traffic volumes, that is, the project volume compared to the future volume without the project on the particular route. Using the criterion in the Westwood/West Los Angeles Interim Control Ordinance (ICO), should 12.5 percent or more of the added daily volume be attributable to the project, then its impact would be considered significant.

Under the ICO criteria, prior to mitigation, the project will have significant impacts on Galaxy Way (23.3 percent) and Empyrean Way (18.2 percent). Project traffic percentages on the other 16 routes will not be significant, amounting to no more than 6.4 percent on any one route.

Project mitigation measures have been recommended that will decrease project traffic on some of these routes. These include measures prohibiting certain traffic movements, which will eliminate much of the through project traffic on Galaxy and Empyrean Ways, as well as remove some of the overall traffic, including project traffic, from Motor Avenue. The project will also be implementing many other measures that will improve the capacity of the arterial street system to better accommodate all traffic and provide a disincentive for traffic to use residential streets.

While not needed for project mitigation, the project will also assist in the development and implementation of programs to reduce traffic intrusion into neighborhoods surrounding the site. Specific measures will be developed for each neighborhood, in consultation with the residents and the respective local jurisdictions, that can deter "cut-through" traffic. Despite these measures, however, until area-wide transportation improvements are forthcoming, the traffic growth projected for this area will increasingly worsen the level of service on the streets and highways. Non residential traffic, therefore, can be expected to continue to attempt to divert through these neighborhoods.

Development Consistent With Current Specific Plan

The current Century City South Specific Plan limits future development on the Fox site to a residential use and according to a trip generation "cap" of 16,120 vehicle trips per day. The Specific Plan also contains a daily trip generation factor of 7.55 trips per dwelling unit. Applied to the 16,120 trip "cap," therefore, the number of

dwelling units that could be developed under the Plan is 2,135 units, which is considered the residential project alternative for this study.

Since the Specific Plan is regulated by a capacity of 16,120 daily trips relative to a 7.55 daily trip rate, those two factors comprise the "Base Case" condition of the residential project alternative. Additional trip generation rates for the AM and PM peak hours correlating to the 7.55 daily rate have been estimated by a proportional comparison with condominium trip rates contained in ITE's Trip Generation, 4th Edition. The residential "Base Case" alternative, therefore, has a generation of 16,120 trips per day, including 1,235 morning peak-hour and 1,535 afternoon peak-hour trips. Its impacts have been analyzed at the 74 study intersections.

As requested by the Los Angeles Department of Transportation, the condominium trip generation rates from Trip Generation, 4th Edition, have also been applied to this alternative. The result is 12,510 daily trips, including 960 trips in the morning peak hour and 1,195 trips in the afternoon peak hour. The traffic generated by this "ITE Case" has also been analyzed at the same 74 study intersections.

In accordance with the current Specific Plan, all of the residential alternative analyses include an expanded roadway system consisting of Century Park West connecting to Pico Boulevard, and Galaxy and Empyrean Ways connecting to new Century Park West. Additionally, the analysis assumes that the existing Fox buildings and uses will be removed to allow the residential development to occur.

Without mitigation, the residential "Base Case" alternative will have significant traffic impacts at 35 study intersections, while the "ITE Case" alternative will significantly impact 28 study intersections. These are less than the number of significantly impacted intersections determined for the proposed studio project without mitigation.

Although the Specific Plan does not require mitigation of the residential use, mitigations have been explored and suggested in this study to reduce traffic impacts. These mitigations have been assumed on a theoretical basis to establish a basis for comparison with the Fox renovation and expansion project. With development of the residential project alternative, the following mitigation measures are recommended:

- Creation of new lanes to facilitate through, left- and right-turn movements at numerous locations throughout the study area.

- Installation of computerized traffic signal control (ATSAC or similar) at four intersections in the City of Los Angeles and five intersections in the City of Beverly Hills.

The above measures are more fully described in the body of the report. After implementation of these measures, however, significant residential project impacts would still remain at six study intersections for the "Base Case" alternative, and at three study intersections for the "ITE Case" alternative. No other feasible mitigation measures could be identified. Also, no Transportation Demand Management program has been recommended as residential development does not lend itself well to such a program.

Summary Comparison Between Proposed Project (Including Existing Studio Uses) and Residential Project Alternative

The following table compares the traffic impacts of the proposed project with those generated by the "Base Case" and the "ITE Case" of the residential project alternative of 2,135 dwelling units.

Comparison of Traffic Impacts

	Proposed Project ("Base Case") Plus Existing Studio Uses	Proposed Project ("Restricted Use") Plus Existing Studio Uses	Residential Project Alternative "Base Case" (2,135 Units)	Residential Project Alternative "ITE Case" (2,135 Units)
Traffic Generation				
Daily	15,680	16,470	16,120	12,510
AM Peak Hour	2,030	1,750	1,235	960
PM Peak Hour	1,780	1,165	1,535	1,195
Traffic Generation With TDM @ 12.5% for Peak Hours; 5% for Daily				
Daily	14,896	15,646	16,120[1]	12,510[1]
AM Peak Hour	1,776	1,531	1,235[1]	960[1]
PM Peak Hour	1,557	1,019	1,535[1]	1,195[1]
Intersections with Significant Impacts				
Number of Study Intersections	74	74	74	74
With Significant Impacts - Without Mitigations	48	39	35	28
With Significant Impacts - With Mitigations	0	0	6[2]	3[2]

Notes:

1 Does not assume TDM because such programs cannot be effectively implemented in residential projects.

2 Although mitigation measures have been proposed for residential uses, such measures are not required under current approvals.

Conclusion

Potential traffic estimated to be generated by the proposed Fox renovation and expansion project is within the parameters established by the Century City South Specific Plan. When combined with a comprehensive Transportation Demand Management program and a restriction of the uses on the Fox lot to only studio uses, the overall transportation mitigation plan will improve circulation and capacity on the West Los Angeles and Beverly Hills street systems, compared to both the current Specific Plan and approved entitlement. With this mitigation plan, therefore, the proposed Fox project will not have any significant traffic impacts.

INTRODUCTION

On the same site as its existing studio facilities, Fox plans to develop 332,000 square feet of administrative office; 147,000 square feet of production office space; 134,000 square feet of post-production facilities; 25,000 square feet of production facilities; 13,000 square feet of support facilities; and to relocate 120,000 square feet of the KTTV facility from Hollywood. The total additional development is 771,000 square feet. The location of the project site is shown on Figure 1, Site Vicinity Map.

Fox has retained Crain & Associates to conduct a traffic study to assess the impact of the new development on the surrounding street system. This report presents the results of an analysis of existing conditions as well as projected traffic conditions after completion of the expansion and renovation project. The analysis incorporates a detailed evaluation of existing and future traffic conditions at 74 study intersections adjacent to the project site and in the surrounding area, including within the City of Beverly Hills. These study locations were selected as those most likely to be directly impacted by the traffic generated by the proposed development.

In addition, this report analyzes and compares the traffic impacts of a residential project alternative of 2,135 dwelling units, as well as the 2,400-unit residential development presently entitled for the property under the current Century City South Specific Plan. These residential analyses included the extensions of Century Park West, Galaxy Way and Empyrean Way as called for in the Plan.

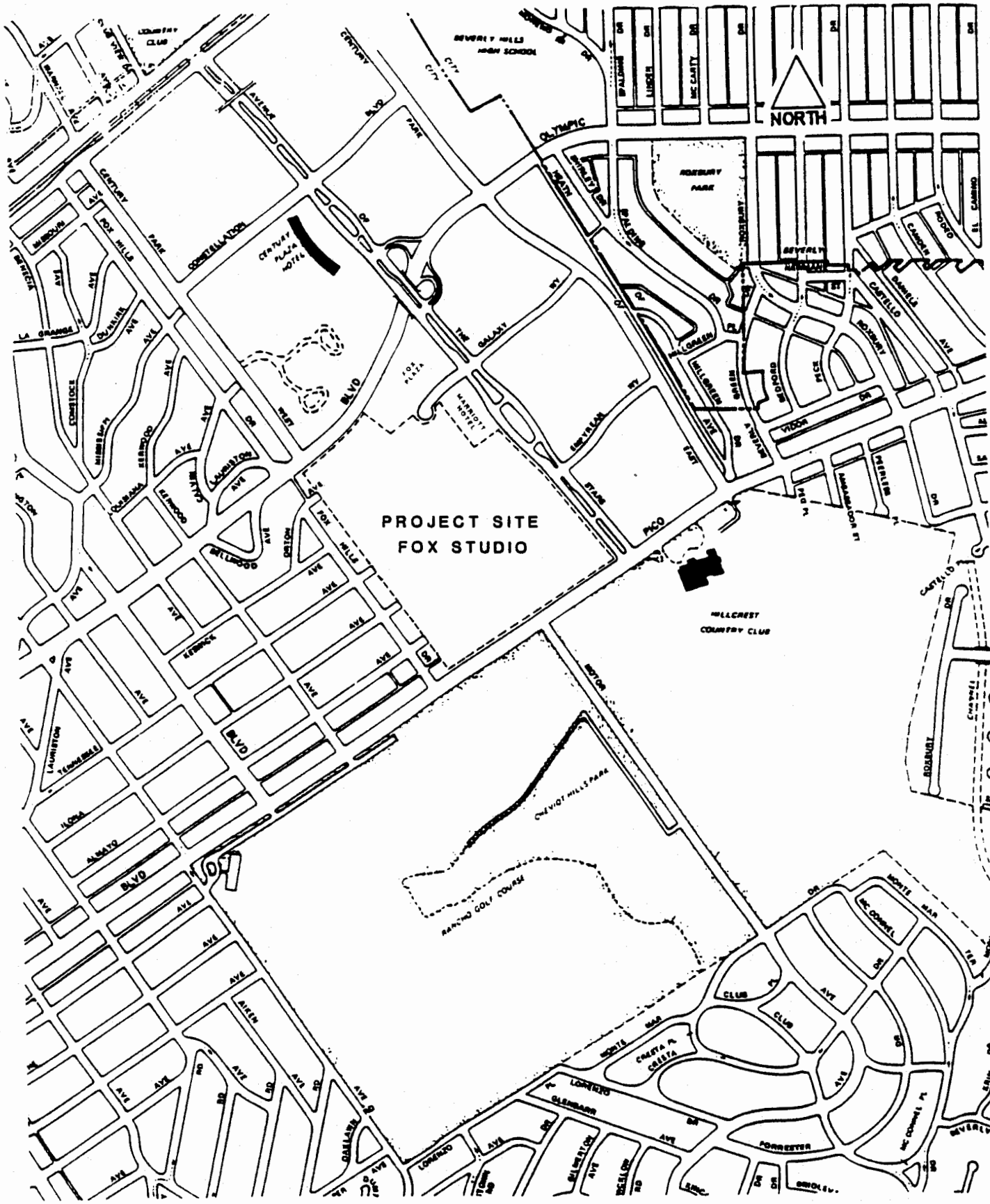

FIGURE 1

SITE VICINITY MAP

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PROJECT DESCRIPTION

The project under consideration is the expansion of Fox studio facilities as well as the relocation of existing Fox television facilities to the main Fox site in Century City. The project site is bounded by Olympic Boulevard on the north, a single-family residential area on the west, Avenue of the Stars on the east and Pico Boulevard on the south (see Figure 2, Project Site Plan). Currently, the site is occupied by approximately 268,000 square feet of administrative office, 103,000 square feet of production office, 350,000 square feet of production facilities, 116,000 square feet of post production facilities and 287,000 square feet of support facilities. The existing Fox facilities total 1,124,000 square feet.

The proposed expansion will add approximately 332,000 square feet of administrative office space, 147,000 square feet of production office space, 25,000 square feet of production facilities (stages, dressing rooms, etc.), 134,000 square feet of post production facilities and 13,000 square feet of support facilities (storage, mechanical, etc.). Additionally, Fox television news and public affairs production facilities (KTTV) will be relocated from Sunset Boulevard in Hollywood to a new 120,000 square-foot facility on the Century City site. The entire proposed new development totals 771,000 square feet.

The existing access driveway at the westerly terminus of Galaxy Way will be retained. The existing main driveway on Pico Boulevard opposite Motor Avenue will be closed entirely. A new driveway will be installed on Avenue of the Stars opposite Empyrean Way. In addition, a new project driveway ("Pico West") will be provided on Pico Boulevard near the westerly site boundary. Existing parking facilities provide approximately 1,500 on-site parking spaces. With the completion of the proposed development, a maximum of 4,500 parking spaces will be provided on-site for

current and future uses. Nearly all parking will be in new parking structures, with surface parking being utilized up to that number of spaces not accommodated in the structures.

ENVIRONMENTAL SETTING

The site of the proposed project is located in the Century City area of West Los Angeles and in the City of Los Angeles near the western boundary of the City of Beverly Hills. The site is situated between Pico and Olympic Boulevards, immediately west of Avenue of the Stars. The surrounding area is developed to a mixture of residential, commercial and recreational land uses. The arterial streets in this area serve many high activity centers, resulting in high traffic volumes into, out of and through the area.

Streets and Highways

The surface streets and highways analyzed in this study can be grouped into three categories. These are arterial streets or highways, which include major and secondary highways, collector streets and local streets. Freeways serving the study area are discussed in a later section evaluating regional impacts.

Typically, a major highway has a roadway width of approximately 80 feet curb-to-curb or more and a secondary highway a roadway width of 66 to 70 feet. These arterial highways are used to expedite through traffic, while access to abutting properties may be restricted. A collector street is approximately 44 feet wide and serves traffic movements within a neighborhood, connecting that area to the arterial street system. Collector streets are not intended to handle long through trips, but perform the same land service function as a local street. A local street has a roadway width of about 36 feet. Its basic function is to provide access to immediately adjacent land. A local street can be divided into subclasses according to the land it serves, i. e., residential, industrial and business.

Olympic Boulevard, Pico Boulevard and Santa Monica Boulevard are the three primary east-west arterial highways extending from the San Diego Freeway, through

Century City and into the City of Beverly Hills. While designated a major highway, Olympic Boulevard at Beverly Glen Boulevard is 86 feet wide and provides three through traffic lanes in the eastbound direction and four lanes westbound. "No Stopping" restrictions are in effect along portions of Olympic Boulevard during the morning and the evening peak hours. Olympic Boulevard also has left-turn channelization at intersections.

Pico Boulevard along the southern boundary of the project site is designated a major highway. This roadway varies in width, and is 72 feet wide at Beverly Glen Boulevard and 80 feet wide at Avenue of the Stars. Pico Boulevard west of Motor Avenue is striped to provide three through lanes in each direction during peak periods. East of Motor Avenue, Pico Boulevard generally provides three westbound through lanes and two eastbound through lanes. Left-turn channelization is provided at most intersections with eastbound dual left-turn lanes provided at Avenue of the Stars and at Century Park East.

Santa Monica Boulevard is a major highway in this vicinity. It consists of two, two-way roadways separated by a median strip, which previously served as a railroad right-of-way. The northerly roadway is the more major of the two roadways, and varies in width from 56 feet to flared widths of 70 feet in the vicinity of Overland Avenue, Beverly Glen Boulevard, Avenue of the Stars and Century Park East. This roadway provides two lanes in each direction, with three lanes of traffic in each direction throughout the flared sections. Left-turn channelization is also provided at all major street intersections. The south roadway is 48 feet wide at Beverly Glen Boulevard where it has two westbound lanes and one eastbound lane, plus a left-turn lane in both directions. To the west, this roadway becomes a two-lane facility; to the east, adjacent to Century City, it becomes a wider five-lane facility (three lanes eastbound) with left-turn channelization also provided. Avenue of the Stars is a

divided major highway. This highway is 102 feet wide at Pico Boulevard, including a 34-foot wide median. Avenue of the Stars at Pico Boulevard provides three northbound through lanes, with dual left- and right-turn lanes southbound. At its intersection with Santa Monica Boulevard (south roadway), Avenue of the Stars is configured with three through lanes, one left-turn lane and one right-turn lane northbound, and three through lanes and one left-turn lane southbound.

Beverly Glen Boulevard is another major highway in the project area. At Santa Monica Boulevard, it is presently constructed to a width of 60 feet within a 100-foot right-of-way. This street provides two through traffic lanes in each direction in addition to left-turn channelization. On-street parking is provided along both sides of Beverly Glen Boulevard throughout most of this area. To the north, Beverly Glen Boulevard provides access to a residential area of Westwood and continues across the Santa Monica Mountains to the San Fernando Valley. To the south, it terminates at Pico Boulevard. In this vicinity, it provides two lanes northbound, and one right-turn lane, one left-turn lane and one optional right/left-turn lane southbound.

Century Park West is a secondary highway that extends from Santa Monica Boulevard (south roadway) to Olympic Boulevard. At Olympic Boulevard, Century Park West is 70 feet wide and configured with two left-turn lanes and two right-turn lanes southbound. At its northern terminus with Santa Monica Boulevard, Century Park West provides one left-turn lane, one right-turn lane, and one optional left/right-turn lane northbound.

Century Park East is a secondary highway extending between Santa Monica Boulevard (north roadway) and Pico Boulevard. Century Park East varies in width from 65 feet wide at Pico Boulevard to 72 feet wide at Santa Monica Boulevard (north intersection) and in excess of 90 feet at Olympic Boulevard. Century Park East at Pico Boulevard is a "Tee" intersection, and provides three traffic lanes

northbound, and two left-turn lanes, one optional left/right/through lane and one right-turn lane southbound.

Galaxy Way is designated a collector street. It is less than one-half mile long between its terminus within the Fox site and Century Park East. The roadway has been developed to a width of 58 feet east of Avenue of the Stars and 62 feet west of Avenue of the Stars. This street provides two through traffic lanes in each direction with left-turn channelization.

Constellation Boulevard is a secondary highway that extends from Century Park West to Century Park East. Constellation Boulevard is 67 feet wide west of Avenue of the Stars and 64 feet wide east of that street. The street is striped with three lanes in each direction, along with left-turn channelization.

Empyrean Way is designated a collector street. It presently extends for one block from Avenue of the Stars to Century Park East. This roadway is 40 feet wide and provides one eastbound and one westbound lane. A new driveway for the project will be opposite Empyrean Way.

Motor Avenue is designated a collector street from Pico Boulevard to Manning Avenue, and a secondary highway south of Manning Avenue. The north leg of the Motor Avenue/Pico Boulevard intersection is currently the main driveway for the project site. Motor Avenue varies from a flared 66-foot width south of Pico Boulevard to a 50-foot width south of Manning Avenue. Motor Avenue is striped to provide two lanes in each direction between Pico Boulevard and Monte Mar Drive, with one lane in each direction thereafter to Manning Avenue.

Overland Avenue, which is west of Beverly Glen Boulevard, is designated a major highway and provides a north-south route to the Santa Monica Freeway. Overland

Avenue is 80 feet wide at Pico Boulevard. North of Pico Boulevard, it is reduced in width, becoming a two-lane roadway, which terminates at Santa Monica Boulevard. In other sections, south of Pico Boulevard Overland Avenue is a four-lane facility with left-turn channelization at most intersections.

National Boulevard is a secondary highway in the project area. National Boulevard is 72 feet wide south of Manning Avenue and 76 feet wide north of Manning Avenue. This section of National Boulevard provides two lanes in each direction with left-turn channelization at most cross streets.

Kerwood Avenue, west of the project site, is a local street. It provides one lane in each direction and is 30 feet wide north of Pico Boulevard.

Patricia Avenue is a local street north of Pico Boulevard and designated a collector street to the south to Lorenzo Drive. It has a slight jog at Pico Boulevard, where it is 30 feet wide. Patricia Avenue provides one through lane in each direction.

Westwood Boulevard, designated a secondary highway, is presently improved to a roadway width of approximately 50 feet from south of Santa Monica Boulevard to Pico Boulevard. The street is striped for two lanes in each direction, plus left-turn channelization.

Sepulveda Boulevard is a major highway paralleling the San Diego Freeway. It varies in width between 52 and 76 feet in the study area, and is not fully improved along several sections. It is striped for a left-turn lane and two through lanes northbound and southbound at Pico Boulevard and Olympic Boulevard.

Sawtelle Boulevard, designated a secondary highway south of Olympic Boulevard and a collector street to the north, has a variable width roadway. It is 62 to 70 feet wide south of Olympic Boulevard, where it is striped with a left-turn lane and two

through lanes in each direction. North of Olympic Boulevard, Sawtelle Boulevard is 40 feet wide and has one lane in each direction.

Cotner Avenue is a collector street. It is 50 feet wide between Olympic and Pico Boulevards, where it is striped for one lane each way.

Manning Avenue is a local street north of Pico Boulevard. South of Pico Boulevard, it is designated a collector street to Motor Avenue; thereafter, it is designated a secondary highway. Manning Avenue is directly accessed from the Santa Monica Freeway westbound off-ramp at National Boulevard. An eastbound on-ramp to the freeway is also provided on Manning Avenue. Manning Avenue north of the Santa Monica Freeway eastbound on-ramp is 53 feet wide. Generally, Manning Avenue is striped to provide one lane in both directions.

Monte Mar Drive, an east-west street, is designated a collector street west of Motor Avenue and a local street to the east. Between Beverwil Drive and Robertson Boulevard, it is designated a secondary highway. Near Motor Avenue, Monte Mar Drive 26 feet wide and provides one lane each way. At Beverwil Drive, it is 36 feet wide and has a lane in each direction.

Club Drive is a local street to the west of Motor Avenue and a designated collector street to the east. At Motor Avenue it is approximately 25 feet wide and provides one lane in each direction.

Dunleer Drive is an east-west local street. It is 30 feet wide and provides one lane in each direction.

Beverwil Drive is a north-south collector street. North of Olympic Boulevard in the City of Beverly Hills, it merges into Beverly Drive. Beverwil Drive is 62 feet wide north of Pico Boulevard and 76 feet wide to the south of Cashio Street. It is striped for two

lanes in each direction, along with left-turn channelization at most major intersections.

Beverly Drive is designated a major highway in the City of Los Angeles north of Pico Boulevard. South of Pico Boulevard, Beverly Drive is a local street. Its roadway is 60 feet wide north of Pico Boulevard and 50 feet wide to the south. It is striped with left-turn channelization and two lanes each way at this location. South of Monte Mar Drive, Beverly Drive is a divided roadway to Bolton Road.

Cashio Street is an east-west collector street. It has a roadway width of 36 feet, which provides one lane in each direction.

Cadillac Avenue and Hillsboro Avenue are the continuations of each other at Robertson Boulevard. Cadillac Avenue is 40 feet wide east of Robertson Boulevard and Hillsboro Avenue 46 feet wide to the west. Each street is striped for one lane in each direction, with Hillsboro Avenue also having a left-turn lane at Robertson Boulevard.

Cattaraugus Avenue is 40 feet wide at Robertson Boulevard. This collector street provides one lane eastbound and westbound.

Robertson Boulevard is designated a secondary highway south of Monte Mar Drive/14th Street. North of there, its classification changes to modified secondary highway. It continues into the City of Beverly Hills and varies in roadway width from 54 to 66 feet. A left-turn lane and two through lanes are striped on this street.

Wilshire Boulevard is an east-west major highway. In the City of Beverly Hills, Wilshire Boulevard has a roadway width of approximately 68 feet, and is striped for three lanes in each direction, with channelization for left-turns.

Charleville Boulevard is a Beverly Hills local street paralleling Wilshire Boulevard. It is approximately 35 feet wide and provides one lane each way.

Spalding Drive, a local street in the City of Beverly Hills, is 50 feet wide north of Olympic Boulevard and 36 feet wide to the south. Spalding Drive provides one lane northbound and southbound.

Roxbury Drive, a collector street, has a varying roadway width of approximately 35 feet north of Olympic Boulevard to 54 feet to the south. It has one lane in each direction, with left-turn channelization installed at Olympic Boulevard.

Doheny Drive, a secondary highway, is approximately 36 feet wide south of Pico Boulevard. North of there, it is approximately 44 to 45 feet wide, including in the City of Beverly Hills. Along its wider portions, it is striped for two lanes in each direction, which decrease to one lane each way on the narrower segments. Left-turn lanes are provided at important cross streets.

Existing Traffic Volumes

Peak-hour traffic volume count data for most of the traffic study intersections were collected in 1990 by Crain & Associates. Other traffic volume data were obtained from the Los Angeles Department of Transportation and the City of Beverly Hills Transportation Department. The dates and sources of the intersection traffic counts used in this study are listed in Table 1. Where traffic count data were utilized for years prior to 1990, a growth factor of two percent per year was applied to estimate peak-hour and daily volumes. Traffic volumes for the AM and PM peak hours for the study intersections are depicted in Figures 3(a) and 3(b). Estimated daily volumes for these streets are given in Table 2.

Table 1
Dates and Sources of Intersection Traffic Counts

	Intersection	Count Date	Source
1.	Santa Monica Bl. & Sepulveda Bl.	8/6/90	Crain & Associates
2.	Santa Monica Bl. & Westwood Bl. (North I/S)	8/9/90	Crain & Associates
3.	Santa Monica Bl. & Westwood Bl. (South I/S)	8/9/90	Crain & Associates
4.	Santa Monica Bl. & Overland Av. (North I/S)	7/26/90	Crain & Associates
5.	Santa Monica Bl. & Overland Av. (South I/S)	7/26/90	Crain & Associates
6.	Santa Monica Bl. & Beverly Glen Bl. (North I/S)	7/20/90	Crain & Associates
7.	Santa Monica Bl. & Beverly Glen Bl. (South I/S)	7/20/90	Crain & Associates
8.	Santa Monica Bl. (South) & Century Park West	7/24/90	Crain & Associates
9.	Santa Monica Bl. & Avenue of the Stars (North I/S)	7/24/90	Crain & Associates
10.	Santa Monica Bl. & Avenue of the Stars (South I/S)	7/24/90	Crain & Associates
11.	Santa Monica Bl. & Century Park East (North I/S)	7/24/90	Crain & Associates

Table 1 (cont.)

Dates and Sources of Intersection Traffic Counts

	Intersection	Count Date	Source
12.	Santa Monica Bl. & Century Park East (South I/S)	7/24/90	Crain & Associates
13.	Constellation Bl. & Avenue of the Stars	4/24/90	Crain & Associates
14.	San Diego Fwy. SB Off-Ramp/ Tennessee Av. & Sawtelle Bl.	7/18/90	Crain & Associates
15.	San Diego Fwy. NB On-Ramp/ Tennessee Av. & Cotner Av.	8/17/90	Crain & Associates
16.	Olympic Bl. & Sepulveda Bl.	8/23/90	Crain & Associates
17.	Olympic Bl. & Westwood Bl.	7/18/90	Crain & Associates
18.	Olympic Bl. & Overland Av.	7/3/90	LADOT
19.	Olympic Bl. & Beverly Glen Bl.	7/12/90	LADOT
20.	Olympic Bl. & Century Park West	8/14/90	Crain & Associates
21.	Olympic Bl. WB Ramps & Avenue of the Stars	2/1/88	LADOT
22.	Olympic Bl. EB Ramps & Avenue of the Stars	2/1/88	LADOT
23.	Olympic Bl. & Century Park East	8/14/90	Crain & Associates
24.	Galaxy Way & Avenue of the Stars	8/21/90	Crain & Associates

Table 1 (cont.)

Dates and Sources of Intersection Traffic Counts

	Intersection	Count Date	Source
25.	Galaxy Way & Century Park East	6/25/90	Crain & Associates
26.	Empyrean Way & Avenue of the Stars	4/10/90	LADOT
27.	Empyrean Way & Century Park East	6/25/90	Crain & Associates
28.	Pico Bl. & Sepulveda Bl.	8/23/90	Crain & Associates
29.	Pico Bl. & Westwood Bl.	7/18/90	Crain & Associates
30.	Pico Bl. & Overland Av.	7/18/90	Crain & Associates
31.	Pico Bl. & Patricia Av.	7/13/90	Crain & Associates
32.	Pico Bl. & Beverly Glen Bl.	7/17/90	Crain & Associates
33.	Pico Bl. & Kerwood Av.	7/19/90	Crain & Associates
34.	Pico Bl. & Motor Av.	7/19/90	Crain & Associates
35.	Pico Bl. & Avenue of the Stars	7/19/90	Crain & Associates
36.	Pico Bl. & Century Park East	7/19/90	Crain & Associates
37.	Pico Bl. & Roxbury Dr.	3/14/89	LADOT
38.	Pico Bl. & Beverwil Dr.	3/14/89	LADOT
39.	Pico Bl. & Beverly Dr.	9/22/88	LADOT

Table 1 (cont.)
Dates and Sources of Intersection Traffic Counts

	Intersection	Count Date	Source
40.	Pico Bl. & Doheny Dr.	3/22/89	LADOT
41.	Pico Bl. & Robertson Bl.	9/21/89	LADOT
42.	Santa Monica Fwy. WB Ramps/National Bl. & Overland Av.	7/25/90	Crain & Associates
43.	Santa Monica Fwy. EB On-Ramp & Overland Av.	8/14/90	Crain & Associates
44.	National Bl./National Pl. & Overland Av.	8/14/90	Crain & Associates
45.	National Bl. & Santa Monica Fwy. EB Off-Ramp	8/14/90	Crain & Associates
46.	Monte Mar Dr. & Motor Av.	11/17/88	LADOT
47.	Club Dr. & Motor Av.	3/22/89	LADOT
48.	Dunleer Dr. & Motor Av.	8/22/90	Crain & Associates
49.	Manning Av. & Motor Av.	7/11/88	LADOT
50.	Manning Av. & Santa Monica Fwy EB On-Ramp	4/12/90	LADOT
51.	Santa Monica Fwy. WB Off-Ramp/ Manning Av. & National Bl.	8/22/90	Crain & Associates
52.	Cashio St. & Beverwil Dr.	7/30/90	Crain & Associates

Table 1 (cont.)
Dates and Sources of Intersection Traffic Counts

	Intersection	Count Date	Source
53.	Cashio St. & Beverly Dr.	8/8/90	Crain & Associates
54.	Monte Mar Dr. & Beverwil Dr.	7/30/90	Crain & Associates
55.	Monte Mar Dr. & Beverly Dr.	7/30/90	Crain & Associates
56.	Cadillac Av./Hillsboro Dr. & Robertson Bl.	8/22/90	Crain & Associates
57.	Cattaraugus Av. & Robertson Bl.	10/13/88	LADOT
58.	Santa Monica Fwy. WB Off-Ramp/ Kincardine Av. & Robertson Bl.	3/20/89	LADOT
59.	National Bl. & Robertson Bl.	10/11/88	LADOT
60.	Wilshire Bl. & Santa Monica Bl. (North I/S)	5/30/90	Crain & Associates
61.	Wilshire Bl. & Santa Monica Bl. (South I/S)	5/30/90	Crain & Associates
62.	Wilshire Bl. & Roxbury Dr./ Brighton Wy.	7/25/90	Crain & Associates
63.	Wilshire Bl. & Beverly Dr.	6/4/90	Crain & Associates
64.	Wilshire Bl. & Doheny Dr.	7/26/90	Crain & Associates
65.	Wilshire Bl. & Robertson Bl.	6/4/90	Crain & Associates

Table 1 (cont.)

Dates and Sources of Intersection Traffic Counts

	Intersection	Count Date	Source
66.	Charleville Bl. & Spalding Dr.	7/26/90	Crain & Associates
67.	Charleville Bl. & Roxbury Dr.	7/25/90	Crain & Associates
68.	Olympic Bl. & Spalding Dr.	7/24/90	Crain & Associates
69.	Olympic Bl. & Roxbury Dr.	7/25/90	Crain & Associates
70.	Olympic Bl. & Beverly Dr.	5/31/90	Crain & Associates
71.	Olympic Bl. & Beverwil Dr.	5/31/90	Crain & Associates
72.	Olympic Bl. & Doheny Dr.	7/26/90	Crain & Associates
73.	Olympic Bl. & Robertson Bl.	5/29/90	Crain & Associates

LADOT: Los Angeles Department of Transportation

Table 2
Existing (1990) Daily Traffic Volumes

Count Location	Directional Volumes		Volume Totals
Avenue of the Stars at Constellation Bl.	19,000 N/B	15,400 S/B	34,400
Avenue of the Stars at Empyrean Wy.	10,900 N/B	7,900 S/B	18,800
Avenue of the Stars N/o Pico Bl.	11,200 N/B	9,400 S/B	20,600
Avenue of the Stars S/o Santa Monica Bl. (S. Rdwy.)	11,500 N/B	13,300 S/B	24,800
Beverly Dr. at Monte Mar Dr.	3,900 N/B	3,800 S/B	7,700
Beverly Dr. at Pico Bl.	8,700 N/B	6,600 S/B	15,300
Beverly Glen Bl. at Olympic Bl.	7,700 N/B	11,100 S/B	18,800
Beverly Glen Bl. N/o Pico Bl.	6,500 N/B	7,500 S/B	14,000
Beverly Glen Bl. N/o Santa Monica Bl. (N. Rdwy.)	12,500 N/B	13,800 S/B	26,300
Beverly Glen Bl. at Santa Monica Bl. (S. Rdwy.)	10,300 E/B	9,100 W/B	19,400
Beverwil Dr. near Cashio St.	9,800 N/B	6,000 S/B	15,800
Beverwil Dr. at Pico Bl.	12,500 N/B	6,800 S/B	19,300
Cadillac Av. at Robertson Bl.	4,300 E/B	6,000 W/B	10,300
Cashio St. near Beverwil Dr.	1,600 E/B	1,600 W/B	3,200
Cattaraugus Av. at Robertson Bl.	3,200 E/B	2,800 W/B	6,000
Century Park East at Empyrean Wy.	11,000 N/B	8,900 S/B	19,900
Century Park East at Galaxy Wy.	10,200 N/B	9,300 S/B	19,500
Century Park East at Santa Monica Bl. (S. Rdwy.)	12,400 N/B	13,200 S/B	25,500
Century Park West at Santa Monica Bl. (S. Rdwy.)	6,200 N/B	4,100 S/B	10,300
Club Dr. at Motor Av.	300 E/B	800 W/B	1,100
Constellation at Avenue of the Stars	6,800 E/B	7,600 W/B	14,400
Cotner Av. at Tennessee Av.	8,500 N/B	6,900 S/B	15,400

Table 2 (cont.)
Existing (1990) Daily Traffic Volumes

Count Location	Directional Volumes		Volume Totals
Galaxy Wy. near Avenue of the Stars	900 E/B	1,200 W/B	2,100
Hillsboro Av. at Robertson Bl.	4,100 E/B	3,800 W/B	7,900
Kincardine Av. at Robertson Bl.	2,000 E/B	10,300 W/B	12,300
Manning Av. near Motor Av.	1,400 E/B	2,300 W/B	3,700
Manning Av. N/o National Bl.	11,400 N/B	2,500 S/B	13,900
Manning Av. at Santa Monica Fwy E/B On-ramp	6,900 E/B	10,100 W/B	17,000
Monte Mar Dr. near Beverly Dr.	2,000 E/B	5,200 W/B	7,200
Motor Av. at Club Dr.	11,200 N/B	10,000 S/B	21,200
Motor Av. near Manning Av.	12,500 N/B	9,300 S/B	21,800
Motor Av. S/o Monte Mar Dr.	13,400 N/B	11,900 S/B	25,300
Motor Av. at Pico Bl.	15,800 N/B	2,100 S/B	17,900
National Bl. at Manning Av.	17,100 N/B	13,800 S/B	30,900
National Bl. at Robertson Bl.	13,100 E/B	10,200 W/B	23,300
National Bl. at Santa Monica Bl. W/B Off-ramp	16,200 E/B	12,000 W/B	28,200
Olympic Bl. at Avenue of the Stars	400 E/B	5,000 W/B	5,400
Olympic Bl. at Beverly Glen Bl.	30,800 E/B	34,000 W/B	64,800
Olympic Bl. at Century Park West	35,400 E/B	32,600 W/B	68,000
Olympic Bl. at Overland Av.	32,100 E/B	30,400 W/B	62,500
Olympic Bl. at Sepulveda Bl.	33,700 E/B	34,400 W/B	68,100
Olympic Bl. at Westwood Bl.	30,600 E/B	33,100 W/B	63,700
Overland Av. at Olympic Bl.	9,400 N/B	6,100 S/B	15,500
Overland Av. at Pico Bl.	16,600 N/B	10,600 S/B	27,200
Overland Av. at Santa Monica Bl. S/Rdwy	6,600 N/B	4,800 S/B	11,400

Table 2 (cont.)
Existing (1990) Daily Traffic Volumes

Count Location	Directional Volumes		Volume Totals
Overland Av. at Santa Monica Fwy E/B On-Ramp	23,500 N/B	23,000 S/B	46,500
Pico Bl. at Avenue of the Stars	30,400 E/B	22,500 W/B	52,900
Pico Bl. at Beverly Dr.	20,100 E/B	20,300 W/B	40,400
Pico Bl. at Beverwil Dr.	22,000 E/B	21,100 W/B	43,100
Pico Bl. at Doheny Dr.	18,500 E/B	19,300 W/B	37,800
Pico Bl. at Kerwood Av.	22,900 E/B	21,100 W/B	44,000
Pico Bl. at Motor Av.	22,400 E/B	26,600 W/B	49,000
Pico Bl. at Robertson Bl.	16,700 E/B	16,900 W/B	33,600
Pico Bl. at Roxbury Dr.	22,800 E/B	23,800 W/B	46,600
Pico Bl. at Sepulveda Bl.	19,600 E/B	17,100 W/B	36,700
Pico Bl. at Westwood Bl.	17,500 E/B	17,100 W/B	34,600
Robertson Bl. at Cadillac Av.	22,000 N/B	18,600 S/B	40,600
Robertson Bl. at Cattaraugus Av.	24,900 N/B	22,700 S/B	47,600
Robertson Bl. at Kincardine Av.	15,100 N/B	20,800 S/B	35,900
Robertson Bl. at National Bl.	11,800 N/B	19,700 S/B	31,500
Robertson Bl. at Olympic Bl.	13,900 N/B	14,300 S/B	28,200
Robertson Bl. at Pico Bl.	20,000 N/B	14,000 S/B	34,000
Roxbury Dr. at Pico Bl.	2,000 N/B	3,500 S/B	5,500
Santa Monica Bl. W/o Avenue of the Stars	26,600 E/B	19,100 W/B	45,700
Santa Monica Bl. at Overland Av.	21,000 E/B	20,900 W/B	42,000
Santa Monica Bl. at Westwood Bl.	24,100 E/B	20,500 W/B	44,600
Santa Monica Bl. (N. Rdwy.) W/o Beverly Glen Bl.	22,600 E/B	20,700 W/B	43,300
Santa Monica Bl. (N. Rdwy.) E/o Century Park East	22,700 E/B	25,700 W/B	48,400
Santa Monica Bl. (S. Rdwy.) W/o Avenue of the Stars	9,600 E/B	7,600 W/B	17,200

Table 2 (cont.)
Existing (1990) Daily Traffic Volumes

Count Location	Directional Volumes		Volume Totals
Santa Monica Bl. (S. Rdwy.) at Beverly Glen. Bl.	10,600 E/B	12,400 W/B	23,000
Santa Monica Bl. at Century Park East	16,000 E/B	12,300 W/B	28,300
Santa Monica Bl. at Century Park West	11,800 E/B	9,200 W/B	21,000
Santa Monica Bl. at Overland Av.	10,500 E/B	7,400 W/B	17,900
Santa Monica Bl. at Westwood Bl.	11,500 E/B	5,300 W/B	16,800
Sepulveda Bl. at Pico Bl.	14,900 N/B	14,400 S/B	29,300
Sepulveda Bl. at Santa Monica Bl.	16,000 N/B	14,100 S/B	30,100
Westwood Bl. at Olympic Bl.	11,700 N/B	11,500 S/B	23,200
Westwood Bl. at Pico Bl.	10,600 N/B	10,700 S/B	21,300
Westwood Bl. at Santa Monica Bl.	14,400 N/B	13,700 S/B	28,100
Beverly Dr. N/o Pico Bl.	9,800 N/B	8,600 S/B	18,400
Beverly Dr. S/o Wilshire Bl.	11,400 N/B	---	---
Beverly Dr. N/o Wilshire Bl.	---	10,100 S/B	---
Beverly Dr. S/o Olympic Bl.	5,800 N/B	5,000 S/B	10,800
Brighton Wy. E/o Wilshire Bl.	---	6,300 W/B	---
Charleville Bl. W/o of Spalding Dr.	2,400 E/B	3,100 W/B	5,500
Doheny Dr. S/o Olympic Bl.	4,700 N/B	5,500 S/B	10,200
Olympic Bl. W/o Beverly Dr.	24,200 E/B	---	---
Olympic Bl. E/o Beverly Dr.	---	32,500 W/B	---
Olympic Bl. W/o Robertson Bl.	21,400 E/B	27,300 W/B	48,700
Robertson Bl. S/o Wilshire Bl.	16,200 N/B	---	---
Robertson Bl. N/o Wilshire Bl.	---	12,800 S/B	---
Roxbury Dr. S/o Wilshire Bl.	---	---	3,600
Roxbury Dr. N/o Wilshire Bl.	7,100 N/B	---	---

Table 2 (cont.)
Existing (1990) Daily Traffic Volumes

Count Location	Directional Volumes		Volume Totals
Santa Monica W/o Wilshire Bl.	14,800 E/B	11,700 W/B	26,500
Spalding Dr. S/o Charleville Bl.	---	---	4,400
Wilshire Bl. E/o Roxbury Dr.	---	19,300 W/B	---
Wilshire Bl. E/o Beverly Dr.	---	22,500 W/B	---
Wilshire Bl. W/o Beverly Dr.	---	---	46,000

Note: Daily volumes data obtained from City of Los Angeles and City of Beverly Hills records, and from count information collected by Crain & Associates. Where appropriate, a two percent per year growth factor was applied to older data to update to 1990.

Public Transit

The Southern California Rapid Transit District (SCRTD) and Santa Monica Municipal Bus Lines (SMMBL) have several bus routes serving the Century City area (see Transit Map, Figure 4). These bus routes access the City of Santa Monica, Brentwood, West Los Angeles, Westwood, Rancho Park, the City of Beverly Hills and Downtown Los Angeles. SCRTD and SMMBL routes are within one-third mile of the project site and are presently used by Fox employees. The proximate SCRTD and SMMBL routes are described as follows:

SCRTD Lines:

Lines 27, 28 and 328. These lines operate along Olympic Boulevard, providing service between Century City and Downtown Los Angeles. Headways along this route are approximately 5 to 10 minutes during most periods of the weekday schedule. Line 328 provides limited service during the AM and PM peak periods.

SMMBL Lines:

Line 5. This bus line operates from the Veterans Administration Hospital in Westwood, southerly through West Los Angeles and easterly to the Pico-Rimpau Transit Center, which is a primary transfer point between SMMBL and SCRTD. Near the project site, this line operates along Olympic Boulevard. Buses on this line operate on 20-minute headways during the peak periods and on 30-to-60-minute headways during other periods of operation.

Line 7. This line operates primarily along Pico Boulevard between downtown Santa Monica and the Pico-Rimpau Transit Center. Buses on this line operate on 15-minute headways during daylight hours and on 30-minute headways during the evening.

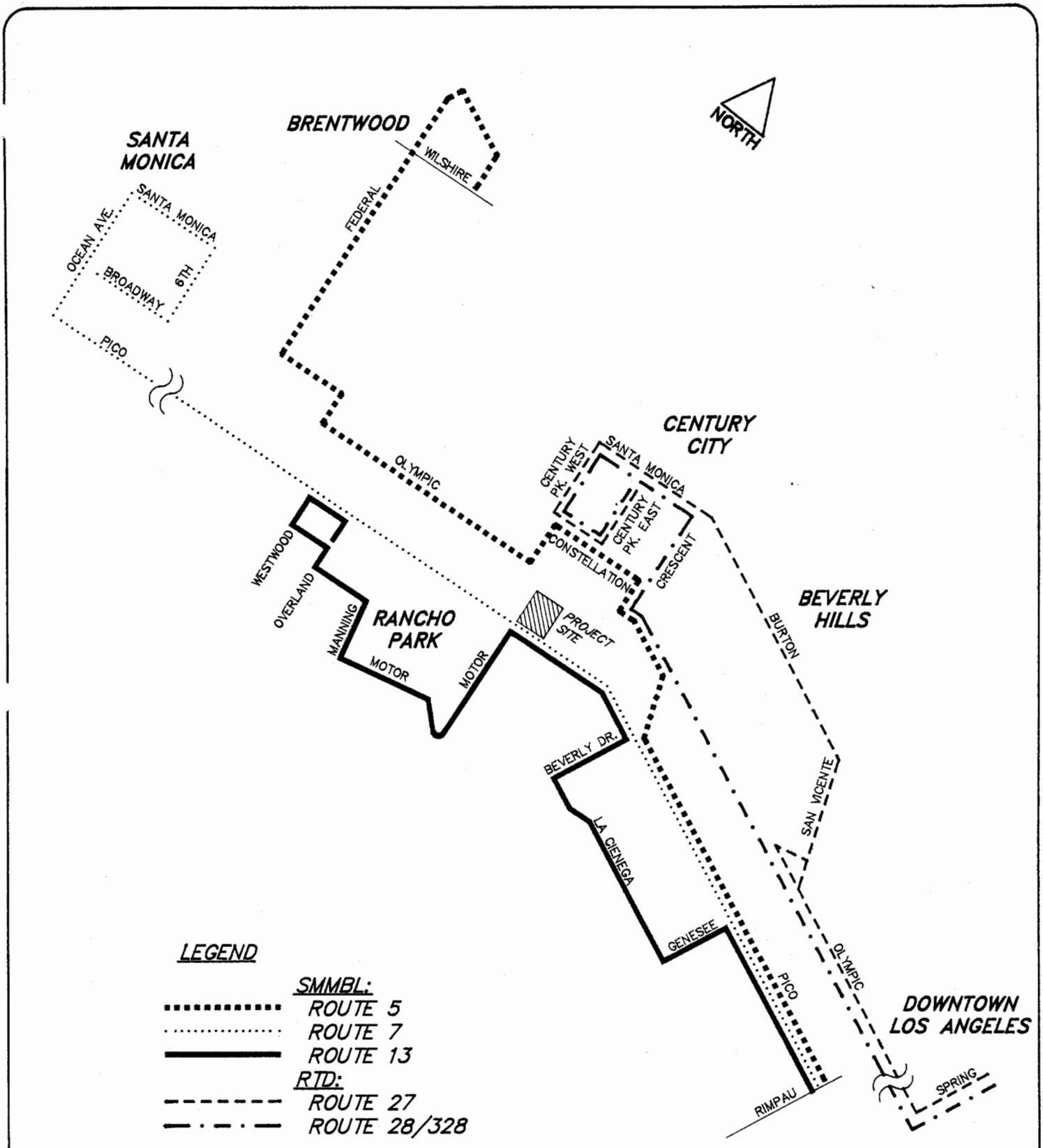

FIGURE 4

:FN FOXSTUD\BUSROUTE

TRANSIT SERVICE NEAR PROJECT SITE

CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(213) 473-6508
Transportation Planning · Traffic Engineering

Line 13. This line operates primarily along Pico Boulevard between West Los Angeles/Rancho Park and the Pico-Rimpau Transit Center. Six buses are provided in each direction along the line during the AM and PM peak hours. Limited service is also available along the route on Saturdays.

In addition to the above routes, both SMMBL and SCRTD operate bus lines along Santa Monica Boulevard, a little more than one-half mile north of the project site. When the above bus lines and the opportunities for transferring to other bus routes are considered, it is likely that some of the trips generated by the proposed development will utilize buses as the primary travel mode.

Analysis of Existing Traffic Conditions

An analysis of current traffic conditions was conducted on the streets and highways serving the project area. Detailed traffic analyses of existing conditions were performed at 73 study intersections in both the City of Los Angeles and the City of Beverly Hills.

The traffic analysis was performed through the use of established traffic engineering techniques. The traffic counts described earlier were utilized so as to reflect any recent changes in traffic demand patterns. Other data pertaining to intersection geometrics, curb parking restrictions and signal operations (including ATSAC installations as discussed on page 81 were obtained from the City of Los Angeles plans and through field surveys of the study locations.

The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board [1]. In the discussion of Critical

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[1] Interim Materials on Highway Capacity, Circular Number 212, Transportation Research Board, Washington, D.C., 1980

Movement Analysis for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" (LOS) describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway which will result in possible stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the Level of Service at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values indicated in Table 3 can be used to determine the applicable Level of Service.

Table 3
Critical Movement Volume Ranges*
For Determining Levels of Service

Level of Service	Maximum Sum of Critical Volumes (VPH) Two Phase	Three Phase	Four or More Phases
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

* For planning applications only, i.e., not appropriate for operations and design applications.

"Capacity" represents the maximum total hourly volume of vehicles in the critical lanes which has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table 3. The Critical Movement Analysis (CMA) indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the study intersections. The level of service corresponding to a range of CMA values is shown in Table 4.

Table 4
Level of Service
As a Function of CMA Values

Level of Service	Interpretation	Range of CMA Values
A	Uncongested operations; all vehicles clear in a single cycle	< 0.60
B	Same as above	$>0.60 \leq 0.70$
C	Light congestion; occasional backups on critical approaches	$>0.70 \leq 0.80$
D	Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	$>0.80 \leq 0.90$
E	Severe congestion with some long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	$>0.90 \leq 1.00$
F	Forced flow with stoppages of long duration.	> 1.00

By applying this analysis procedure to the study intersections, the CMA values and the corresponding levels of service for existing traffic conditions were calculated.

Those values, for existing (1990) AM and PM peak-hour conditions, are shown in Table 12.

For purposes of validating these results, field observations were made of study intersections, which indicated that the calculated service levels provide a fairly accurate representation of actual traffic conditions. Generally, traffic operating conditions are poor, that, is, in LOS E or F on most of the arterials serving the study area and at many of their intersections. These conditions are more numerous in the afternoon peak hour, especially along those routes and intersections to the west, south and southeast of the Fox site.

PROJECT TRAFFIC

Development of the Fox studio lot is regulated by an available trip generation "cap" of 16,120 vehicle trips per day contained in the current Century City South Specific Plan. Approximately 7,720 daily trips are generated by the existing Fox uses on this property, including 785 and 565 trips in the morning and afternoon peak hours, respectively. All of the existing traffic generated by the Fox lot was measured during a peak production period in 1989.

The following section describes the methodology used to determine the trip generation, distribution and assignment of the additional motion picture and television facilities proposed to be developed on the site (i. e., the "project").

Traffic Generation

Movie facilities, as well as television facilities, operate in a unique manner. As they are not a common use, there is very little literature or data regarding their trip generation characteristics. None of the editions, including the just released 5th edition, of Trip Generation, published by the Institute of Transportation Engineers (ITE), contain any information on these types of uses, nor is there any such information available locally.

In 1989, Fox requested Crain & Associates to conduct specific traffic surveys of their facilities to more accurately determine the trip generation characteristics of its existing uses in order that those results could be applied to its planned development uses. To obtain this information, Crain & Associates conducted comprehensive special counts and surveys at the Fox site in Century City and at the Fox television station facility, KTTV, in Hollywood. The most extensive of these surveys were conducted at the Century City site on Thursday, November 30, and Friday, December 1, 1989, which involved interview surveys and traffic counts. These two

days were within a period when office and production activity on-site were very high, and were purposely selected in order to obtain results that would be above average typical conditions.

It should be noted that the results of the survey take into account those office employees of Fox (63 employees) who were working in leased space in the adjacent Fox Plaza office building, but who parked their vehicles on the Fox lot. It should be further noted that some of the productions on the Fox lot during this period involved live audiences. These audiences, which arrived and departed during the evening hours after 6:00 PM, were also accounted for in the survey results.

On both days, Crain & Associates field personnel were positioned at all access points to the Fox site. Each survey was performed during the periods 7:00-10:00 AM, 12:00-2:00 PM and 4:00-8:00 PM on both days. Interview personnel were also stationed at the off-site parking garage near the Century Plaza Hotel, where some Fox employees park their private vehicles in Fox-leased spaces and are shuttled by Fox vehicles to and from the site. Every effort was made to interview drivers, visitors and any passengers in all vehicles, both entering and leaving the Fox facilities, to determine which of the following on-site uses they were going to or coming from:

Office (Administrative and Production)

Post-Production

Production Facilities (Stages, Dressing Rooms, etc.)

Support (Storage/Mechanical, etc.)

Persons walking in or out of the site, including those using transit, parking off-site or being dropped off or picked up, were also interviewed. In addition, tabulations were made of all vehicles entering and leaving the site during those hours.

Supplementing this information gathering were mechanical counters placed at site entrance/exit locations as well as at driveways serving the parking areas on-site.

An earlier survey had also been conducted on Tuesday, August 8, 1989, at KTTV, the Fox television facility in Hollywood. Operations at the television facility were typical on that date; therefore, the results can be considered to reflect average conditions. However, according to Fox management, only minor variations occur in activity levels at KTTV. Therefore, the August 8 survey data was deemed appropriate for use in future master planning.

The peak-hour vehicular volumes were based on the manually counted volumes at each access point. The counted volumes at each point were sorted by the percentage of persons interviewed at each point who stated where they were going to or coming from relative to each of the four categories of facilities. Additionally, shuttle bus passengers were interviewed to determine which uses were generating their trips. The number of passengers for each use was factored by the average ratio of vehicles to persons interviewed at the on-site lots to estimate the number of vehicle trips generated by the shuttle bus passengers. The total peak-hour generation for each facility type was determined by adding together the estimated volumes for that facility type from each access point plus the shuttle bus volumes. These calculations were based on the highest count data collected for each site use.

Daily vehicular traffic estimates were established by a multistep process. First, the number of persons entering and exiting each access point during each hour was tabulated for each use. The manually-counted vehicle trips entering and exiting at each location were then divided between each use by using the proportions determined from the personal interviews. These values were then expanded to daily volumes by applying the ratio of 24-hour volumes to the total volumes measured

during the 7:00-10:00 AM, 12:00-2:00 PM and 4:00-8:00 PM periods by the mechanical counters. Lastly, the results from the survey conducted at KTTV were similarly analyzed and added to the Fox lot data base.

Based on the above methodology, vehicle trip generation rates were calculated for the following Fox uses:

Table 5
Trip Generation Rates Based on Empirical Data
Obtained from Fox Studios and KTTV Surveys
(Per 1,000 Square Feet)

Use	Daily	AM Peak Hour	PM Peak Hour
Administrative Office	12.33	1.32 I/B; 0.08 O/B	0.18 I/B; 0.61 O/B
Production Office	12.33	1.32 I/B; 0.08 O/B	0.18 I/B; 0.61 O/B
Production Facilities (Stages, Dressing Rooms, etc.)	3.26	0.21 I/B; 0.06 O/B	0.09 I/B; 0.24 O/B
Post Production	6.47	0.72 I/B; 0.11 O/B	0.07 I/B; 0.35 O/B
Support (Storage/Mechanical, etc.)	4.39	0.17 I/B; 0.09 O/B	0.09 I/B; 0.28 O/B
KTTV	15.33	1.35 I/B; 0.12 O/B	0.18 I/B; 1.13 O/B

Although the above empirical information has been fully documented to the satisfaction of Los Angeles Department of Transportation (LADOT), since LADOT was not actively involved in the surveys and currently does not have sufficient other data to corroborate this empirical information, LADOT has required the application of the Institute of Transportation Engineers (ITE) trip generation formulas (from Trip Generation, 4th Edition) listed in Table 6 for the project renovation and expansion uses. Using these generic formulas, the traffic generation for the "Base Case" project is established, as summarized in Table 7.

Table 6
ITE Trip Generation Formulas for
Fox Project Uses ("Base Case") *

"General Office" formulas to be applied to proposed Administrative Office, Production Office and KTTV uses:

Daily:	Ln (T) = 0.75 Ln (A) + 3.77
PM Peak Hour:	Ln (T) = 0.86 Ln (A) + 1.34; I/B = 87%, O/B = 13%
AM Peak Hour:	Ln (T) = 0.83 Ln (A) + 1.46; I/B = 16%, O/B = 84%

"General Light Industry" formulas to be applied to proposed Production Facilities, Post-Production Facilities and Support Facilities:

Daily:	T = 6.967 (A)
PM Peak Hour:	T = 0.960 (A); I/B = 88%, O/B = 12%
AM Peak Hour:	T = 1.037 (A); I/B = 12%, O/B = 88%

Table 7
Fox Project Traffic Generation
("Base Case")

Use	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
Administrative Office, 332,000 s.f.	3,370	490	75	85	450
Production Office, 147,000 s.f.	1,830	245	35	45	225
Production Facilities, 25,000 s.f. (Stages & Dressing Rooms, etc.)	170	20	5	5	20
Post Production, 134,000 s.f.	930	115	15	20	120
Support, 13,000 s.f. (Storage & Mechanical, etc.)	90	10	0	5	10
KTTV, 120,000 s.f. (Relocation)	1,570	205	30	35	195
Total:	7,960	1,085	160	195	1,020
		(1,245)		(1,215)	

Trip Distribution

Determination of the geographic distribution of generated trips was the next step in the process. A primary factor affecting trip distribution is the relative distribution of population from which new employees would likely be drawn. Using zip code data provided by Fox Studios of its current employees and from vehicular turning movement information, estimated trip distribution percentage for the project were developed and are included in Table 8.

Table 8
Fox Project
Directional Trip Distribution

Direction	Percentage of Trips
North	6%
East	25
South	18
West	51
Total:	100%

Traffic Assignment

The assignment of project traffic to the street and highway systems was accomplished in three steps. Based on the directional distribution percentages for the surface streets developed previously, the percentage assignment of these trips to the individual routes was estimated. These project traffic assignment percentages are depicted in Figures 5(a) and 5(b) for the inbound and outbound directions. The second step used these percentages to assign the generated project traffic to the individual routes and intersections. The third step involved the reassignment of existing Fox traffic, also according to the project traffic percentages, to reflect usage of the new access points planned for the project. The results of the traffic assignments are shown in Figures 6(a) and 6(b), Project Traffic Volumes ("Base Case"), for the AM and PM peak hours. In addition, traffic volumes assignments for the total Fox site, including the "Base Case," are provided in Figures 7(a) and 7(b).

Project Access

Four driveways are planned to serve the Fox site upon completion of the renovation and expansion project. These include an expanded existing driveway on the south side of Galaxy Way west of Avenue of the Stars; a new driveway on the north side of Pico Boulevard near the westerly site boundary (known as the "Pico West" driveway); a new driveway on the west side of Avenue of the Stars opposite Empyrean Way; and a new tunnel entrance, which will be inbound only, on the south side of Olympic Boulevard between the westerly site boundary and the existing driveway of the Fox Plaza garage. This tunnel entrance, which will connect directly to the main parking garage for the project, will be used by most of the inbound Fox traffic heading eastbound on Olympic Boulevard, allowing that traffic to avoid Avenue of the Stars.

The existing main driveway on the north side of Pico Boulevard opposite Motor Avenue will be permanently closed as part of the new project. Existing Fox traffic, therefore, will use one of the four access points described above. In addition, an internal roadway system will connect all of the access points. This roadway will provide internal circulation, enabling project traffic to enter and exit the site via different access points.

As stated previously, the existing Fox development generates approximately 785 vehicle trips in the AM peak hour and 565 vehicle trips in the PM peak hour during peak production periods. These include 695 inbound and 90 outbound trips in the AM peak hour, and 135 inbound and 430 outbound trips in the PM peak hour. Combining these existing peak-hour trips with the peak-hour generation of the Fox renovation and expansion project ("Base Case"), it is estimated that the total

generation of the Fox site will be 1,780 inbound and 250 outbound trips during the AM peak hour, and 330 inbound and 1,450 outbound trips during the PM peak hour.

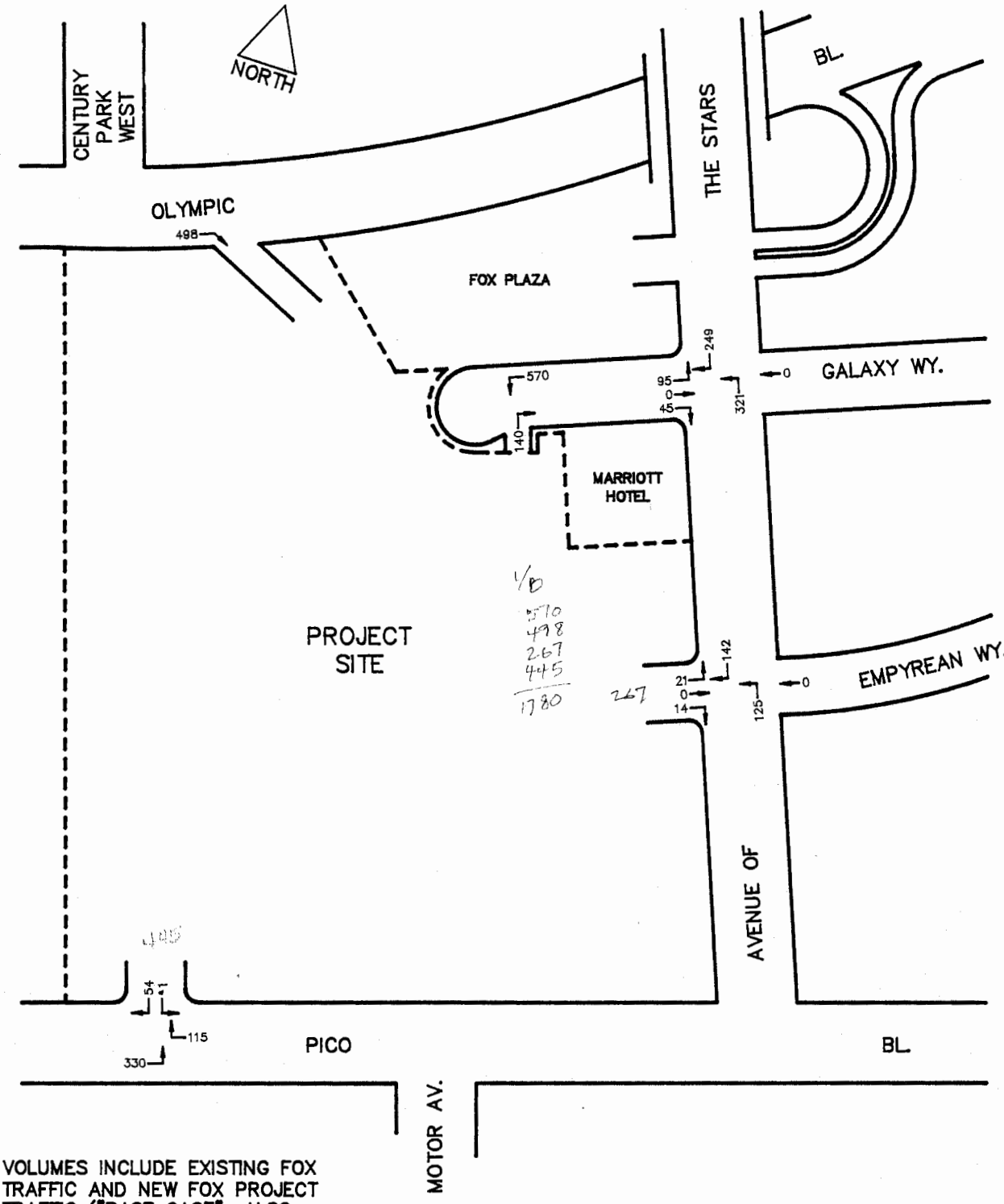
Figures 8(a) and 8(b) show the total Fox traffic generation, including existing uses during peak production, for the AM and PM peak hours at the four access points. (Note: These figures reflect adjusted Fox volumes due to proposed mitigation measures on Galaxy Way, Empyrean Way and Motor Avenue.)

Based on these volumes, approximately the following percentages of Fox site traffic are expected to use the four access points:

	Inbound			Outbound	
Olympic Boulevard Tunnel	28%	26%	498	0%	
Galaxy Way Driveway	32%	34	570	56	812
Empyrean Way Driveway	15%	15	267	14	203
"Pico West" Driveway	25	25	445	30	435
			1780		1450

The heaviest left-turn volumes from the adjacent arterials due to Fox traffic occur during the AM peak hour. These are on Avenue of the Stars (northbound) at Galaxy Way, and on Pico Boulevard (eastbound) at the "Pico West" driveway, as indicated in Figure 8(a). These volumes, as well as other project volumes, will decrease due to the implementation of the project's Transportation Demand Management plan.

As part of the mitigation measure for the Avenue of the Stars/Galaxy Way intersection, dual left-turn lanes northbound have been recommended. These left-turn lanes will be constructed sufficiently long to accommodate the left-turn demand of both Fox traffic and other traffic generators (e.g., Fox Plaza), thus preventing queuing of left-turning vehicles into through traffic on Avenue of the Stars.



NOTE: VOLUMES INCLUDE EXISTING FOX TRAFFIC AND NEW FOX PROJECT TRAFFIC ("BASE CASE"; ALSO REFLECT PHYSICAL PROJECT MITIGATION MEASURES).

FIGURE 8(a)

:FN FOXSTUD\TOTDRVAM

TOTAL FOX SITE DRIVEWAY VOLUMES
AM PEAK HOUR

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Los Angeles, California 90025
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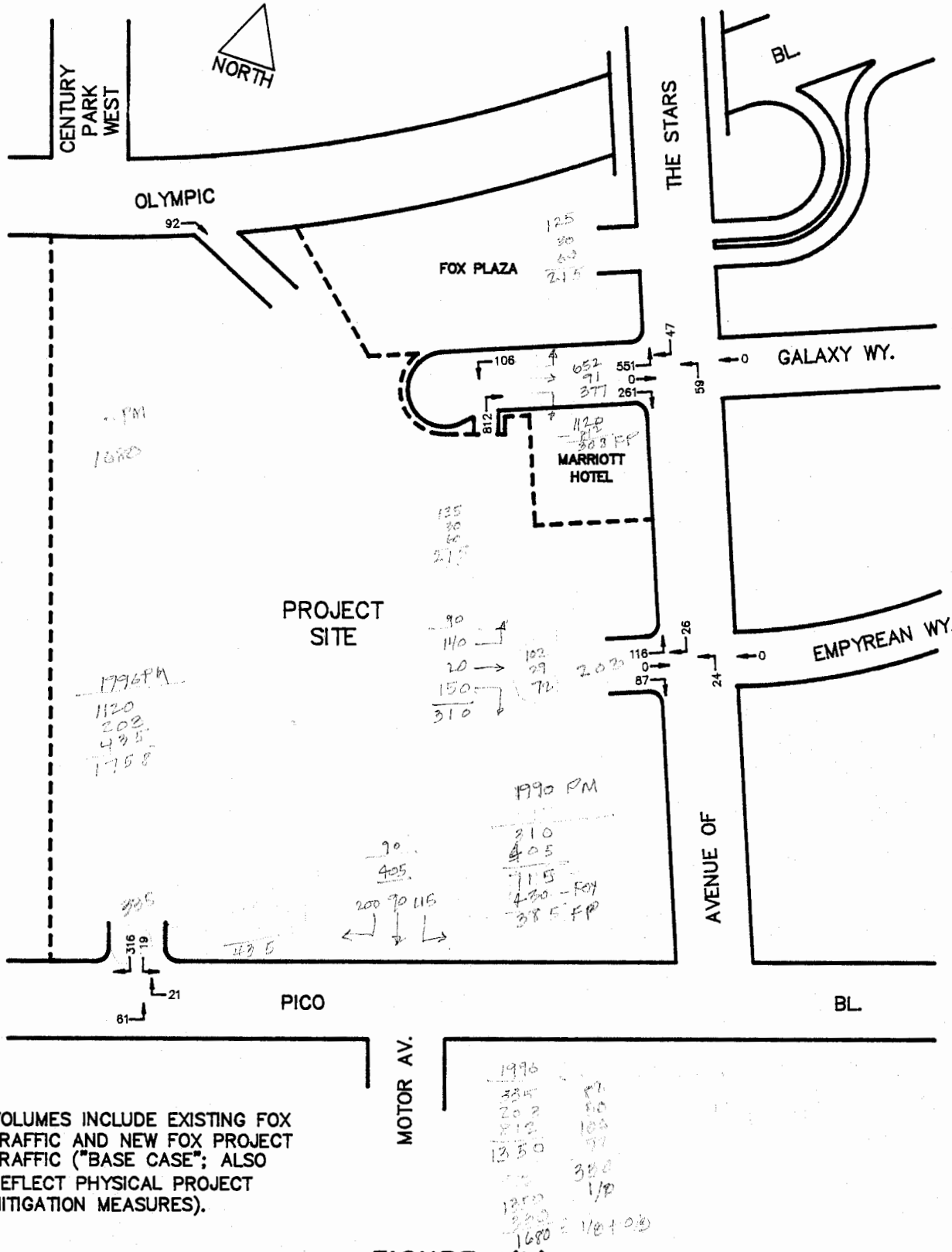

NOTE: VOLUMES INCLUDE EXISTING FOX TRAFFIC AND NEW FOX PROJECT TRAFFIC ("BASE CASE"; ALSO REFLECT PHYSICAL PROJECT MITIGATION MEASURES).

FIGURE 8(b)

:FN FOXSTUD\TOTDRVPM

TOTAL FOX SITE DRIVEWAY VOLUMES
PM PEAK HOUR

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On Pico Boulevard at the "Pico West" driveway, it is recommended that a single left-turn lane be installed for eastbound traffic, in conjunction with two-way left-turn channelization. This channelization will allow adequate storage for those vehicles turning left into the "Pico West" driveway. In addition, it will provide a storage or refuge area on Pico Boulevard for those vehicles making left turns onto or from Fox Hills Drive. No queuing of left-turning vehicles into through traffic on Pico Boulevard is anticipated with this measure.

It should also be noted that with the installation of the proposed traffic signal at Pico Boulevard and the "Pico West" driveway, the signal timing along Pico Boulevard can be adjusted so as to better "platoon" vehicles along the route. This would provide sufficient gaps in the traffic stream to allow vehicles to turn left onto or from Fox Hills Drive.

Project Parking

There are presently 1,500 parking spaces on the Fox site. With the completion of the proposed project, a maximum of 4,500 spaces will be furnished on-site for all of Fox's existing and new facilities. Nearly all parking will be in new parking structures, with surface parking being utilized up to that number of spaces not accommodated in the structures.

The total Fox development, after the renovation and expansion project has been completed, will have approximately 1,895,000 square feet of floor area (of which 1,124,000 square feet presently exists). The Century City South Specific Plan does not have any specific language regarding parking requirements. However, the current Los Angeles Municipal Code requires a ratio of 2.0 spaces per 1,000 square feet for office, business, commercial, research and development, manufacturing, and

industrial uses. Based on this Code requirement, there should be a minimum of 3,790 parking spaces for the total Fox development.

Using the ITE manual Parking Generation, 2nd Edition, and applying an "Office" rate of 2.8 spaces per 1,000 square feet to the existing and proposed office areas and KTTV (a total of 970,000 square feet), and a "Light Industrial" rate of 1.6 spaces per 1,000 square feet to the existing and proposed production, post-production, and support facilities (a total of 925,000 square feet), a peak parking demand of 4,196 spaces is calculated for the total Fox development.

The provision of up to a maximum of 4,500 spaces on-site as indicated earlier will adequately satisfy both the Code parking requirement and the peak parking demand. As a result, parking spillover off-site will be avoided.

970
12.33
11,960
6445
18405

925
6.967 T/1000
6445 T

FUTURE TRAFFIC CONDITIONS

Other projects under development will add substantial amounts of traffic to the project area. For this reason, the analysis of future traffic conditions was expanded to include potential traffic from yet undeveloped or unoccupied projects. As the project is expected to be completed and occupied by 1996, that year was selected as the year for analyzing future traffic conditions. Briefly, the methodology for estimating future traffic volumes was as follows: First, current traffic volumes were determined by traffic counts (as described in a preceding section). Next, an ambient traffic growth factor of two percent compounded annually was applied to these volumes to account for regional growth. Traffic attributable to "related projects" was then added to these baseline traffic volumes to form the basis for the 1996 "Without Project" condition. Finally, project traffic for the "Base Case," which was calculated previously, was analyzed as an incremental addition to the 1996 Without Project condition to form the 1996 "With Project" condition.

This study approach is considered conservative, since it assumes the following for the 1996 study year: a) no areawide Transportation Demand Management measures, even though major employers are required to implement South Coast Air Quality Management District Regulation XV programs to reduce trip-making; b) all 173 proposed related projects will be constructed and/or occupied as indicated, and generating traffic; c) only a few approved and funded street improvement projects will be constructed, except for the expansion of the Automated Traffic Surveillance and Control (ATSAC) system, as noted; d) no regional (freeway) improvements will be constructed; and e) no related projects improvements will be implemented, except as noted.

Ambient Traffic Growth

Based on an analysis of the trends in traffic growth in the Century City area over the last several years, an ambient traffic growth factor of 2.0 percent per year was determined. This growth factor was used to account for regional growth due to

traffic resulting from projects not yet proposed or outside of the study area. This growth factor, compounded annually, was applied to the existing (1990) traffic volumes to develop an estimate of 1996 "With Ambient Growth" volumes, and is presented in Figures 9(a) and 9(b). It should be noted that this growth factor was multiplied against existing volumes that were adjusted to exclude existing Fox traffic in order to not artificially escalate existing Fox traffic. Existing Fox traffic volumes were added back after the growth-factoring had been completed.

Related Projects

In addition to the use of the two percent annual growth rate, listings of potential related projects located in the study area were obtained from the City of Los Angeles and City of Beverly Hills Planning and Transportation Departments, and from the City of Culver City Community Development Department. Those related projects satisfying any of the following criteria, taken from the Westwood/West Los Angeles Interim Control Ordinance and the City of Los Angeles draft Site Plan Review Ordinance, were included in the analysis: traffic generated equal to or greater than 42 PM peak-hour trips; traffic generated equal to or greater than 500 daily trips; residential use equal to or greater than 35 dwelling units; or nonresidential use equal to or greater than 40,000 square feet.

From a review of those lists and field checks of the study area as of March 15, 1991, it was determined that traffic from 173 potential projects could produce additional traffic at the study intersections. Assuming that all 173 projects as described would be built and/or occupied as indicated by the year 1996, the traffic expected to be generated by them, using the ITE trip generation formulas from Trip Generation, 4th Edition, is summarized in Table 9.

The locations of the related projects are shown in Figure 10. The descriptions of these projects are in Table 10. The estimates of related projects traffic generation are in Table 11. This traffic generation was then compared to the traffic estimated

Table 9

ITE Trip Generation Formulas for Related Projects*

,0116

Office ≦ 800,000 sq. ft. (per 1,000 sq. ft. gross building area)

Daily:	Ln (T) = 0.75 Ln (A) + 3.77
AM Peak Hour:	Ln (T) = 0.86 Ln (A) + 1.34; I/B = 87%, O/B = 13%
PM Peak Hour:	Ln (T) = 0.83 Ln (A) + 1.46; I/B = 16%, O/B = 84%

Office > 800,000 sq. ft. (per 1,000 sq. ft. gross building area)

Daily:	T = 8.16 (A)
AM Peak Hour:	T = 1.50 (A); I/B = 87%, O/B = 13%
PM Peak Hour:	T = 1.38 (A); I/B = 16%, O/B = 84%

Municipal Office (Civic Center) (per 1,000 sq. ft. gross building area)

Daily:	T = 25 (A)
AM Peak Hour:	T = 2.25 (A); I/B = 89%, O/B = 11%
PM Peak Hour:	T = 2.857 (A); I/B = 31%, O/B = 69%

Medical Office (per 1,000 sq. ft gross building area)

Daily:	Ln (T) = 1.18 Ln (A) + 2.78
AM Peak Hour:	Ln (T) = 1.01 Ln (A) + 0.40; I/B = 56%, O/B = 44%
PM Peak Hour:	Ln (T) = 1.06 Ln (A) + 1.02; I/B = 27%, O/B = 73%

Hospital (per 1,000 sq. ft. gross building area)

Daily:	T = 10.58 (A) + 1,763.0
AM Peak Hour:	T = 1.209 (A); I/B = 72%, O/B = 28%
PM Peak Hour:	T = 1.583 (A) ; I/B = 38%, O/B = 62%

Shopping Center/Retail ≧ 200,000 sq. ft. (per 1,000 sq. ft. gross leasable area)

Daily:	T = 6,371 + 27.07(A)
AM Peak Hour:	Ln (T) = 0.60 Ln (A); I/B = 70%, O/B = 30%
PM Peak Hour:	T = 2.58 (A) + 381; I/B = 47%, O/B = 53%

Shopping Center/Retail ≦ 175,000 sq. ft. (per 1,000 sq. ft. gross leasable area)

Daily:	Ln (T) = 0.65 Ln (A) + 5.92
AM Peak Hour:	Ln (T) = 0.60 Ln (A) + 2.40; I/B = 70%, O/B = 30%
PM Peak Hour:	Ln (T) = 0.52 Ln (A) + 4.04; I/B = 49%, O/B = 51%

Bank (per 1,000 sq. ft. gross floor area)

Daily:	Ln (T) = 0.44 Ln (A) + 6.31
AM Peak Hour:	T = 6.09 (A) + 2.0; I/B = 57%, O/B = 43%
PM Peak Hour:	T = 12.59 (A) + 93.0; I/B = 49%, O/B = 51%

Table 9 (cont.)
ITE Trip Generation Formulas for
Related Projects *

Condominium (per dwelling unit)
Daily: Ln (T) = 0.84 Ln (U) + 2.60
AM Peak Hour: Ln (T) = 0.80 Ln (U) + 0.29; I/B = 16%, O/B = 84%
PM Peak Hour: Ln (T) = 0.84 Ln (U) + 0.27; I/B = 67%, O/B = 33%

Apartments (per dwelling unit)
Daily: T = ~~125.5~~ (U) + 51
AM Peak Hour: T = ~~0.545 (A)~~; I/B = ~~70%~~, O/B = ~~30%~~
PM Peak Hour: T = ~~8.821 (A)~~; I/B = ~~51%~~, O/B = ~~49%~~

Single-Family Residential (per dwelling unit)
Daily: Ln (T) = 0.94 Ln (U) + 2.60
AM Peak Hour: Ln (T) = 0.91 Ln (U) + 0.2; I/B = 27%, O/B = 73%
PM Peak Hour: Ln (T) = 0.94 Ln (U) + 0.36; I/B = 63%, O/B = 37%

Hotel (per room)
Daily: T = 8.80 (R) - 59.0
AM Peak Hour: Ln (T) = 1.61 Ln (R) - 3.9; I/B = 66%, O/B = 34%
PM Peak Hour: Ln (T) = 1.30 Ln (R) - 2.15; I/B = 54%, O/B = 46%

Motel (per room)
Daily: Ln(T) = 1.066 Ln (R) + 1.98
AM Peak Hour: $T = [(1.94 / (R) - 0.0022]^{-1}$; I/B = 37%, O/B = 63%
PM Peak Hour: T = 0.63 (R); I/B = 50%, O/B = 50%

Light Industrial (per 1,000 sq. ft. gross floor area)
Daily: Ln (T) = 0.79 Ln (A) + 2.87
AM Peak Hour: Ln (T) = 0.70 Ln (A) + 1.54; I/B = 88%, O/B = 12%
PM Peak Hour: Ln (T) = 0.71 Ln (A) + 1.47; I/B = 12%, O/B = 88%

Movie Theater, With Matinee* (per seat)
Daily: T = 1.762 (St)
AM Peak Hour: T = 0.0529 (St); I/B = 50%, O/B = 50%
PM Peak Hour: T = 0.139 (St); I/B = 41%, O/B = 59%

Retirement Community (per dwelling unit)
Daily: T = 3.3 (U)
AM Peak Hour: T = 0.4 (U); I/B = 60%, O/B = 40%
PM Peak Hour: T = 0.4 (U); I/B = 55%, O/B = 45%

Table 9 (cont.)
ITE Trip Generation Formulas for Related Projects *

Congregate Care Facility (per dwelling unit)
- Daily: T = 2.145 (U)
- AM Peak Hour: T = 0.063 (U); I/B = 60%, O/B = 40%
- PM Peak Hour: T = 0.173 (U); I/B = 55%, O/B = 45%

Car Wash* (per site)
- Daily: T = 900 (S)
- AM Peak Hour: T = 0.36 (S); I/B = 50%, O/B = 50%
- PM Peak Hour: T = 0.81 (S); I/B = 50%, O/B = 50%

Post Office (per 1,000 sq. ft. gross floor area)
- Daily: $T = [(0.012 / A) - 0.00011]^{-1}$
- AM Peak Hour: $T = [(0.022 / A) + 0.0033]^{-1}$; I/B = 53%, O/B = 47%
- PM Peak Hour: $T = [(0.016 / A) + 0.0027]^{-1}$; I/B = 51%, O/B = 49%

Quality Restaurant (per 1,000 sq. ft. gross floor area)
- Daily: $T = [(0.012 / A) - 0.00011]^{-1}$
- AM Peak Hour: T = 0.47(A) + 4; I/B = 90%, O/B = 10%
- PM Peak Hour: Ln(T) = 0.95 Ln (A) + 1.99; I/B = 69%, O/B = 31%

High-Turnover Restaurant (per 1,000 sq. ft. gross floor area)
- Daily: T = 200.895 (A)
- AM Peak Hour: T = 19.11 (A); I/B = 56%, O/B = 44%
- PM Peak Hour: T = 19.929 (A); I/B = 53%, O/B = 47%

Fast-Food Restaurant (per 1,000 sq. ft. gross floor area)
- Daily: T = 777.286 (A)
- AM Peak Hour: T = 13.941 (A); I/B = 55%, O/B = 45%
- PM Peak Hour: T = 52.0 (A); I/B = 53%, O/B = 47%

Supermarket (per 1,000 sq. ft. gross floor area)
- Daily: T = 125.55 (A)
- AM Peak Hour: T = 0.545 (A); I/B = 70%, O/B = 30%
- PM Peak Hour: T = 8.821 (A); I/B = 51%, O/B = 49%

Day Care Center (per 1,000 sq. ft. gross floor area)
- Daily: T = 67 (A)
- AM Peak Hour: T = 11.365 (A); I/B = 53%, O/B = 47%
- PM Peak Hour: T = 12.302 (A); I/B = 48%, O/B = 52%

Table 9 (cont.)

ITE Trip Generation Formulas
for Related Projects *

Auto Repair* (per 1,000 sq. ft.)

Daily:	T = 60 (A)
AM Peak Hour:	T = 4.8 (A); I/B = 60%, O/B = 40%
PM Peak Hour:	T = 6.0 (A); I/B = 40%, O/B = 60%

Warehousing (per 1,000 sq. ft. gross floor area)

Daily:	T = 4.882 (A)
AM Peak Hour:	T = 0.569 (A); I/B = 76%, O/B = 24%
PM Peak Hour:	T = 0.740 (A); I/B = 32%, O/B = 68%

Museum (per 1,000 sq. ft. gross floor area) ("Library" use assumed)

Daily:	$T = [(0.007 / A) + 0.0004]^{-1}$
AM Peak Hour:	T = 1.106 (A); I/B = 50%, O/B = 50%
PM Peak Hour:	T = 4.915 (A); I/B = 50%, O/B = 50%

Ln = logarithmic equation
T = trip ends
A = building area in 1,000's of square feet
R = rooms
St = seat
U = dwelling units
S = site

*Except as otherwise indicated, where source is San Diego Traffic Generators, San Diego Association of Governments and Caltrans, District 11, June 1987.

Table 10
Related Projects Descriptions

Map No.	Description	Location	Status
1	68 Apartment units	12111 Sunset Bl. (88-BS-195)	Proposed
2	33,658 s.f. Office	115 S. Barrington Av. (89-319)	Proposed
3	50 Condominium units	575 S. Barrington Av. (TT 49479)	Proposed
4	111 Condominium units 6 Single-Family units	555 S. Barrington Av.	Proposed
5	122,742 s.f. Office 6,000 s.f. Retail	NEC Wilshire Bl. & Barrington Av. (90-BS-654)	Proposed
6	262-room Hotel 8,960 s.f. Retail 209,895 s.f. Office	11704 Wilshire Bl. (89-1039)	Proposed
7	UCLA Patient Family Guest Home	Tiverton Av., S. of Le Conte Av.	Proposed
8	University Long-Range Plan	UCLA Campus	Proposed
9	69 Apartment units	NEC Strathmore Dr. & Glenrock Av. (88-821) (86-490)	Construction
10	14,190 s.f. Market	10916 Kinross Av. (86-490)	Proposed
11	198,000 s.f. Office	10990 Wilshire Bl.	50% Occupied
12	24 Condominium units 350-room Hotel 27,000 s.f. Office 107,000 s.f. Retail	W/s Tiverton Av., S.of Weyburn Av.	Proposed
13	296,000 s.f. Office	10877 Wilshire Bl.	50% Occupied
14	76,000 s.f. Museum	10889 Wilshire Bl. (88-BS-194)	Complete
15	187 Apartment units	10807-10853 Wilshire Bl. (90-BS-765)	Proposed
16	40 Condominium units	NEC Wellworth Av. & Malcolm Av. (87-730)	Proposed
17	6,000 s.f. Office 20,000 s.f. Retail 5,000 s.f. Fast Food 9,000 s.f. Restaurant	SEC Rochester Av. & Westwood Bl.	Complete

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
18	40 Condominium units	10795 Wilshire Bl. (87-730)	Proposed
19	44 Condominium units	N/s Ashton Av., E. of Manning Av. (88-118)	Construction
20	156 Condominium units	10724 Wilshire Bl.	Complete
21	210 Condominium units	SWC Wilshire Bl. & Westholme Av.	Construction
22	100 Condominium units	S/s Wilshire Bl., E. of Westholme Av. (87-BS-51)	Construction
23	134 Condominium units	10490 Wilshire Bl. (EIR No. 331-78)	Construction
24	64 Condominium units	NWC Wilshire Bl. & Devon Av. (709-79-SUB)	Construction
25	73 Apartment units	10380 Wilshire Bl. (88-BS-124)	Construction
26	80 Condominium units	S/s Wilshire Bl., E. of Beverly Glen Bl.	Construction
27	21,600 s.f. Office	9975 Santa Monica Bl.	Construction
28	55,690 s.f. Office	9830 Wilshire Bl.	Proposed
29	103-room Hotel	SWC Santa Monica Bl. & Wilshire Bl.	Proposed
30	256-room Hotel	9876 Santa Monica Bl.	Construction
31	200-room Hotel	9730 Wilshire Bl.	Proposed
32	702,000 s.f. Office	436 N. Bedford Dr.	Construction
33	108,000 s.f. Retail	9570-9584 Wilshire Bl. (EIR-VAR-344)	Proposed
34	107,200 s.f. Retail	268 N. Rodeo Dr.	Complete
35	68,000 s.f. Office	150 S. Rodeo Dr.	Construction
36	5,000 s.f. Restaurant 84,000 s.f. Office	9424 Wilshire Bl.	Proposed
37	35,000 s.f. Office	9430 Wilshire Bl.	Proposed
38	88,692 s.f. Office	9400 Wilshire Bl.	Construction

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
39	43,200 s.f. Office	SWC Reeves Dr. & Wilshire Bl.	Proposed
40	145,000 s.f. Office	9245 Wilshire Bl.	Proposed
41	83,600 s.f. Office	9200 Wilshire Bl. (TT 46487)	Proposed
42	32,600 s.f. Retail	8931 Wilshire Bl.	Proposed
43	80,000 s.f. Office	9150 Wilshire Bl.	Complete
44	30,000 s.f. Office	NWC La Peer Dr. & Wilshire Bl.	Construction
45	31,450 s.f. Office	8900 Wilshire Bl.	Proposed
46	84,000 s.f. Office	8833 Wilshire Bl.	Proposed
47	14,000 s.f. Retail 114,000 s.f. Office	8750 Wilshire Bl. (ER-7-1-89)	Proposed
48	76,000 s.f. Office	191 S. La Cienega Bl.	Proposed
49	25,000 s.f. Office	8600-8606 Wilshire Bl.	Proposed
50	72,000 s.f. Office	50 N. La Cienega Bl.	50% Occupied
51	80 Apartment units	N/s Gregory Wy., E. of Hamilton Dr.	Complete
52	200,000 s.f. Office/Retail	6401-6419 Wilshire Bl. (89-915)	Proposed
53	52,206 s.f. Office	590 San Vicente Bl. (87-143)	Proposed
54	75,000 s.f. Office	101 N. La Cienega Bl.	Complete
55	40,000 s.f. Office	SEC Burton Way & Le Doux Rd. (86-760)	Proposed
56	49,000 s.f. Office	8641 Wilshire Bl.	25% occupied
57	55,000 s.f. Office	140 N. Robertson Bl.	Proposed
58	78,000 s.f. Office	8800 Wilshire Bl.	Construction
59	45,750 s.f. Office	440 N. Rodeo Dr.	Construction
60	257,220 s.f. Office	450 N. Crescent Dr.	Construction
61	54,000 s.f. Office	336 N. Foothill Rd.	Complete
62	115,300 s.f. Office	9242 Beverly Bl.	50% Occupied

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
63	86,400 s.f. Office	331 N. Maple Dr. (ER-28-6-90)	Proposed
64	35 Condominium units	329-333 N. Doheny Dr.	Proposed
65	78 Apartment units	8665 Burton Wy. (88-BS-354)	50% Occupied
66	20,000 s.f. Office	Robertson Bl. & Burton Way	Proposed
67	120,000 s.f. Medical Office	8700 Beverly Bl. (87-604)	Construction
68	100,000 s.f. Medical Office	200-250 N. Robertson Bl.	Complete
69	36,915 s.f. Retail	333 La Cienega Bl.	Proposed
70	61,400 s.f. Office	116 N. La Cienega Bl.	Proposed
71	2,000-seat Cinemas	SEC Beverly Bl. & La Cienega Bl.	Construction
72	71,000 s.f. Office	8800 Sunset Bl.	Construction
73	80 Apartment units 33,000 s.f. Office 38,700 s.f. Retail	1221-1227 La Cienega Bl.	Proposed
74	14 Condominium units 11,000 s.f. Office	8377 Melrose Av. (90-655)	Proposed
75	15,000 s.f. Retail	7901 Melrose Av.	Proposed
76	17,000 s.f. Retail	N/s Melrose Av. at Spaulding Av.	Construction
77	50,000 s.f. Office	NWC Beverly Bl. & La Jolla Av.	Construction
78	21,903 s.f. Office	7966 Beverly Bl.	Construction
79	58 Apartment units	143 S. Hayworth Av. (89-BS-427)	Construction
80	77,000 s.f. Office	7800 Beverly Bl.	Proposed
81	13,600 s.f. Retail 332 Condominium units	7660 Beverly Bl.	50% Occupied
82	50,000 s.f. Museum	7550 Beverly Bl.	Proposed

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
83	664,000 s.f. Retail Mall 2,000-seat Cinemas 3,250 s.f. Bank 150 units, Senior Apartment 3,000 s.f. Senior Center 14,000 s.f. Storage 4,000 s.f. Admin. Office 500 s.f. Employment Office	301 W. 3rd St. (87-516; TT 45628)	Proposed
84	24,000 s.f. Retail	7955 W. 3rd St.	Complete
85	19,000 s.f. Office 5,900 s.f. Bank	NWC 3rd St. & Fairfax Av.	Proposed
86	1,024 Apartment units 812 Apartment units 381 units, Congregate Care 30,000 s.f. Retail 30,000 s.f. Restaurant 980,000 s.f. Office 500-room Hotel	6298 3rd St. 390 Hauser Bl. 510 Burnside Av. 6067 Wilshire Bl. 6067 Wilshire Bl.	Proposed
87	54,000 s.f. Office 13,000 s.f. Retail	7000 W. 3rd St.	25% Occupied
88	667,200 s.f. Office	NWC Wilshire Bl. & Fairfax Av. (90-910-PP)	Proposed
89	47,800 s.f. Office	6320 Wilshire Bl.	Proposed
90	85,500 s.f. Retail	6060 Wilshire Bl. (87-0114-ZV)	Proposed
91	30,000 s.f. Hospital	5887 Olympic Bl. (88-0061)	Proposed
92	Craft and Folk Art 44,887 s.f. Museum 21,360 s.f. Office 4,765 s.f. Retail 4,990 s.f. Restaurant 66 Condominium units	SWC of Wilshire Bl. & Curson Av. (89-0708-PPR)	Proposed
93	19,420 s.f. Office	955 Carrillo St. (89-384)	Complete
94	395-room Hotel 43,000 s.f. Office	455 N. La Cienega Bl. (84-286)	Proposed
95	20,000 s.f. Office	6739 W. Olympic Bl. (88-0098-ZC)	Proposed
96	24,000 s.f. Office	8833 Olympic Bl.	Proposed

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
97	22,624 s.f. Office	9080 Olympic Bl.	Proposed
98	82,000 s.f. Office	9158 Olympic Bl. (ER-22-3-89)	Proposed
99	20,000 s.f. Office	9430 Olympic Bl.	Complete
100	874,000 s.f. Office	NEC Av. of the Stars & Constellation Bl. (91-0148 SUB) (TT 50383)	Proposed
101	775,000 s.f. Office	1999 Avenue of the Stars	50% Occupied
102	21,000 s.f. Office 21,000 s.f. Retail	NEC Olympic Bl. & Kerwood Av. (87-238)	Complete
103	30,000 s.f. Retail 30,000 s.f. Office	SWC Santa Monica Bl. & Beverly Glen Bl. (86-544)	Proposed
104	165,000 s.f. Office	N/s Santa Monica Bl., E. of Manning Av. (88-923)	Construction
105	10,500 s.f. Office 73,000 s.f. Retail	NEC Malcolm Av. & La Grange Av.	Status Unknown
106	70,000 s.f. Office	N/s Santa Monica Bl. between Cotner Av. & Pontius Av.	Construction
107	81-room Motel	11256 Santa Monica Bl. (88-421)	Construction
108	15,000 s.f. Retail/Showroom 5,000 s.f. Office	SWC Santa Monica Bl. & Butler Av.	Construction
109	36,500 s.f. Office	1800 Sepulveda Bl.	Construction
110	5,000 s.f. Car Wash	SWC La Grange Av. & Sepulveda Bl. (88-864)	Complete
111	34,600 s.f. Light Industrial	1945-1957 Pontius Av. (87-385; 89-515)	Proposed
112	28,000 s.f. Office	2045 Sawtelle Bl.	Construction
113	7,000 s.f. Nursery School	2114 Pontius Av. (89-717)	Construction
114	103,000 s.f. Office	2135-2139 Beloit Av. (90-361)	Proposed
115	55,000 s.f. Office w/retail	11491 Olympic Bl. (87-861)	Proposed
116	48 Condominium units 13,000 s.f. Office	2130 Federal Av. (86-632)	Construction

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
117	87,000 s.f. Office	2080 S. Bundy Dr. (89-BS-430)	Complete
118	102,703 s.f. Office	11900-11930 Olympic Bl. (89-BS-496)	Construction
119	256,000 s.f. Office	11400 Olympic Bl.	50% Occupied
120	71,000 s.f. Office	2238-2246 Sawtelle Bl. (88-BS-314)	Proposed
121	38,000 sq.ft., Office	2120 Pontius Av. (89-390)	Construction
122	19,000 s.f. Retail 25,000 s.f. Office	2201 Westwood Bl. (88-621)	Proposed
123	14,000 s.f. Hospital Addition	N/s Pico Bl., E. of Beverly Glen Bl. (88-378)	Proposed
124	27,412 s.f. Office	1399 S. Roxbury Dr.	Construction
125	27,000 s.f. Market 26,000 s.f. Retail	9600-9636 W. Pico Bl. (91-110)	Proposed
126	32,979 s.f. Office	433 S. Beverly Dr.	Proposed
127	7,704 s.f. Market Expansion	8612 Pico Bl. (90-032)	Proposed
128	63 Apartment units	1118-1132 La Cienega Bl.	Proposed
129	96,340 s.f. Hospital Expansion	6041 Cadillac Av. (90-BS-785)	Proposed
130	8,000 s.f. Retail 9,760 s.f. Office 9 Residential Units	8601 Washington Bl.	Proposed
131	141,200 s.f. Light Industrial	Washington Bl. & National Bl.	Unknown
132	8,500 s.f. Light Industrial	3839 Hoke Av.	Proposed
133	62,166 s.f. Office	3930 Ince Bl. (Culver Studios)	Complete
134	125 Single-Family units 450,000 s.f. Office	E. of Jefferson Bl., N. of Duquesne Av.	Proposed
135	20,000 s.f. Retail	Culver Bl. at Main St. ("C" - Adams Hotel)	Proposed
136	80,000 s.f. Municipal Office	9770 Culver Bl. (City Hall)	Construction
137	1,469-seat Cinema 4,400 s.f. Fast Food Restaurants 6,100 s.f. Retail	9901 Washington Bl. (86-500)	Complete

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
138	900-seat Cinema	9820 Washington Bl.	Proposed
139	5,710 s.f. Office	Madison Av. at Grant Av. (Gatehouse offices)	Proposed
140	51,302 s.f. Auto Repair	10101 Washington Bl.	Construction
141	40 Condominium units	Tabor St., E. of Motor Av.	Construction
142	176 Apartment units	3701 Overland Av.	Complete
143	79,350 s.f. Office	3324-3376 Motor Av. (89-BS-457)	Proposed
144	111 Apartment units	3230 Overland Av.	25% Occupied
145	430 Apartment units	3201-3221 Overland Av.	25% Occupied
146	5,800 s.f. Retail	SWC National Bl., National Pl. & Queensland Av.	Construction
147	50,000 s.f. Office	2999 Overland Av.	Complete
148	37,000 s.f. Office	10807-10811 Pico Bl. (86-712)	Construction
149	8,285 s.f. Office 30,827 s.f. Retail	2386 Westwood Bl. (88-384)	Construction
150	105,000 s.f. Retail Expansion	SWC Pico Bl. & Westwood Bl. (86-556)	Construction
151	170,000 s.f. Light Industrial	2525 Military Av. (88-806)	Proposed
152	89,300 s.f. Post Office	11270 Exposition Bl.	Proposed
153	75,000 s.f. Retail	11301 Olympic Bl.	Complete
154	31,871 s.f. Nightclub/Restaurant	11560 Tennessee Av. (87-688)	Proposed
155	4,200 s.f. Retail 4,240 s.f. Office 976 s.f. Fast Food Restaurant	12121 Pico Bl. (91-0151)	Proposed
156	7,919 s.f. Car Wash	11280 National Bl. (89-845)	Proposed
157	137 Apartment units 149 Apartment units	3163 & 3241 Sawtelle Bl. (BP-87-28 & 29)	Proposed

Table 10 (cont.)
Related Projects Descriptions

Map No.	Description	Location	Status
158	35 Apartment units	3841-3849 & 3857-3861 Vinton Av. (88-846)	Construction
159	60,000 s.f. Office	NEC Overland Av. & Washington Bl.	Proposed
160	18,214 s.f. Office	11325-11333 Culver Bl. (87-253)	Proposed
161	296,547 s.f. Shopping Center Expansion	SWC Venice Bl. & Overland Av.	Proposed
162	259,300 s.f. Office*	Overland Av. & Washington Bl. (Columbia Studios)	Proposed
163	100 Senior Housing units	3995 Overland Av.	Construction
164	10,000 s.f. Mini-Mall	10980 Washington Bl.	Proposed
165	23,000 s.f. Office	NWC Sawtelle Bl. & Washington Bl.	Unoccupied
166	109 Condominium units	11730-846 Culver Bl. (91-165) (TT 49503)	Proposed
167	30 Townhouse units	4901 Overland Av.	Construction
168	40 Condominium units	SWC Sepulveda Bl. & Lucerne Av.	Construction
169	48 Senior Housing units	5166-68 Sepulveda Bl.	Proposed
170	94 Townhouse units 32 Condominium units 51 Senior Housing units	5250 Sepulveda Bl.	Proposed
171	5,912 s.f. Office/Retail	5563 Sepulveda Bl.	Unknown
172	2,745 s.f. Bank	5592 Sepulveda Bl.	Proposed
173	7,440 s.f. Retail	NWC Jefferson Bl. & Sepulveda Bl.	Unknown

*Only Phase I of a multi-phase, 1,122,500 net s.f. expansion project is scheduled for completion by 1996.

Table 11
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
1	68 Apartment units	454	7	31	58	27
2	33,658 s.f. Office	606	68	10	13	67
3	50 Condominium units	360	5	26	23	12
4	111 Condominium units	704	9	49	46	23
	6 Single-Family units	74	2	5	5	3
5	122,742 s.f. Office	1,600	208	31	37	196
	6,000 s.f. Retail	1,194	23	10	71	74
6	262 units, Hotel	2,248	105	54	88	75
	8,960 s.f. Retail	1,550	29	12	87	91
	209,895 s.f. Office	2,392	330	49	58	306
7	UCLA Patient Family Guest Home	2,250	50	19	88	105
	(Existing Apartment & Parking)	(1,500)	(24)	(14)	(60)	(66)
8	UCLA Long-Range Plan	13,104	469	512	668	633
9	69 Apartment units	460	7	32	58	27
10	14,190 s.f. Market	1,782	6	2	64	61
11	198,000 s.f. Office (50% occupied)	1,146	157	24	28	146
12	24 Condominium units	194	3	14	13	6
	350-room Hotel	3,022	167	86	128	109
	27,000 s.f. Office	514	57	8	11	56
	107,000 s.f. Retail	7,766	127	55	316	329
13	296,000 s.f. Office (50% occupied)	1,548	222	33	39	204
14	76,000 s.f. Museum	2,032	42	42	187	187
15	187 Apartment units	1,158	18	80	90	42
16	40 Condominium units	298	4	21	19	10
17	6,000 s.f. Office	166	16	2	3	16
	20,000 s.f. Retail	2,610	47	20	132	138
	5,000 s.f. Fast Food	3,886	38	31	138	122
	9,000 s.f. Restaurant	816	7	1	41	18
18	40 Condominium units	298	4	21	19	10
19	44 Condominium units	322	4	23	21	10

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
20	156 Condominium units	936	12	64	61	30
21	210 Condominium units	1,202	15	81	78	39
22	100 Condominium units	644	9	45	42	21
23	134 Condominium units	824	11	56	54	26
24	64 Condominium units	442	6	31	29	14
25	73 Apartment units	482	7	33	59	28
26	80 Condominium units	534	7	37	35	17
27	21,600 s.f. Office	434	47	7	9	46
28	55,690 s.f. Office	884	105	16	19	102
29	103-room Hotel	846	23	12	26	22
30	256-room Hotel	2,194	101	52	85	72
31	200-room Hotel	1,700	68	35	62	53
32	702,000 s.f. Office	5,916	932	139	159	833
33	108,000 s.f. Retail	7,812	128	55	318	331
34	107,200 s.f. Retail	7,774	128	55	317	329
35	68,000 s.f. Office	1,026	125	19	23	120
36	5,000 s.f. Restaurant 84,000 s.f. Office	1,004 1,204	54 150	42 22	53 27	47 143
37	35,000 s.f. Office	624	71	11	13	69
38	88,692 s.f. Office	1,254	157	24	29	150
39	43,200 s.f. Office	730	85	13	16	82
40	145,000 s.f. Office	1,812	240	36	43	225
41	83,600 s.f. Office	1,198	149	22	27	142
42	32,600 s.f. Retail	3,586	62	27	170	177
43	80,000 s.f. Office	1,160	144	22	26	137
44	30,000 s.f. Office	556	62	9	12	61

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
45	31,450 s.f. Office	576	64	10	12	63
46	84,000 s.f. Office	1,204	150	22	27	143
47	14,000 s.f. Retail	2,070	38	16	110	114
	114,000 s.f. Office	1,512	195	29	35	184
48	76,000 s.f. Office	1,116	138	21	25	132
49	25,000 s.f. Office	486	53	8	10	52
50	72,000 s.f. Office (50% occupied)	536	66	10	12	63
51	80 Apartment	524	8	36	61	29
52	200,000 s.f. Office/Retail	2,306	316	47	56	294
53	52,206 s.f. Office	844	100	15	18	96
54	75,000 s.f. Office	1,106	136	20	25	130
55	40,000 s.f. Office	690	79	12	15	77
56	49,000 s.f. Office (25% occupied)	602	71	11	13	69
57	55,000 s.f. Office	876	104	16	19	101
58	78,000 s.f. Office	1,138	141	21	26	135
59	45,750 s.f. Office	764	89	13	16	86
60	257,220 s.f. Office	2,786	393	59	69	362
61	54,000 s.f. Office	864	103	15	19	99
62	115,300 s.f. Office (50% occupied)	764	99	15	18	93
63	86,400 s.f. Office	1,228	154	23	28	146
64	35 Condominium units	268	4	19	17	9
65	78 Apartment units (50% occupied)	256	4	18	31	15
66	20,000 s.f. Office	410	44	7	8	43
67	120,000 s.f. Medical Office	4,580	105	83	120	324
68	100,000 s.f. Medical Office	3,694	87	69	99	267

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
69	36,915 s.f. Retail	3,888	67	29	182	189
70	61,400 s.f. Office	952	115	17	21	110
71	2,000-seat Cinemas	3,524	53	53	114	164
72	71,000 s.f. Office	1,060	130	19	24	124
73	80 Apartment units	526	8	36	61	29
	33,000 s.f. Office	596	67	10	13	66
	38,700 s.f. Retail	4,010	69	30	186	194
74	14 Condominium units	124	2	9	8	4
	11,000 s.f. Office	262	26	4	5	26
75	15,000 s.f. Retail	2,164	39	17	114	118
76	17,000 s.f. Retail	2,350	42	18	122	126
77	50,000 s.f. Office	816	96	14	18	93
78	21,903 s.f. Office	438	47	7	9	47
79	58 Apartment units	394	6	27	56	26
80	77,000 s.f. Office (minus existing)	(270)	15	(20)	(30)	(15)
81	13,600 s.f. Retail (50% occupied)	1,016	19	8	54	57
	332 Condominium units	884	11	59	58	29
82	50,000 s.f. Museum	1,852	28	28	123	123
83	664,000 s.f. Retail Mall	24,344	381	163	984	1,110
	2,000 seat Cinemas	3,524	53	53	114	164
	3,250 s.f. Bank	924	12	9	66	68
	150 units, Senior Apartment	496	36	24	33	27
	3,000 s.f. Senior Center	-	-	-	-	-
	14,000 s.f. Storage	68	6	2	3	7
	4,000 s.f. Admin. Office	122	11	2	2	11
	500 s.f. Employment Office	26	2	-	-	2
84	24,000 s.f. Retail	2,940	52	22	145	151
85	19,000 s.f. Office	394	42	6	8	42
	5,900 s.f. Bank	1,200	22	16	82	85

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
86	1,024 Apartment units	6,114	93	423	312	147
	812 Apartment units	4,858	74	336	255	120
	381 units, Congregate Care	816	14	10	36	30
	30,000 s.f. Retail	3,398	59	25	163	170
	30,000 s.f. Restaurant	6,026	321	252	317	281
	980,000 s.f. Office	7,998	1,279	191	216	1,136
	500-room Hotel	4,340	296	152	203	173
87	54,000 s.f. Office (25% occupied)	648	77	12	14	74
	13,000 s.f. Retail	1,480	27	12	79	82
88	667,200 s.f. Office	5,694	892	133	152	799
89	47,800 s.f. Office	790	92	14	17	90
90	85,500 s.f. Retail	6,710	111	48	281	293
91	30,000 s.f. Hospital	2,080	26	10	18	30
92	Craft and Folk Art					
	44,887 s.f. Museum	1,800	25	25	110	110
	21,360 s.f. Office	430	46	7	9	46
	4,765 s.f. Retail	1,028	20	8	63	65
	4,990 s.f. Restaurant	1,002	53	42	53	47
	66 Condominium units	454	6	32	30	15
	Existing	n/a	(7)	(3)	(30)	(38)
93	19,420 s.f. Office	402	43	6	8	42
94	395-room Hotel	3,416	202	104	149	127
	43,000 s.f. Office	728	84	13	16	82
95	20,000 s.f. Office	410	44	7	8	43
96	24,000 s.f. Office	470	51	8	10	51
97	22,624 s.f. Office	450	49	7	9	48
98	82,000 s.f. Office	1,182	147	22	27	140
99	20,000 s.f. Office	410	44	7	8	43
100	874,000 s.f. Office	7,132	1,141	170	193	1,013
101	775,000 s.f. Office (50% occupied)	3,186	508	76	86	452
102	21,000 s.f. Office	426	46	7	9	45
	21,000 s.f. Retail	2,694	48	21	136	141

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
103	30,000 s.f. Retail SWC SM @ BEV GLEN	3,398	59	25	163	170
	30,000 s.f. Office	556	62	9	12	61
104	165,000 s.f. Office MANNING @ SM (N/S) 12,10	1,996	268	40	48	251
105	10,500 s.f. Office	254	25	4	5	25
	73,000 s.f. Retail MALCOLM @ LA GRANGE	6,056	101	43	259	270
106	70,000 s.f. Office N/S SM bet Cotner&Barrington	1,050	128	19	23	123
107	81 room, Motel 1125 SM BLVD	784	17	29	26	25
108	15,000 s.f. Retail/Showroom SWC BUNDY	2,164	39	17	114	118
	5,000 s.f. Office 405	146	13	2	3	14
109	36,500 s.f. Office 1800 SEP	644	73	11	14	72
110	5,000 s.f. Car Wash	900	18	18	41	41
111	34,600 s.f. Light Industrial 1945 SANTUS	290	49	7	6	48
112	28,000 s.f. Office 2045 SANTELLE	528	58	9	11	57
113	7,000 s.f. Nursery School	468	42	37	41	45
114	103,000 s.f. Office 2125 Barrett	1,404	179	27	32	169
115	55,000 s.f. Office w/retail 11490 OLY	876	104	16	19	101
116	48 Condominium units 2130 Federal	348	5	25	23	11
	13,000 s.f. Office	296	30	5	6	30
117	87,000 s.f. Office 2040 BUNDY	1,236	155	23	28	147
118	102,703 s.f. Office 11900 OLY	1,400	178	27	32	169
119	256,000 s.f. Office (50% occupied) 11400 OLY 10,8PT	1,388	196	29	35	181
120	71,000 s.f. Office 2299 SANTELLE	1,062	130	19	24	124
121	38,000 sq.ft., Office 2120 Pontius	664	76	11	14	74
122	19,000 s.f. Retail 2201 WW	2,524	45	19	129	134
	25,000 s.f. Office	486	53	8	10	52
123	14,000 s.f. Hospital Addition PO HOSP PICO	1,910	12	5	8	14
124	27,412 s.f. Office 1999 S. Barrington	520	57	9	11	56

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
125	27,000 s.f. Market 26,000 s.f. Retail	3,390 3,096	10 54	5 23	121 152	117 158
126	32,979 s.f. Office	596	67	10	13	66
127	7,704 s.f. Market Expansion	968	3	1	35	33
128	63 Apartment units	424	6	29	57	27
129	96,340 s.f. Hospital Expansion	2,782	84	32	58	95
130	8,000 s.f. Retail 9,760 s.f. Office 9 Residential Units	1,438 240 106	27 24 2	12 4 7	82 5 7	85 24 4
131	141,200 s.f. Light Industrial	882	131	18	18	128
132	8,500 s.f. Light Industrial	96	18	3	2	18
133	62,166 s.f. Office	960	116	17	21	111
134	125 Single-Family units 450,000 s.f. Office	1,260 4,238	27 636	72 95	84 110	50 576
135	20,000 s.f. Retail	2,610	47	20	132	138
136	80,000 s.f. Municipal Office	2,000	160	20	71	158
137	1,469-seat Cinemas 4,400 s.f. Fast Food Restaurants 6,100 s.f. Retail	2,588 3,420 1,206	39 34 23	39 28 10	84 121 71	120 108 74
138	900-seat Cinemas	1,586	24	24	51	74
139	5,710 s.f. Office	160	15	2	3	15
140	51,302 s.f. Auto Repair	3,078	148	98	123	185
141	40 Condominium units	298	4	21	19	10
142	176 Apartment units	1,092	17	75	87	41
143	79,350 s.f. Office	1,152	143	21	26	136
144	111 Apartment units (25% occupied)	532	8	37	53	25
145	430 Apartment units (25% occupied)	1,948	29	135	116	55
146	5,800 s.f. Retail	1,166	22	9	69	72

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
147	50,000 s.f. Office	816	96	14	18	93
148	37,000 s.f. Office	652	74	11	14	72
149	8,285 s.f. Office	212	20	3	4	21
	30,827 s.f. Retail	3,458	60	26	166	172
150	105,000 s.f. Retail Expansion	7,670	126	54	313	326
151	170,000 s.f. Light Industrial	1,020	150	20	20	147
152	89,300 s.f. Post Office	4,368	149	133	177	170
153	75,000 s.f. Retail	6,162	103	44	263	274
154	31,871 s.f. Nightclub/Restaurant	3,752	17	2	135	61
155	4,200 s.f. Retail	948	18	8	59	61
	4,240 s.f. Office	128	12	2	2	12
	976 s.f. Fast Food Restaurant	758	7	6	27	24
156	7,919 s.f. Car Wash	900	18	18	41	41
157	137 Apartment units	862	13	59	76	36
	149 Apartment units	934	14	64	80	37
158	35 Apartment units	258	4	18	49	23
159	60,000 s.f. Office	936	112	17	21	108
160	18,214 s.f. Office	382	40	6	8	40
161	296,547 s.f. Shopping Center Expansion	14,398	235	101	539	607
162	259,300 s.f. Office*	2,804	396	59	69	365
163	100 Senior Housing units	330	24	16	22	18
164	10,000 s.f. Mini-Mall	1,664	31	13	92	96
165	23,000 s.f. Office	456	49	7	9	49
166	109 Condominium units	692	9	48	45	22

*Only Phase I of a multi-phase, 1,122,500 s.f. project is scheduled for completion by 1996.

Table 11 (cont.)
Related Projects Traffic Generation

Map No.	Description	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
167	30 Townhouse units	234	3	17	15	8
168	40 Condominium units	298	4	21	19	10
169	48 Senior Housing units	158	8	12	12	8
170	94 Townhouse units	612	8	43	40	20
	32 Condominium units	248	3	18	16	8
	51 Senior Housing units	168	8	12	12	8
171	5,912 s.f. Office/Retail	164	15	2	3	16
172	2,745 s.f. Bank	858	11	8	63	65
173	7,440 s.f. Retail	1,372	26	11	79	82
		401,560	21,167	7,961	16,138	26,938

to be generated by the SCAG (Southern California Association of Governments) zones or partial zones that include the related projects locations, projecting SCAG demographic data for the year 1990*. Traffic growth factors between 1990 and the 1996 study year were calculated to account for this cumulative growth. These factors (1.1611 for daily, and 1.1723 and 1.1699 for the AM and PM peak hours, respectively) were applied to existing traffic volumes (adjusted to exclude existing Fox traffic), then added to the 1996 With Ambient Growth condition, resulting in the 1996 Without Project traffic condition. The 1996 AM and PM peak-hour traffic volumes for this condition are shown in Figures 11(a) and 11(b), respectively. They form the basis for "benchmark" values for determining project traffic impacts on the street system.

Actual future traffic conditions in the study area might be substantially less than depicted in Figure 11. The reasons for lower traffic volumes include the probability that not all of the proposed projects will be built; the implementation of traffic mitigation and reduction programs by some of these projects; expected trip-end linkages between future generators; and increased usage of transit. None of these factors were assumed in the analysis.

Highway System Improvements

Several highway system improvements were identified in discussions with LADOT staff that were considered in the existing condition and/or future conditions, prior to project mitigation. The City's computerized traffic signal system known as ATSAC (Automated Traffic Surveillance and Control), is continuing to expand in the West Los Angeles area. An ATSAC installation improves the efficiency of intersection

* The SCAG 1987 demographic data and year 2010 baseline projections for the Growth Management Plan were linearly interpolated to estimate 1990 conditions. These data sets are the most up-to-date and comprehensive data currently available.

operation, reducing the volume/capacity ratio by a value of 0.07. For the existing condition, ATSAC installations now in operation at the study intersections below were incorporated in the analysis.

- All Santa Monica Boulevard intersections
- Constellation Boulevard and Avenue of the Stars
- Olympic Boulevard intersections from Beverly Glen Boulevard to Century Park East
- Pico Boulevard and Beverly Glen Boulevard
- Pico Boulevard intersections from Motor Avenue to Century Park East

As part of the "SMART Corridor" project, ATSAC installations were assumed to be added and in operation by 1996 at the following study intersections:

- San Diego Freeway SB Off-Ramp/Tennessee Avenue and Sawtelle Boulevard
- Olympic Boulevard intersections from Sepulveda Boulevard to Overland Avenue
- Pico Boulevard intersections from Sepulveda Boulevard to Patricia Avenue
- Pico Boulevard to Kerwood Avenue
- Pico Boulevard intersections from Roxbury Drive to Robertson Boulevard
- Overland Avenue intersections from Santa Monica Freeway WB ramps to National Boulevard/Place
- National Boulevard and Santa Monica Freeway EB Off-Ramp
- Monte Mar Drive and Motor Avenue
- Club Drive and Motor Avenue
- Santa Monica Freeway WB Off-Ramp/Manning Avenue and National Boulevard
- Cashio Street and Beverwil Drive
- Cashio Street and Beverly Drive
- Monte Mar Drive and Beverwil Drive

- Robertson Boulevard intersections from Hillsboro Drive/Cadillac Avenue to National Boulevard

By 1996, Westwood Boulevard between Santa Monica and Pico Boulevards was assumed to be widened to approximately 60 feet under a City of Los Angeles Capital Improvement Program project. In addition, turn lanes were assumed to be installed by 1996 as follows:

- Pico Boulevard and Westwood Boulevard: NB and SB dual left-turn lanes; EB and WB right-turn-only lane (by Westside Pavilion expansion project)
- Pico Boulevard and Overland Avenue: WB dual left-turn lanes (per Century City North Specific Plan)
- National Boulevard/Place and Overland Avenue: WB dual right-turn lanes (by City of Los Angeles "Mobility Action Program")

No highway system improvements were assumed in the City of Beverly Hills prior to project mitigation.

Analysis of Future Traffic Conditions (With Ambient Growth, Without Project and With Project)

The analysis of future conditions in the project area was performed using the same Critical Movement Analysis procedures discussed previously in this report. For future conditions, the study intersections were considered to be improved from the existing condition at the intersections of Pico Boulevard and Westwood Boulevard, Pico Boulevard and Overland Avenue, Olympic Boulevard and Overland Avenue, and National Boulevard/National Place and Overland Avenue, along with the aforementioned ATSAC installations.

Traffic volumes for the analysis were developed as follows:

- o As described earlier in the report, future (1996) traffic volumes for the With Ambient Growth condition, which estimate area traffic growth, were

developed by increasing existing traffic volumes by an ambient growth rate of two percent per year. (See Figure 9.)

- Future (1996) benchmark traffic volumes for the Without Project condition were determined by combining the ambient traffic growth with new traffic generated by related projects, as illustrated in Figure 11.

- Traffic volumes generated by the project were then combined with these benchmark volumes to form the basis for the With Project traffic analysis, and to determine traffic impacts directly attributable to the proposed development. These combined volumes, including project traffic volumes ("Base Case"), for the year 1996 are presented in Figures 12(a) and 12(b) for the respective AM and PM peak hours.

It should be noted that in the City of Los Angeles, the current City-wide definition of a "significant traffic impact" attributable to a project or projects is an increase in the volume/capacity (V/C) ratio (i.e., CMA value) of 0.02 or more at an intersection with a final V/C ratio of 0.91 or more. This definition has been in effect for many years in the City and continues to be the general City-wide standard.

Recently, in The Westwood/West Los Angeles Interim Control Ordinance (ICO), a "significant traffic impact" was redefined more stringently for that ICO area. Under this ICO, a significant traffic impact attributable to a project can occur within three ranges of volume/capacity ratios as follows:

Westwood/West Los Angeles ICO
Criteria for Significant Traffic Impact

Final V/C Ratio	Project-Related Increase in V/C Ratio
0.00 - 0.79	equal to or greater than 0.04
0.80 - 0.89	equal to or greater than 0.02
0.90 or greater	equal to or greater than 0.01

Although the Century City South Specific Plan, which regulates the development of the Fox project site, is not part of the ICO area, many of the study intersections are located in the ICO area. As recommended by LADOT, therefore, this study evaluated significant traffic impacts, both in the City of Los Angeles and the City of Beverly Hills, on the basis of the more stringent ICO criteria.

The results of the Critical Movement Analysis are summarized in Table 12. For the Without Project condition, that is, considering the related projects and ambient traffic growth only, it is estimated that cumulative significant impacts would occur at all of the study intersections as shown below, further exacerbating the poor levels of service already existing at many of these locations.

Impacts Due to Related Projects/Ambient Traffic Growth

Total Number of Significantly Impacted Intersections:	73
During AM Peak Hour:	72
During PM Peak Hour:	72
During Both Peak Hours:	71

Compared to the Without Project condition, it is expected that the proposed Fox project would have the following significant impacts, prior to any project mitigation, which would worsen the cumulative impacts resulting from the related projects and ambient traffic growth:

Impacts Due to Fox Project - Without Mitigations

Total Number of Significantly Impacted Intersections:	48
During AM Peak Hour:	36
During PM Peak Hour:	40
During Both Peak Hours:	28

Table 12

Fox Project ("Base Case")

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project CMA	LOS	Impact
1. Santa Monica Bl. & Sepulveda Bl.	AM	0.954	E	1.084	F	1.260	F	1.267	F	0.007
	PM	0.905	E	1.026	F	1.190	F	1.197	F	0.007
2. Santa Monica Bl. & Westwood Bl. (North I/S)	AM	0.698	B	0.795	C	0.927	E	0.929	E	0.002
	PM	0.772	C	0.879	D	1.021	F	1.023	F	0.002
3. Santa Monica Bl. & Westwood Bl. (South I/S)	AM	0.734	C	0.835	D	0.971	E	0.979	E	0.008
	PM	0.815	D	0.927	E	1.077	F	1.078	F	0.001
4. Santa Monica Bl. & Overland Av. (North I/S)	AM	1.020	F	1.157	F	1.345	F	1.349	F	0.004
	PM	0.939	E	1.065	F	1.237	F	1.237	F	0.000
5. Santa Monica Bl. & Overland Av. (South I/S)	AM	0.505	A	0.580	A	0.681	B	0.685	B	0.004
	PM	0.585	A	0.685	B	0.831	D	0.835	D	0.004
6. Santa Monica Bl. & Beverly Glen Bl. (North I/S)	AM	0.766	C	0.871	D	1.014	F	1.032	F	0.018*
	PM	0.905	E	1.025	F	1.188	F	1.214	F	0.026*
7. Santa Monica Bl. & Beverly Glen Bl. (South I/S)	AM	0.887	D	1.017	F	1.179	F	1.201	F	0.022*
	PM	0.840	D	0.955	E	1.109	F	1.113	F	0.004
8. Santa Monica Bl. (South) & Century Park West	AM	0.465	A	0.533	A	0.624	B	0.627	B	0.003
	PM	0.471	A	0.537	A	0.629	B	0.629	B	0.000
9. Santa Monica Bl. & Avenue of the Stars (North I/S)	AM	0.745	C	0.848	D	0.988	E	0.990	F	0.002
	PM	0.837	D	0.951	E	1.105	F	1.118	F	0.013*
10. Santa Monica Bl. & Avenue of the Stars (South I/S)	AM	0.541	A	0.618	B	0.723	C	0.723	C	0.000
	PM	0.646	B	0.750	C	0.893	D	0.901	E	0.008
11. Santa Monica Bl. & Century Park East (North I/S)	AM	0.736	C	0.836	D	0.973	E	0.985	E	0.012*
	PM	0.694	B	0.790	C	0.919	E	0.926	E	0.007
12. Santa Monica Bl. & Century Park East (South I/S)	AM	0.737	C	0.845	D	0.993	E	1.009	F	0.016*
	PM	0.687	B	0.780	C	0.908	E	0.920	E	0.012*

Table 12 (cont.)

Fox Project ("Base Case")

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project CMA	LOS	Impact
13. Constellation Bl. & Avenue of the Stars	AM	0.745	C	0.854	D	0.995	E	1.004	F	0.009
	PM	0.534	A	0.609	B	0.712	C	0.714	C	0.002
14. San Diego Fwy. SB Off-Ramp/ Tennessee Av. & Sawtelle Bl.	AM	0.755	C	0.779	C	0.904	E	1.019	F	0.115*
	PM	0.897	D	0.939	E	1.090	F	1.099	F	0.009
15. San Diego Fwy. NB On-Ramp/ Tennessee Av. & Cotner Av.	AM	0.503	A	0.569	A	0.653	B	0.668	B	0.015
	PM	0.747	C	0.829	D	0.947	E	1.048	F	0.101*
16. Olympic Bl. & Sepulveda Bl.	AM	0.885	D	0.928	E	1.079	F	1.117	F	0.038*
	PM	1.051	F	1.112	F	1.289	F	1.323	F	0.034*
17. Olympic Bl. & Westwood Bl.	AM	0.929	E	0.973	E	1.131	F	1.211	F	0.080*
	PM	0.943	E	0.990	E	1.149	F	1.169	F	0.020*
18. Olympic Bl. & Overland Av.	AM	1.038	F	1.095	F	1.269	F	1.394	F	0.125*
	PM	1.162	F	1.236	F	1.431	F	1.477	F	0.046*
19. Olympic Bl. & Beverly Glen Bl.	AM	0.860	D	0.975	E	1.131	F	1.259	F	0.128*
	PM	0.983	F	1.111	F	1.285	F	1.337	F	0.052*
20. Olympic Bl. & Century Park West	AM	1.010	F	1.140	F	1.325	F	1.340	F	0.015*
	PM	1.129	F	1.275	F	1.477	F	1.569	F	0.092*
21. Olympic Bl. WB Ramps & Avenue of the Stars	AM	0.552	A	0.629	B	0.735	C	0.751	C	0.016
	PM	0.426	A	0.487	A	0.570	A	0.645	B	0.075*
22. Olympic Bl. EB Ramps & Avenue of the Stars	AM	0.498	A	0.569	A	0.665	B	0.687	B	0.022
	PM	0.367	A	0.418	A	0.490	A	0.595	A	0.105*
23. Olympic Bl. & Century Park East	AM	0.668	B	0.763	C	0.889	D	0.894	D	0.005
	PM	0.917	E	1.038	F	1.204	F	1.235	F	0.031*
24. Galaxy Way & Avenue of the Stars	AM	0.373	A	0.420	A	0.483	A	0.654	B	0.171*
	PM	0.517	A	0.574	A	0.656	B	1.007	F	0.351*
25. Galaxy Way & Century Park East	AM	0.395	A	0.447	A	0.514	A	0.529	A	0.015
	PM	0.369	A	0.415	A	0.477	A	0.493	A	0.016
26. Empyrean Way & Avenue of the Stars	AM	0.327	A	0.367	A	0.420	A	0.488	A	0.068*
	PM	0.318	A	0.354	A	0.406	A	0.535	A	0.129*

Table 12 (cont.)

Fox Project ("Base Case")

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project CMA	LOS	Impact
27. Empyrean Way & Century Park East	AM	0.394	A	0.445	A	0.515	A	0.528	A	0.013
	PM	0.365	A	0.411	A	0.473	A	0.490	A	0.017
28. Pico Bl. & Sepulveda Bl.	AM	0.843	D	0.877	E	1.016	F	1.034	F	0.018*
	PM	1.003	F	1.054	F	1.221	F	1.242	F	0.021*
29. Pico Bl. & Westwood Bl.	AM	0.711	C	0.654	B	0.760	C	0.771	C	0.011
	PM	0.740	C	0.678	B	0.788	C	0.805	D	0.017
30. Pico Bl. & Overland Av.	AM	0.811	D	0.754	C	0.872	D	0.920	E	0.048*
	PM	1.066	F	0.921	E	1.066	F	1.122	F	0.056*
31. Pico Bl. & Patricia Av.	AM	0.775	C	0.801	D	0.925	E	0.961	F	0.036*
	PM	0.545	A	0.534	B	0.621	B	0.657	B	0.036
32. Pico Bl. & Beverly Glen Bl.	AM	0.551	A	0.630	B	0.733	C	0.747	C	0.014
	PM	0.673	B	0.755	C	0.873	D	0.906	E	0.033*
33. Pico Bl. & Kerwood Av.	AM	0.513	A	0.505	A	0.585	A	0.605	B	0.020
	PM	0.589	A	0.591	A	0.688	B	0.696	B	0.008
34. Pico Bl. & "Pico West" Dwy. (New)	AM	----	--	----	--	----	--	0.646	B	----
	PM	----	--	----	--	----	--	0.834	D	----
35. Pico Bl. & Motor Av.	AM	1.018	F	1.155	F	1.330	F	1.254	F	-0.076
	PM	0.986	E	1.103	F	1.271	F	1.329	F	0.058*
36. Pico Bl. & Avenue of the Stars	AM	0.832	D	0.944	E	1.090	F	1.175	F	0.085*
	PM	1.006	F	1.136	F	1.314	F	1.374	F	0.060*
37. Pico Bl. & Century Park East	AM	0.869	D	0.987	E	1.144	F	1.166	F	0.022*
	PM	0.788	C	0.893	D	1.035	F	1.039	F	0.004
38. Pico Bl. & Roxbury Dr.	AM	0.703	C	0.721	C	0.838	D	0.860	D	0.022*
	PM	0.717	C	0.734	C	0.853	D	0.877	D	0.024*
39. Pico Bl. & Beverwil Dr.	AM	1.001	F	1.056	F	1.222	F	1.264	F	0.042*
	PM	1.175	F	1.249	F	1.446	F	1.476	F	0.030*
40. Pico Bl. & Beverly Dr.	AM	0.692	B	0.709	C	0.829	D	0.829	E	0.000
	PM	0.872	D	0.909	E	1.055	F	1.069	F	0.014*
41. Pico Bl. & Doheny Dr.	AM	0.749	C	0.773	C	0.900	E	0.905	E	0.005
	PM	0.840	D	0.873	D	1.015	F	1.025	F	0.010*

Table 12 (cont.)

Fox Project ("Base Case")

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project CMA	LOS	Impact
42. Pico Bl. & Robertson Bl.	AM	0.978	E	1.031	F	1.199	F	1.199	F	0.000
	PM	1.118	F	1.187	F	1.376	F	1.383	F	0.007
43. Santa Monica Fwy. WB Ramps/National Bl. & Overland Av.	AM	0.880	D	0.921	E	1.070	F	1.093	F	0.023*
	PM	1.125	F	1.197	F	1.386	F	1.406	F	0.020*
44. Santa Monica Fwy. EB On-Ramp & Overland Av.	AM	0.627	B	0.635	B	0.741	C	0.768	C	0.027
	PM	0.641	B	0.650	B	0.757	C	0.769	C	0.012
45. National Bl./National Pl. & Overland Av.	AM	0.629	B	0.555	A	0.650	B	0.657	B	0.007
	PM	0.845	D	0.891	D	1.051	F	1.065	F	0.014*
46. National Bl. & Santa Monica Fwy. EB Off-Ramp	AM	0.467	A	0.453	A	0.529	A	0.587	A	0.058*
	PM	0.516	A	0.510	A	0.597	A	0.613	B	0.016
47. Monte Mar Dr. & Motor Av.	AM	1.227	F	1.305	F	1.502	F	1.625	F	0.123*
	PM	1.117	F	1.170	F	1.347	F	1.465	F	0.118*
48. Club Dr. & Motor Av.	AM	0.867	D	0.901	E	1.034	F	1.148	F	0.114*
	PM	0.993	E	1.032	F	1.188	F	1.304	F	0.116*
49. Dunleer Dr. & Motor Av.	AM	1.157	F	1.298	F	1.480	F	1.618	F	0.138*
	PM	1.290	F	1.437	F	1.641	F	1.781	F	0.140*
50. Manning Av. & Motor Av.	AM	0.909	E	0.950	E	1.099	F	1.161	F	0.062*
	PM	0.693	B	0.707	C	0.821	D	0.852	D	0.031*
51. Manning Av. & Santa Monica Fwy EB On-Ramp	AM	0.463	A	0.523	A	0.602	B	0.614	B	0.012
	PM	0.403	A	0.445	A	0.508	A	0.576	A	0.068*
52. Santa Monica Fwy. WB Off-Ramp/ Manning Av. & National Bl.	AM	0.730	C	0.751	C	0.873	D	0.903	E	0.030*
	PM	0.900	E	0.944	E	1.095	F	1.107	F	0.012*
53. Cashio St. & Beverwil Dr.	AM	0.602	B	0.607	B	0.709	C	0.723	C	0.014
	PM	0.597	A	0.600	B	0.700	C	0.714	C	0.014
54. Cashio St. & Beverly Dr.	AM	0.427	A	0.415	A	0.492	A	0.500	A	0.008
	PM	0.385	A	0.368	A	0.442	A	0.449	A	0.007

Table 12 (cont.)

Fox Project ("Base Case")

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project CMA	LOS	Impact
55. Monte Mar Dr. & Beverwil Dr.	AM	0.847	D	0.884	D	1.025	F	1.055	F	0.030*
	PM	0.953	E	0.999	E	1.157	F	1.188	F	0.031*
56. Monte Mar Dr. & Beverly Dr.	AM	0.764	C	0.861	D	0.989	E	1.017	F	0.028*
	PM	0.867	D	0.973	E	1.116	F	1.144	F	0.028*
57. Cadillac Av./Hillsboro Dr. & Robertson Bl.	AM	0.803	D	0.833	D	0.968	E	0.997	E	0.029*
	PM	0.955	E	1.003	F	1.162	F	1.189	F	0.027*
58. Cattaraugus Av. & Robertson Bl.	AM	0.860	D	0.898	D	1.046	F	1.046	F	0.000
	PM	0.875	D	0.915	E	1.064	F	1.065	F	0.001
59. Santa Monica Fwy. WB Off-Ramp/ Kincardine Av. & Robertson Bl.	AM	0.880	D	0.921	E	1.072	F	1.075	F	0.003
	PM	0.911	E	0.955	E	1.109	F	1.110	F	0.001
60. National Bl. & Robertson Bl.	AM	1.020	F	1.078	F	1.253	F	1.257	F	0.004
	PM	1.095	F	1.162	F	1.348	F	1.355	F	0.007
61. Wilshire Bl. & Santa Monica Bl. (North I/S)	AM	1.488	F	1.676	F	1.932	F	1.939	F	0.007
	PM	1.375	F	1.548	F	1.780	F	1.788	F	0.008
62. Wilshire Bl. & Santa Monica Bl. (South I/S)	AM	1.102	F	1.242	F	1.431	F	1.431	F	0.000
	PM	1.116	F	1.258	F	1.446	F	1.446	F	0.000
63. Wilshire Bl. & Roxbury Dr./ Brighton Wy.	AM	0.486	A	0.548	A	0.631	B	0.634	B	0.003
	PM	0.625	B	0.702	C	0.809	D	0.810	D	0.001
64. Wilshire Bl. & Beverly Dr.	AM	0.932	E	1.049	F	1.208	F	1.221	F	0.013*
	PM	0.942	E	1.059	F	1.219	F	1.225	F	0.006
65. Wilshire Bl. & Doheny Dr.	AM	0.871	D	0.981	E	1.131	F	1.137	F	0.006
	PM	0.940	E	1.056	F	1.215	F	1.228	F	0.013*
66. Wilshire Bl. & Robertson Bl.	AM	0.743	C	0.836	D	0.963	E	0.972	E	0.009
	PM	0.993	E	1.118	F	1.286	F	1.292	F	0.006
67. Charleville Bl. & Spalding Dr.	AM	0.273	A	0.307	A	0.353	A	0.361	A	0.008
	PM	0.460	A	0.519	A	0.596	A	0.597	A	0.001

Table 12 (cont.)

Fox Project ("Base Case")

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project CMA	LOS	Impact
68. Charleville Bl. & Roxbury Dr.	AM	0.257	A	0.289	A	0.331	A	0.333	A	0.002
	PM	0.403	A	0.454	A	0.522	A	0.523	A	0.001
69. Olympic Bl. & Spalding Dr.	AM	1.053	F	1.185	F	1.364	F	1.392	F	0.028*
	PM	0.928	E	1.043	F	1.199	F	1.222	F	0.023*
70. Olympic Bl. & Roxbury Dr.	AM	0.760	C	0.855	D	0.984	E	1.012	F	0.028*
	PM	0.885	D	0.995	E	1.145	F	1.165	F	0.020*
71. Olympic Bl. & Beverwil Dr.	AM	1.000	F	1.124	F	1.295	F	1.328	F	0.033*
	PM	1.011	F	1.136	F	1.307	F	1.326	F	0.019*
72. Olympic Bl. & Beverly Dr.	AM	0.856	D	0.962	E	1.109	F	1.131	F	0.022*
	PM	0.862	D	0.969	E	1.114	F	1.133	F	0.019*
73. Olympic Bl. & Doheny Dr.	AM	0.809	D	0.910	E	1.049	F	1.068	F	0.019*
	PM	0.848	D	0.954	E	1.098	F	1.112	F	0.014*
74. Olympic Bl. & Robertson Bl.	AM	0.984	E	1.108	F	1.276	F	1.295	F	0.019*
	PM	1.264	F	1.423	F	1.637	F	1.652	F	0.015*

* Denotes significant project impact.

The majority of significant impacts due to the proposed project would be in the afternoon peak hour. The greatest project impacts in either or both peak hours would generally be at intersections with Motor Avenue, Olympic Boulevard, Pico Boulevard, Avenue of the Stars and Overland Avenue. Galaxy Way and Empyrean Way to the east of the project site would also experience more Fox traffic, as well as other traffic, than today, and would be significantly impacted. More easterly of the site, including in the City of Beverly Hills, significant project impacts would be less severe, than to the west and southwest. Mitigation measures that would reduce these impacts to levels of insignificance are described in the mitigation section.

Analysis of Regional Impacts

In a previous section, key freeway ramps were analyzed as part of the intersection analysis. This section evaluates the regional aspects of the proposed Fox project relative to mainline freeway segments. This regional analysis utilizes freeway traffic volume data obtained from Caltrans, which includes both average annual daily volumes and hourly peak period volumes.

The two freeways closest to the project site, the San Diego Freeway (I-405) and the Santa Monica Freeway (I-10), are currently congested during much of the day in the project vicinity. Table 13 shows existing (1990) and projected future (1996) daily traffic volumes on these freeways. This table indicates that future growth in this area will cause large increases in the cumulative freeway demand by the year 1996. The highest volume freeway segment in this vicinity is along the San Diego Freeway between Olympic Boulevard and Santa Monica Boulevard with current daily traffic demands in excess of 326,000 vehicles. In fact, most portions of the San Diego Freeway in this area accommodate volumes in excess of 300,000 vehicles per day. It is projected that by 1996, these same segments of the San Diego Freeway will have

Table 13
Existing and Future Daily Freeway Traffic Volumes

Freeway Segment	Existing (1990) Daily Volume	Future (1996) Traffic: Without Project Volume	Future (1996) Traffic: Project Volume ("Base Case")	Percentage of Project Traffic Being Added
San Diego Freeway				
Bet. Wilshire Bl. & Santa Monica Bl.	315,000	404,960	1,436	0.35%
Bet. Santa Monica Bl. & Olympic/Pico Bl.	326,400	419,740	1,360	0.32%
Bet. Olympic/Pico Bl. & Santa Monica Fwy.	303,700	390,870	226	0.06%
Bet. Santa Monica Fwy. & National Bl.	298,600	384,250	454	0.12%
Bet. National Bl. & Venice Bl./Washington Bl.	315,000	405,210	794	0.20%
Bet. Venice/Washington Bl. & Culver Bl.	314,200	404,190	908	0.22%
Santa Monica Freeway				
Bet. Cloverfield Bl. & Centinela Av.	187,000	240,620	378	0.16%
Bet. Centinela Av. & Bundy Dr.	181,100	232,900	302	0.13%
Bet. Bundy Dr. & San Diego Fwy.	234,600	301,900	302	0.10%
Bet. San Diego Fwy. & Overland Av.	287,300	369,520	982	0.27%
Bet. Overland Av. & National Bl.	281,800	362,760	38	0.01%
Bet. National Bl. & Robertson Bl.	281,200	361,740	750	0.21%
Robertson Bl. & La Cienega/Venice Bl.	294,100	378,310	794	0.21%
Bet. La Cienega/Venice Bl. & Fairfax Av./Washington Bl.	283,500	364,540	1,058	0.29%

traffic demands close to or in excess of 400,000 vehicles per day. Daily traffic volumes along the Santa Monica Freeway are presently less than 200,000 vehicles west of Bundy Drive but approach 300,000 vehicles on segments east of the San Diego Freeway. Similarly, these volumes are expected to increase substantially over the next few years, with projected demands approaching 380,000 vehicles per day by 1996.

Estimated daily project traffic volumes ("Base Case" with inclusion of Transportation Demand Management program) on the San Diego and Santa Monica Freeways is also shown in Table 13. The project is expected to add volumes of less than one percent to the future daily freeway traffic volumes on any given segment. While these percentages are very small, project traffic will nonetheless add to the cumulative future demand on the freeway system. Regionwide freeway improvements, such as the addition of High Occupancy Vehicle (HOV) lanes to the San Diego Freeway, will be needed in order to accommodate anticipated future demand in the region. However, such improvements are beyond the scope of mitigation for any single project, and must be dealt with on a regional basis, as provided for in the transportation funding measures of 1990 (Propositions 108, 111, 116 and Measure C).

The project traffic impact analysis for the adjacent freeway mainline segments was accomplished through calculation and comparison of volume/capacity (V/C) ratios for the AM and PM peak-hour periods, as summarized in Table 14. Each freeway was divided into segments between important interchanges and the capacities of these segments were evaluated in both directions. Basically, a capacity of 2,000 vehicles per hour was assigned for each through lane and 1,500 vehicles per hour for an auxiliary lane. The total capacity, by direction, was then determined to reflect the

..ole 14
Project Traffic Impacts on Regional Freeway System
San Diego Freeway

Freeway Segment	Capacity (Veh./Hr.)		Existing (1990) Volume	V/C	LOS	Future (1996) W/O Project	V/C	LOS	W/Project	V/C	LOS	Impact
Northbound												
Bet. Wilshire Bl. & Santa Monica Bl.	11,500	AM	9,130	0.794	C	11,850	1.030	F0	11,875	1.033	F0	0.003
		PM	10,000	0.870	D	12,940	1.125	F0	13,100	1.139	F0	0.014
Bet. Santa Monica Bl. & Olympic/Pico Bl.	11,500	AM	10,160	0.883	D	13,190	1.147	F0	13,213	1.149	F0	0.002
		PM	10,000	0.870	D	12,940	1.125	F0	13,092	1.138	F0	0.013
Bet. Olympic/Pico Bl & Santa Monica Fwy.	10,000	AM	9,420	0.942	E	12,230	1.223	F0	12,234	1.223	F0	0.000
		PM	8,890	0.889	D	11,520	1.152	F0	11,546	1.155	F0	0.003
Bet. Santa Monica Fwy. & National Bl.	10,000	AM	9,360	0.936	E	12,140	1.214	F0	12,192	1.219	F0	0.005
		PM	8,770	0.877	D	11,360	1.136	F0	11,369	1.137	F0	0.001
Bet. National Bl. & Venice/Washington Bl.	10,000	AM	10,120	1.012	F0	13,120	1.312	F1	13,214	1.321	F1	0.009
		PM	9,300	0.930	E	12,050	1.205	F0	12,066	1.207	F0	0.002
Bet. Venice/Washington Bl. & Culver Bl.	10,000	AM	9,800	0.980	E	12,700	1.270	F1	12,803	1.280	F1	0.010
		PM	9,510	0.951	E	12,320	1.232	F0	12,338	1.234	F0	0.002
Southbound												
Bet. Wilshire Bl. & Santa Monica Bl.	11,500	AM	9,420	0.819	D	12,190	1.060	F0	12,353	1.074	F0	0.014
		PM	8,820	0.767	C	11,420	0.993	E	11,449	0.996	E	0.003
Bet. Santa Monica Bl. & Olympic/Pico Bl.	10,000	AM	9,610	0.961	E	12,440	1.244	F0	12,594	1.259	F1	0.015
		PM	9,820	0.982	E	12,720	1.272	F1	12,747	1.275	F1	0.003
Bet. Olympic/Pico Bl. & Santa Monica Fwy.	10,000	AM	8,460	0.846	D	10,970	1.097	F0	10,995	1.100	F0	0.003
		PM	9,160	0.916	E	11,870	1.187	F0	11,875	1.188	F0	0.001
Bet. Santa Monica Fwy. & National Bl.	10,000	AM	9,060	0.906	E	11,760	1.176	F0	11,768	1.177	F0	0.001
		PM	8,940	0.894	D	11,580	1.158	F0	11,630	1.163	F0	0.005
Bet. National Bl. & Venice Bl./Washington Bl.	10,000	AM	9,540	0.954	E	12,390	1.239	F0	12,403	1.240	F0	0.001
		PM	9,880	0.988	E	12,790	1.279	F1	12,874	1.287	F1	0.008
Bet. Venice/Washington Bl. & Culver Bl.	10,000	AM	9,300	0.930	E	12,070	1.207	F0	12,085	1.209	F0	0.002
		PM	9,980	0.998	E	12,920	1.292	F1	13,020	1.302	F1	0.010

Note: Project traffic ("Base Case") analyzed reflects 12.5% peak-hour reduction due to project TDM program.

Table 14 (cont.)
Project Traffic Impacts on Regional Freeway System
Santa Monica Freeway

Freeway Segment	Capacity (Veh./Hr.)		Existing (1990) Volume	V/C	LOS	Future (1996) W/O Project	V/C	LOS	W/Project	V/C	LOS	Impact
Eastbound												
Bet. Cloverfield Bl. & Centinela Av.	8,000	AM	7,790	0.974	E	10,110	1.264	F1	10,153	1.269	F1	0.005
		PM	7,020	0.878	D	9,100	1.138	F0	9,108	1.139	F0	0.001
Bet. Centinela Av. & Bundy Dr.	8,000	AM	7,820	0.978	E	10,320	1.290	F1	10,354	1.294	F1	0.004
		PM	7,640	0.955	E	9,900	1.238	F0	9,906	1.238	F0	0.000
Bet. Bundy Dr. & San Diego Fwy.	9,500	AM	8,640	0.909	E	11,210	1.180	F0	11,244	1.184	F0	0.004
		PM	8,820	0.928	E	11,430	1.203	F0	11,436	1.204	F0	0.001
Bet. San Diego Fwy. & Overland Av.	9,500	AM	9,050	0.953	E	11,730	1.235	F0	11,842	1.247	F0	0.012
		PM	9,420	0.992	E	12,200	1.284	F1	12,220	1.286	F1	0.002
Bet. Overland Av. & National Bl.	10,000	AM	9,240	0.924	E	12,000	1.200	F0	12,000	1.200	F0	0.000
		PM	9,040	0.904	E	11,720	1.172	F0	11,720	1.172	F0	0.000
Bet. National Blvd & Robertson Bl.	10,000	AM	9,940	0.994	E	12,900	1.290	F1	12,913	1.291	F1	0.001
		PM	9,650	0.965	E	12,490	1.249	F0	12,574	1.257	F1	0.008
Robertson Bl. & La Cienega/Venice Bl.	9,500	AM	9,660	1.017	F0	12,540	1.320	F1	12,555	1.322	F1	0.002
		PM	9,270	0.976	E	12,000	1.263	F1	12,092	1.273	F1	0.010
Bet. La Cienega/Venice Bl. & Fairfax Av./Washington Bl.	10,000	AM	9,360	0.936	E	12,150	1.215	F0	12,169	1.217	F0	0.002
		PM	8,740	0.874	D	11,310	1.131	F0	11,428	1.143	F0	0.012
Westbound												
Bet. Cloverfield Bl. & Centinela Av.	8,000	AM	6,630	0.829	D	8,130	1.016	F0	8,136	1.017	F0	0.001
		PM	6,340	0.793	C	8,210	1.026	F0	8,252	1.032	F0	0.006
Bet. Centinela Av. & Bundy Dr.	8,000	AM	6,970	0.871	D	9,050	1.131	F0	9,055	1.132	F0	0.001
		PM	6,540	0.818	D	8,470	1.059	F0	8,504	1.063	F0	0.004
Bet. Bundy Dr. & San Diego Fwy.	9,500	AM	8,750	0.921	E	11,360	1.196	F0	11,365	1.196	F0	0.000
		PM	8,080	0.851	D	10,470	1.102	F0	10,504	1.106	F0	0.004
Bet. San Diego Fwy. & Overland Av.	9,500	AM	8,790	0.925	E	11,410	1.201	F0	11,427	1.203	F0	0.002
		PM	8,580	0.903	E	11,100	1.168	F0	11,210	1.180	F0	0.012
Bet. Overland Av. & National Bl.	8,000	AM	8,540	1.068	F0	11,090	1.386	F2	11,099	1.387	F2	0.001
		PM	8,680	1.085	F0	11,250	1.406	F2	11,252	1.407	F2	0.001
Bet. National Blvd & Robertson Bl.	9,500	AM	9,080	0.956	E	11,770	1.239	F0	11,856	1.248	F0	0.009
		PM	9,540	1.004	F0	12,360	1.301	F1	12,376	1.303	F1	0.002
Bet. Robertson Bl. & La Cienega/Venice Bl.	9,500	AM	8,810	0.927	E	11,420	1.202	F0	11,515	1.212	F0	0.010
		PM	9,230	0.972	E	11,960	1.259	F1	11,978	1.261	F1	0.002
Bet. La Cienega/Venice Bl. & Fairfax Av./Washington Bl.	9,500	AM	8,270	0.871	D	10,570	1.113	F0	10,691	1.125	F0	0.012
		PM	8,670	0.913	E	11,230	1.182	F0	11,252	1.184	F0	0.002

Note: Project traffic ("Base Case") analyzed reflects 12.5% peak-hour reduction due to project TDM program.

most restrictive "bottleneck" condition along the segment. These capacities, along with existing and future freeway traffic volumes on each freeway segment are shown in Table 14. Instabilities in freeway flow generally occur above a threshold V/C of about 0.950, resulting in reduced speeds and "stop-and-go" conditions as demands increase and flow further deteriorates. Thus, in the freeway segments analyzed in this study, freeway speeds typically fall below 30 miles per hour for several hours each day.

To determine project traffic impacts, peak-hour project traffic volumes were added to the estimated future (1996) traffic demand volumes on each segment of freeway being analyzed. The resultant V/C ratios and levels of service are summarized in Table 14 for existing and future freeway conditions. The relationship of V/C ratios to LOS is the same as that of CMA values to LOS discussed previously, with identical correlations. However, for the purposes of this regional analysis, the expanded Caltrans nomenclature for LOS F, where volumes exceed theoretical capacity, was assumed. That is, LOS F0 represents V/C ratios in the range of 1.001 to 1.250, while LOS F1 is indicative of values in the range of 1.251 to 1.350. LOS F2 is defined by the range of V/C values from 1.351 to 1.450. Project traffic impacts were determined by comparing the peak-hour V/C ratios obtained for the future "Without" and "With" project traffic cases, as indicated in Table 14.

An increase in V/C ratio equal to or in excess of 0.020 is deemed to represent a significant traffic impact. The results of this study indicate that none of these freeway segments will be significantly impacted by the proposed project. It can be seen that the largest project traffic impacts (0.013 to 0.015), although insignificant, occur with project traffic approaching the study area southbound on the San Diego Freeway in the morning peak-hour and departing northbound via the same route in the afternoon peak-hour. Other impacts in the range of 0.010 to 0.012 occur along

various other freeway segments of both the San Diego and Santa Monica Freeways during both peak hours.

Thus, while the proposed project will not significantly impact the regional freeway system serving this area, the project will add to the overall cumulative increases in traffic on the freeway system. The results in Table 14 forecast that future freeway demands will exceed existing capacities by more than 40 percent. Accordingly, the regional transportation problems need to be addressed through a combination of freeway improvements including, for example, the addition of HOV/transit lanes on the freeway, implementation of other regionwide transit improvements, and aggressive application and enforcement of other TDM efforts. As stated above, a number of funding measures were passed in 1990 to provide a wide range of programs that will be effective in addressing these issues and similar transportation needs throughout the Los Angeles region.

TRAFFIC IMPACTS ON NEARBY RESIDENTIAL NEIGHBORHOODS

In the vicinity of the Fox project site are several residential neighborhoods and communities. Immediately to the east of the site are condominium developments along Galaxy Way, Empyrean Way and northeasterly of Galaxy Way and Century Park East. These include Park Place, Century Hill, Le Parc, Century Towers and Century Park East Condominiums. Another condominium development, Century Woods, is to the north, northeasterly of Olympic Boulevard and Century Park West.

Along the west side of the site and west of Century Park West is another residential area, comprised mostly of single-family homes, including Tract 7260. In addition, there is multiple-family development along Fox Hills Drive and Beverly Glen Boulevard in this area.

Rancho Park Golf Course and Hillcrest Country Club are two large land areas immediately south of the project site. South of those areas are large single-family areas that are part of the Rancho Park and Cheviot Hills communities, including the California Country Club neighborhood.

Southeasterly of Pico Boulevard and the Hillcrest Country Club in a large residential area extending to Robertson Boulevard. Within this area is the single-family community of Beverlywood. Multiple-family development also exists south of Pico Boulevard as well as along a few blocks of Beverly Drive and Doheny Drive.

The area east of Century City to Beverly and Beverwil Drives, between Wilshire Boulevard and Pico Boulevard, is mostly within the City of Beverly Hills, with the southerly half of the area between Olympic and Pico Boulevards in the City of Los Angeles. In Beverly Hills, the areas from Charleville Boulevard to north of Olympic Boulevard, and from south of Olympic Boulevard to the Los Angeles boundary, are generally developed with single-family homes. Multiple-family units are present

along Olympic Boulevard, the north side of Charleville Boulevard, Spalding Drive to south of Olympic Boulevard, and Roxbury and Peck Drives between Olympic Boulevard and the Los Angeles boundary. The City of Los Angeles portion of this area has multiple-family development northerly of Pico Boulevard and along Roxbury Drive to the Beverly Hills boundary. The remaining residential development in the City of Los Angeles portion is single-family.

Concerns About Nonresidential Traffic Through Residential Areas

In addition to the local streets serving these residential areas, there are other streets within these areas that have been designated as higher functioning streets in the City of Los Angeles General Plan. Most of those in this group are collector streets, including Patricia Avenue, Butterfield Road, Roxbury Drive, Cashio Street, Beverwil Drive, Galaxy Way and Empyrean Way. Other streets have been designated both a collector street and secondary highway, depending on the segment. For example, Motor Avenue is classified as a collector street between Pico Boulevard and Manning Avenue, and a secondary highway to the south. Manning Avenue is a collector street west of Motor Avenue and a secondary highway to the east. Monte Mar Drive is designated a collector street west of Motor Avenue (to Lorenzo Drive) and a secondary highway between Beverwil Drive and Robertson Boulevard.

Although these and other streets in these areas have designations above that of a local street, most of them are not improved to roadway widths consistent with these higher designations, such as 44 feet for a collector street and 66 feet for a secondary highway. Many of them, as well as many of the local streets, have roadway widths of 36 feet or less. Generally, these streets provide only one travel lane in each direction.A few of these collector streets are improved to widths greater than 44 feet, namely, Motor Avenue, Galaxy Way, Beverwil Drive northerly of Cashio Street and Manning Avenue westerly of Motor Avenue. In fact, Motor Avenue between Pico Boulevard and Monte Mar Drive is actually improved to a secondary highway

width of 66 feet. This section of Motor Avenue, Galaxy Way and Beverwil Drive northerly of Cashio Street are presently striped with two lanes in each direction, while Manning Avenue has one lane each way.

There is an increasing problem of nonresidential traffic using streets in these residential neighborhoods as thoroughfares, regardless of whether those streets are physically capable of accommodating large volumes. Some of this intrusion is caused by the lack of a uniform grid of arterial streets. However, much of this traffic is diverted from the arterial highways system trying to avoid the increasing area congestion, as indicated by the poor levels of service existing at many of the study intersections. As area congestion on the arterial system increases, the number of drivers seeking alternative routes increases. The problem of this "cut-through" traffic is exacerbated by the fact that many of the streets in these areas are not adequately improved to handle large traffic volumes. This problem is expected to worsen due to cumulative traffic growth. It could further worsen due to traffic generated by proposed development if no mitigation measures are provided.

Residential associations and groups in the surrounding area have retained an independent traffic consultant to evaluate and to advise them on the traffic study being prepared for the Fox Studios expansion project. These associations and groups have expressed through their consultant their concern that the proposed project could impact 16 streets/routes in their neighborhoods as listed in Table 15. To this list, three other routes, Queensbury Drive, Galaxy Way and Empyrean Way (numbers 16, 17 and 18), have been added as potential routes of residential concern. As discussed previously, some of these streets are designated collector streets or secondary highways. This status is also indicated in Table 15.

Table 15
Residential Streets/Routes

1.	Gregory Way	From Spalding Dr. to Beverly Dr.
2.	Fox Hills Drive	From Santa Monica Bl. to Pico Bl.
3.	Kerwood Drive	From Fox Hills Dr. to Pico Bl.
4.	Patricia Avenue *	From Olympic Bl. to Motor Av.
5.	Manning Avenue*	From Pico Bl. to Motor Av.
6.	Butterfield Road*	From Patricia Av. to Manning Av.
7.	Motor Avenue*	From Monte Mar Dr. to Manning Av.
8.	Spalding Drive	From Olympic Bl. to Beverly Green Dr.
9.	Roxbury Drive*	From Olympic Bl. to Cashio St.
10.	Beverly Green Drive	From Roxbury Dr. to Pico Bl.
11.	Cashio Street*	From Roxbury Dr. to Canfield Av.
12.	Beverwil Drive*	From Pico Bl. to Monte Mar Dr.
13.	Castello Drive	From Pico Bl. to Cashio St.
14.	Monte Mar Drive**	From Beverwil Dr. to Robertson Bl.
15.	Camden Drive	From Olympic Bl. to Pico Bl.
16.	Queensbury Drive	From Forrester Dr. to Manning Av.
17.	Galaxy Way*	From Avenue of the Stars to Century Park East
18.	Empyrean Way*	From Avenue of the Stars to Century Park East

* Designated a collector street for all or part of this length.
** Designated a secondary highway.

Existing and Future Daily Volumes on Routes Through Residential Area

Current daily traffic volumes for the above routes are listed in the Table 16. These volumes are based on recent traffic count information from the City of Los Angeles and the City of Beverly Hills, and on traffic counts performed by Crain & Associates. Count information from years previous to 1990 was growth-factored by two percent per year to 1990.

Table 16
Existing and Future Daily Volumes on Residential Streets/Routes

		Vehicles Per Day (VPD) - Both Directions	
		Existing (1990)	Future (1996) (Incl. Related Projects & Ambient Growth Only)
1. Gregory Way	near Beverly Dr.	7,900	10,200
2. Fox Hills Drive	near Santa Monica Bl.	1,600	2,100
	near Kerwood Dr.	900	1,200
	near Tennessee Av	650	850
3. Kerwood Drive	near Louisiana Av.	500	650
	near Keswick Av.	1,800	2,300
	near Pico Bl.	2,000	2,600
4. Patricia Avenue	near Pico Bl.	6,700	8,600
	near Butterfield Rd.	3,200	4,100
	near Motor Av.	500	650
5. Manning Avenue	near Pico Bl.	5,600	7,200
	near Butterfield Rd.	6,600	8,500
	near Motor Av.	3,700	4,800
6. Butterfield Road	near Manning Av.	2,600	3,300
7. Motor Avenue	near Monte Mar Dr.	25,300	32,200
	near Cheviot Dr.	21,800	27,700
	near Manning Av.	21,800	27,700
8. Spalding Drive	near Olympic Bl.	3,900	5,000
9. Roxbury Drive	near Olympic Bl.	6,700	8,600
	near Pico Bl.	5,500	7,100
	near Cashio St.	3,900	5,000
10. Beverly Green Drive	near Pico Bl.	3,500	4,500
11. Cashio Street	near Beverwil Dr.	3,200	4,100
	near Canfield Av.	3,500	4,500
12. Beverwil Drive	near Pico Bl.	19,300	24,800
	near Cashio St.	15,800	20,300
	near Monte Mar Dr.	15,400	19,700
13. Castello Drive	near Cashio St.	650	850
14. Monte Mar Drive	near Beverwil Dr.	2,200	2,800
	near Beverly Dr.	7,200	9,200
	near Robertson Bl.	3,800	4,800
15. Camden Drive	near Olympic Bl.	4,200	5,400
16. Queensbury Drive	near Dunleer Dr.	3,200	4,100
17. Galaxy Way	near Avenue of the Stars	2,100	2,700
18. Empyrean Way	near Avenue of the Stars	1,300	1,700

Table 16 also includes estimates of the daily volumes for the year 1996, projected from the 1990 volumes using a cumulative growth factor of 1.2873. This growth factor was calculated using the same methodology described in the "Future Traffic Conditions" section, and includes future traffic growth attributable to the 173 related projects, and ambient growth (two percent per year). Existing traffic generated by the Fox site has been excluded from the growth factor and assumed to remain constant for purposes of projecting these volumes.

Project Traffic Impacts on Routes Through Residential Areas

Table 17 estimates the daily traffic that will be generated by the Fox project on the neighborhood routes in question. As indicated, little or no traffic is expected to be generated by the proposed project on the majority of routes in question. This is due to the fact that some of the suggested routes are very circuitous relative to site access; are controlled by many Stop signs and/or turn restrictions; are without traffic signal control at important intersections to allow conflicting traffic movements to be made more easily; and/or are already carrying heavy traffic volumes.

A second way in which the project could impact some of these residential routes is through increased congestion on arterial routes due to project traffic. Should arterial routes become more congested both project and non-project traffic would be induced to use residential streets as 'short cuts'. However, the measures described in the mitigation section reduce project impacts on arterials to less than a level of significance thus avoiding this potential impact.

Except for the Westwood/West Los Angeles Interim Control Ordinance (ICO), there are no adopted criteria by which a quantitative assessment can be made of traffic impacts on residential streets in the City of Los Angeles or the City of Beverly Hills.

Table 17
Project Daily Volumes on Residential Streets/Routes

		Vehicles Per Day (VPD) - Both Directions
1.	Gregory Way	Negligible* bet. Spalding Dr. and Beverly Dr.
2.	Fox Hills Drive	Negligible* bet. Santa Monica Bl. and Pico Bl.
3.	Kerwood Drive	Negligible* bet. Fox Hills Dr. and Pico Bl.
4.	Patricia Avenue	140 VPD bet. Pico Bl. and Butterfield Rd.
5.	Manning Avenue	Negligible* bet. Pico Bl. and Motor Av.
6.	Butterfield Road	50 VPD bet. Patricia Av. and Manning Av.
7.	Motor Avenue	1,330 VPD bet. Monte Mar Dr. and Manning Av.
8.	Spalding Drive	Negligible* bet. Olympic Bl. and Beverly Green Dr.
9.	Roxbury Drive	Negligible* bet. Olympic Bl. and Cashio St.
10.	Beverly Green Drive	Negligible* bet. Roxbury Dr. and Pico Bl.
11.	Cashio Street	Negligible* bet. Roxbury Dr. and Canfield Av.
12.	Beverwil Drive	330 VPD bet. Pico Bl. and Monte Mar Dr.
13.	Castello Drive	Negligible* bet. Pico Bl. and Cashio St.
14.	Monte Mar Drive	160 VPD bet. Beverwil Dr. and Beverly Dr. 320 VPD bet. Beverly Dr. and Robertson Bl. (via Hillsboro Dr.)
15.	Camden Drive	Negligible* bet. Olympic Bl. and Pico Bl.
16.	Queensbury Drive	240 VPD between Dunleer Dr. and Manning Av.
17.	Galaxy Way	630 VPD bet. Avenue of the Stars and Century Park East
18.	Empyrean Way	310 VPD bet. Avenue of the Stars and Century Park East

*Estimated to be less than 10 project vehicles per day.

The ICO, contains the following language regarding significant impacts on residential streets:

> "A transportation impact on a local residential street shall be deemed significant if the average daily traffic (ADT) volumes are projected to exceed 1,000 vehicles per day and the change in traffic volumes due to Project-related traffic represents an increase of 12.5 percent or more of the daily traffic volumes."

This definition does not apply to some of the higher classification of streets being analyzed. However, assuming this definition for all study segments, two of the 18 streets/routes discussed would be significantly impacted by the project prior to mitigation. These impacts would occur on Galaxy Way and Empyrean Way. As shown below, the several other routes, including Motor Avenue, Monte Mar Drive and Queensbury Drive could also be impacted but at less than a significant level.

Galaxy Way between Avenue of the Stars and Century Park East would experience an impact of 23.3 percent due to project traffic (ratio of 630 VPD to 2,700 VPD). Empyrean Way between the same two streets would have a project impact of 18.2 percent (ratio of 310 VPD to 1,700 VPD). Motor Avenue between Monte Mar Drive and Manning Avenue would have a project impact of 4.8 percent (ratio of 1,330 VPD to 27,700 VPD). Monte Mar Drive between Beverwil Drive and Beverly Drive would experience an impact of 6.4 percent as a result of project traffic (ratio of 160 VPD to 2,800 VPD). Queensbury Drive between Dunleer Drive and Manning Avenue would experience an impact of 5.9 percent (ratio of 240 VPD to 4,100 VPD). On the remaining 13 routes, project impacts would be 3.4 percent or less.

Project Mitigation Measures Affecting Residential Streets/Routes

The project mitigation measures proposed to reduce traffic impacts at the intersections of Galaxy Way/Avenue of the Stars and Empyrean Way/Avenue of the Stars would also reduce the amount of project traffic on both Galaxy Way and Empyrean Way. These mitigation measures, which are further described in the "Mitigation Measures" section, preclude the east-west through traffic movement across Avenue of the Stars on either street. These measures, combined with Fox's Transportation Demand Management Plan, would decrease project daily traffic volumes to approximately 70 VPD on Galaxy Way and 150 VPD on Empyrean Way. When changes to non-Fox traffic patterns are also considered, the mitigated project will result in a net decrease in traffic volumes on these segments and no significant impacts.

As a means of reducing traffic, including project traffic, on Motor Avenue, a project mitigation measure has been proposed for the intersection of Irene Street and Motor Avenue. Through traffic regularly uses Irene Street as a short cut to and from Motor Avenue in order to avoid the intersection of Motor Avenue and National Boulevard. The mitigation measure at Irene Street and Motor Avenue would involve the installation of restrictive channelization and/or other traffic devices, along with appropriate signage, which would preclude all turning movements, except eastbound right turns from Irene Street to southbound Motor Avenue.

It is estimated that this measure would reduce by approximately one-third the amount of through traffic using Irene Street, which would, in turn, result in decreased traffic on Motor Avenue between Pico Boulevard and Manning Avenue by about that same amount. It is expected that this diverted traffic would use Overland Avenue instead for north-south travel. Thus, on a daily basis,

approximately 1,970 vehicles, including 90 Fox project vehicles, would be removed from Motor Avenue with this measure. It should be further noted that project mitigation measures are included to mitigate impacts on Overland Avenue and at other study locations due to the diverted traffic.

On Monte Mar Drive in the Beverlywood area, the project proposes to install a traffic signal in place of the existing four-way stop sign control at Beverly Drive. In addition, the project will provide an ATSAC (Automated Traffic Surveillance and Control) system installation at the new signal for increased efficiency and coordination with adjacent traffic signals, which will alleviate congestion.

The project will also be implementing many other measures as part of its mitigation program, including physical improvements and measures to reduce its traffic generation. Together, all of these project mitigations will not only reduce project traffic impacts to levels of insignificance, but will also improve the capacity of the surrounding street system, especially the arterial highways. The expected result is that the added Fox traffic will have no greater incentive to use non-arterial residential streets than exists today.

Even though Fox project neighborhood impacts can be reduced to levels of insignificance, the extensive arterial improvements to be installed by Fox may not be sufficient to mitigate cumulative "cut-through" traffic impacts on neighborhood routes in the future. Future traffic conditions are forecast to have worse service levels at more of the study intersections. Therefore, reducing significant cumulative (i.e., non-project) impacts will require a broadbased program of transportation mitigations well beyond the scope of the Fox program for the West Los Angeles/Beverly Hills. Until such time that more comprehensive, areawide transportation measures and improvements are implemented by the local and state

jurisdictions to adequately meet the needs of the region, it can be expected that nonresidential traffic will still seek and use routes through these neighborhoods.

To the extent that feasible remedies can be found to further discourage nonresidential traffic through these neighborhoods, Fox has agreed to participate with those neighborhoods in developing and implementing those remedies. These neighborhood protection measures should provide some relief to these residents until more comprehensive solutions are implemented.

MITIGATION MEASURES

Many improvements and measures have been identified that will mitigate significant traffic impacts of the proposed Fox Studios project. These are described below for the impacted intersections.

- Santa Monica Boulevard and Beverly Glen Boulevard (north intersection) - Widen the south leg of Beverly Glen Boulevard on the east side, within the existing right-of-way, and restripe to provide a northbound right-turn-only lane.

- Santa Monica Boulevard and Beverly Glen Boulevard (south intersection) - Widen the north leg of Beverly Glen Boulevard on the west side, within the existing right-of-way, and restripe to provide a southbound right-turn-only lane.

- Santa Monica Boulevard and Century Park East (south intersection) - Restripe the west leg of Santa Monica Boulevard (south) to provide an eastbound optional through/right-turn lane in place of the through-only lane.

- Avenue of the Stars and Constellation Boulevard - Restripe Constellation Boulevard to provide a third eastbound through lane in place of the right-turn-only lane. Widen the east leg of Constellation Boulevard on the south side, within the existing right-of-way, to accommodate eastbound through lane across the intersection.

- San Diego Freeway S/B Off-Ramp/Tennessee Avenue and Sawtelle Boulevard - Widen the southbound off-ramp, within the existing right-of-way, and restripe to provide a second right-turn-only lane.

- San Diego Freeway N/B On-Ramp/Tennessee Avenue and Cotner Avenue - Restripe Cotner Avenue to provide a northbound left-turn lane, and a southbound left-turn lane, an optional through/right-turn lane and a right-turn only lane. The optional right-turn lane would be for high-occupancy vehicles only.

- Olympic Boulevard and Sepulveda Boulevard - Install morning peak period parking prohibitions on the north side of Olympic Boulevard to allow for an additional westbound through lane. Widen the west leg of Olympic Boulevard on the south side, within the existing right-of-way, and restripe to facilitate eastbound right-turning vehicles.

- Olympic Boulevard and Westwood Boulevard - Widen the west leg of Olympic Boulevard on the south side, within the existing right-of-way, and restripe to facilitate eastbound right-turning vehicles. Widen the south leg of Westwood Boulevard on the east side, within the existing right-of-way, and restripe to facilitate northbound right-turning vehicles.

- Olympic Boulevard and Overland Avenue - Widen both legs of Overland Avenue on both sides, within the existing right-of-way, and restripe to facilitate northbound and southbound right-turning vehicles.

- Olympic Boulevard and Beverly Glen Boulevard - Widen the south leg of Beverly Glen Boulevard on the east side, and the north leg on the west side, within the existing right-of-way, and restripe to provide a northbound and a southbound right-turn-only lane. Widen the west leg of Olympic Boulevard on the south side, within the existing right-of-way, and restripe to facilitate eastbound right-turning vehicles.

- Olympic Boulevard and Century Park West - Widen Olympic Boulevard on the north side, within the existing right-of-way, and restripe to provide a fourth westbound through lane in place of the right-turn-only lane.

- Olympic Boulevard Eastbound Ramps and Avenue of the Stars - Modify the raised median islands on Avenue of the Stars, and restripe to provide a second southbound left-turn lane.

- Olympic Boulevard and Century Park East - Widen the west log of Olympic Boulevard on the south side, within the existing right-of-way, and restripe to facilitate eastbound right-turning vehicles.

- Galaxy Way and Avenue of the Stars - Modify the raised median islands on Avenue of the Stars, and restripe to provide a second northbound left-turn lane, and a third southbound through lane in place of the right-turn-only lane. Install channelization, along with appropriate signage and signal indications, on Galaxy Way to prohibit eastbound and westbound through movements across the intersection. Restripe the west leg of Galaxy Way to provide a second eastbound left-turn lane and a right-turn-only lane, and the east leg to provide a westbound left-turn lane and a right-turn-only lane. Provide ATSAC signal installation.

- Empyrean Way and Avenue of the Stars - Install a new traffic signal. Modify the raised median islands and the northbound and southbound left-turn lanes on Avenue of the Stars. Install channelization, along with appropriate signage and signal indications, on Empyrean Way and on the project driveway, to prohibit eastbound and westbound through movement across the intersection. Restripe Empyrean Way to provide a westbound left-turn lane and a right-turn-only lane. Stripe the project

driveway to provide an eastbound left-turn lane and a right-turn-only lane. Provide ATSAC signal installation.

- Pico Boulevard and Overland Avenue - Widen the south leg of Overland Avenue on both sides, within the existing right-of-way, and restripe to provide a second northbound right-turn-only lane, and a third southbound through lane in place of the right-turn-only lane.

- Pico Boulevard and Patricia Avenue - Restripe the south leg of Patricia Avenue to facilitate northbound right-turning vehicles.

- Pico Boulevard and "Pico West" Driveway - Install a new traffic signal. Widen Pico Boulevard on the north side to provide a third westbound through lane. This improvement may require the provision of additional right-of-way on the north side of Pico Boulevard. Provide ATSAC signal installation.

- Pico Boulevard and Motor Avenue - Widen Pico Boulevard on the north side and restripe to provide a third westbound through lane. This improvement may require the provision of additional right-of-way on the north side of Pico Boulevard.

- Pico Boulevard and Avenue of the Stars - Restripe Pico Boulevard to provide a third westbound through lane in place of the right-turn-only lane.

- Pico Boulevard and Century Park East - Widen the east leg of Pico Boulevard on the north side, within the existing right-of-way, and restripe to provide a westbound right-turn-only lane.

- Pico Boulevard and Beverwil Drive - Remove the raised median island on the north leg of Beverwil Drive, and restripe to provide a southbound left-turn lane and two through lanes.

- Santa Monica Freeway W/B Ramps/National Boulevard and Overland Avenue - Remove the raised median island on the south leg of Overland Avenue, and restripe to provide a northbound optional through/right-turn lane. Restripe the westbound off-ramp to provide an optional through/left-turn lane, a through lane and a right-turn-only lane. Restripe National Boulevard to provide an eastbound left-turn lane, an optional left-turn/through/right-turn lane and a right-turn-only lane. Install east-west opposed-phase signal timing.

- National Boulevard/National Place and Overland Avenue - Remove the raised median island on National Place, and restripe to provide an eastbound left-turn lane. Construct a raised channelization island on Queensland Street.

- National Boulevard and Santa Monica Freeway E/B Off-Ramp - Restripe the eastbound off-ramp to provide an optional left-turn/right-turn lane and a right-turn-only lane.

- Dunleer Drive and Motor Avenue - Install a new traffic signal, and provide ATSAC signal installation to assist with traffic management along Motor Avenue.

- Manning Avenue and Motor Avenue - Restripe Manning Avenue to provide a westbound right-turn-only lane.

- Irene Street and Motor Avenue - Install raised channelization and/or other traffic devices, along with appropriate signage, on Irene Street to prohibit all turning movements at the intersection, except for eastbound right turns onto Motor Avenue.

  (This measure will deter some of the present and future through traffic using Irene Street as a shortcut between Motor Avenue and National Boulevard, resulting in decreased traffic on Motor Avenue.)

- Monte Mar Drive and Beverwil Drive - Widen or install additional red curb on Monte Mar Drive, and restripe to provide an eastbound and a westbound left-turn lane.

- Monte Mar Drive and Beverly Drive - Install a new traffic signal. Provide ATSAC signal installation.

- Cadillac Avenue/Hillsboro Drive and Robertson Boulevard - Widen Cadillac Avenue on the south side, and restripe to provide a westbound right-turn-only lane.

- City of Beverly Hills - Although the City of Beverly Hills does not yet have an ATSAC system or similar computerized traffic signal system, it is anticipated that it soon will. This system could then be linked with the ATSAC system being implemented in the Century City area and other parts of West Los Angeles. It is recommended that the project provide funding for ATSAC-type signal installations at the following six Beverly Hills intersections:

- Olympic Boulevard and Spalding Drive
- Olympic Boulevard and Roxbury Drive
- Olympic Boulevard and Beverwil Drive
- Olympic Boulevard and Beverly Drive
- Olympic Boulevard and Doheny Drive
- Olympic Boulevard and Robertson Boulevard

o Transportation Demand Management (TDM) Program - Enhance the existing Fox TDM program to further encourage ridesharing and transit usage among employees. Include in the program personalized matching services, guaranteed ride home and active participation in the Century City Transportation Management Organization. Integrate a parking management plan into the TDM program to further reduce project site generation and to eliminate potential off-site parking impacts (spillover).

Elements of the Fox long-range TDM plan is described in Appendix A. A more detailed and comprehensive version of this plan is currently being prepared. The TDM plan will achieve at least a five percent daily reduction and a 12.5 percent peak-hour reduction in Fox traffic generation, and will be monitored annually to ensure that such a reduction is being achieved.

o Audience Delivery System - Expand the audience delivery system for the off-site/remote collection of general audiences attending television program recordings, and the transportation of these audiences to and from the Fox lot in buses. Institute a program that prohibits general audience parking on-site.

- Restrict On-Site Uses - The trip generation rates applied in the "Project Traffic" analysis section are taken from a national source for typical office and light industrial uses. However, special studies conducted at the Fox site and at KTTV, also discussed in that section, demonstrate that the studio uses proposed for the project generate substantially less peak-hour traffic than the rates for these more standard uses would indicate. It is therefore recommended that restrictions be placed on the project such that only studio uses will occupy the proposed buildings. This "Restricted Use" designation will assure that at some later time, changes in the use of the site that would result in the higher generation indicated by the generic office and light industrial rates do not occur. These restrictions will be legally binding on the current and any subsequent owners of the site.

  The empirical trip generation rates from the site surveys, which specifically apply to the studio uses inherent in the "Restricted Use" designation, are shown in Table B-1 of Appendix B. The traffic generated by the proposed Fox renovation and expansion project with the "Restricted Use" designation, is presented in Table B-2. Also in Appendix B are diagrams depicting the traffic volumes at the study intersections of the project as a "Restricted Use," as well as of the total Fox site including the "Restricted Use" project (Figures B-1 and B-2). In addition, these volumes have been combined with the Without Project condition volumes and are presented in Figure B-3.

Cumulative Mitigation

As noted earlier, a comparison of the existing condition to the Without Project condition (see Table 18) shows that traffic impacts on arterial roadways will increase substantially by 1996 as a result of projected cumulative development, even without implementation of the Fox project. Table 16 shows that similar increases are expected on residential streets whether or not the Fox project is developed.

Conditions are expected to intensify in the future as more development occurs in the West Los Angeles area. Traffic projections for the year 1996 for the Without Project condition indicate that 46 intersections in the morning peak hour and 49 intersections in the afternoon peak hour will be operating at or near capacity (LOS E or F). Furthermore, all of the study intersections will be significantly impacted by cumulative growth (not including Fox project traffic), including 71 intersections in both peak hours.

Regional plans to improve some of these traffic conditions have been developed in the SCAG Regional Mobility Plan and the transportation elements of the Los Angeles General Plan, West Los Angeles District Plan, and certain interim control ordinances. However, a comprehensive traffic mitigation program for West Los Angeles has not yet been developed. Since most of these improvements have not yet been approved or funded, this study does not assume implementation of any such programs during the planning horizon. Clearly, regional solutions to both the traffic congestion and related air quality problems will continue to be a high priority throughout and beyond the planning period. The following measures, while not needed to mitigate project impacts, are proposed for implementation by the project in an effort to improve traffic conditions in West Los Angeles and the surrounding communities:

- Pico Boulevard and Robertson Boulevard - Restripe Robertson Boulevard to provide a second northbound left-turn lane.

- Santa Monica Freeway E/B On-Ramp and Overland Avenue - Remove the raised median island on Overland Avenue, and restripe to provide a third northbound through-only lane.

- Olympic Boulevard and Robertson Boulevard (City of Beverly Hills) - Widen Robertson Boulevard on both sides, within the existing right-of-way, and restripe to provide a second left-turn lane northbound and southbound.

- Residential Intrusion Reduction Programs - Provide funding and technical assistance for implementation of traffic intrusion reduction programs in neighborhoods surrounding the project site. Specific measures to be included in each program will be developed in consultation with local residents and the City of Los Angeles and City of Beverly Hills staffs, as appropriate. These programs are anticipated to go well beyond the turn restrictions along Avenue of the Stars at Galaxy Way and Empyrean Way proposed to mitigate potential project impacts, both in terms of neighborhoods covered and variety of measures. Potential measures in the cumulative programs include retiming of signals, peak period turn prohibitions, added Stop signs, partial cul-de-sacs, architectural/neighborhood identification "gates," right-turn-on-red restrictions and speed "humps".

Impacts After Project Mitigations

Assuming the implementation of all of the above mitigation measures by the Fox project, their effectiveness in reducing traffic impacts at the study intersections is

compared in Table 18. Table 18 also examines two subsets of the mitigation package in order to indicate the importance of various components. As the impacts under the heading "With Project + TDM + 'Restricted Use' Mitigation" demonstrate, the project is able to mitigate its impacts at many intersections to less than a level of significance by reducing its traffic generation. The additional cumulative mitigation recommended for some of these locations will further improve conditions.

As indicated in Table 18 and as summarized below, with implementation of the measures described above, significant project traffic impacts will be eliminated at all study intersections. In addition, the overall project mitigation package will result in improved levels of service at 30 study intersections.

Significant Impacts Due to Fox Project - With Mitigations

Total Number of Significantly Impacted Intersections:	0
During AM Peak Hour:	0
During PM Peak Hour:	0
During Both Peak Hours:	0

Table 18
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
1.	Santa Monica Bl. & Sepulveda Bl.	AM	1.260	F	1.265	F	0.005	1.263	F	0.003	1.263	F	0.003
		PM	1.190	F	1.195	F	0.005	1.193	F	0.003	1.193	F	0.003
2.	Santa Monica Bl. & Westwood Bl. (North I/S)	AM	0.927	E	0.929	F	0.002	0.928	E	0.001	0.928	E	0.001
		PM	1.021	F	1.023	F	0.002	1.022	F	0.001	1.022	F	0.001
3.	Santa Monica Bl. & Westwood Bl. (South I/S)	AM	0.971	E	0.977	E	0.006	0.976	E	0.005	0.976	E	0.005
		PM	1.077	F	1.078	F	0.001	1.077	F	0.000	1.077	F	0.000
4.	Santa Monica Bl. & Overland Av. (North I/S)	AM	1.345	F	1.348	F	0.003	1.348	F	0.003	1.348	F	0.003
		PM	1.237	F	1.237	F	0.000	1.237	F	0.000	1.237	F	0.000
5.	Santa Monica Bl. & Overland Av. (South I/S)	AM	0.681	B	0.684	B	0.003	0.684	B	0.003	0.684	B	0.003
		PM	0.831	D	0.835	D	0.004	0.833	D	0.002	0.833	D	0.002
6.	Santa Monica Bl. & Beverly Glen Bl. (North I/S)	AM	1.014	F	0.999	E	- 0.015	1.024	F	0.010*	0.995	E	- 0.019
		PM	1.188	F	1.185	F	- 0.003	1.196	F	0.008	1.174	F	-0.014
7.	Santa Monica Bl. & Beverly Glen Bl. (South I/S)	AM	1.179	F	1.151	F	- 0.028	1.193	F	0.014*	1.148	F	- 0.031
		PM	1.109	F	1.075	F	- 0.034	1.111	F	0.002	1.074	F	- 0.035
8.	Santa Monica Bl. (South) & Century Park West	AM	0.624	B	0.627	B	0.003	0.626	B	0.002	0.626	B	0.002
		PM	0.629	B	0.629	B	0.000	0.629	B	0.000	0.629	B	0.000

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
9.	Santa Monica Bl. & Avenue of the Stars (North I/S)	AM	0.988	E	0.989	E	0.001	0.988	E	0.000	0.988	E	0.000
		PM	1.105	F	1.116	F	0.011*	1.110	F	0.005	1.110	F	0.005
10.	Santa Monica Bl. & Avenue of the Stars (South I/S)	AM	0.723	C	0.723	C	0.000	0.723	C	0.000	0.723	C	0.000
		PM	0.893	D	0.900	E	0.007	0.897	D	0.004	0.897	D	0.004
11.	Santa Monica Bl. & Century Park East (North I/S)	AM	0.973	E	0.983	E	0.010*	0.981	E	0.008	0.981	E	0.008
		PM	0.919	E	0.924	E	0.005	0.920	E	0.001	0.920	E	0.001
12.	Santa Monica Bl. & Century Park East (South I/S)	AM	0.993	E	0.862	D	- 0.131	1.003	F	0.010*	0.859	D	- 0.134
		PM	0.908	E	0.918	E	0.010*	0.913	E	0.005	0.913	E	0.005
13.	Constellation Bl. & Avenue of the Stars	AM	0.995	E	0.952	E	- 0.043	1.001	F	0.006	0.948	E	- 0.047
		PM	0.712	C	0.750	C	0.038	0.712	C	0.000	0.748	C	0.036
14.	San Diego Fwy. SB Off-Ramp/ Tennessee Av. & Sawtelle Bl.	AM	0.904	E	0.685	B	- 0.219	0.987	E	0.083*	0.760	C	- 0.144
		PM	1.090	F	1.096	F	0.006	1.091	F	0.001	1.091	F	0.001
15.	San Diego Fwy. NB On-Ramp/ Tennessee Av. & Cotner Av.	AM	0.653	B	0.627	B	- 0.026	0.656	B	0.003	0.623	B	- 0.030
		PM	0.947	E	0.930	E	- 0.017	0.983	E	0.036*	0.888	D	- 0.059
16.	Olympic Bl. & Sepulveda Bl.	AM	1.079	F	1.064	F	- 0.015	1.179	F	0.100*	1.055	F	- 0.024
		PM	1.289	F	1.263	F	- 0.026	1.307	F	0.018*	1.251	F	- 0.038
17.	Olympic Bl. & Westwood Bl.	AM	1.131	F	1.115	F	- 0.016	1.132	F	0.001	1.106	F	- 0.025
		PM	1.149	F	1.135	F	- 0.014	1.159	F	0.010*	1.129	F	- 0.020

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
18.	Olympic Bl. & Overland Av.	AM	1.269	F	1.208	F	- 0.061	1.361	F	0.092*	1.197	F	- 0.072
		PM	1.431	F	1.432	F	0.001	1.455	F	0.024*	1.416	F	- 0.015
19.	Olympic Bl. & Beverly Glen Bl.	AM	1.131	F	1.143	F	0.012*	1.225	F	0.094*	1.129	F	- 0.002
		PM	1.285	F	1.252	F	- 0.033	1.307	F	0.022*	1.231	F	- 0.054
20.	Olympic Bl. & Century Park West	AM	1.325	F	1.188	F	- 0.137	1.333	F	0.008	1.184	F	- 0.141
		PM	1.477	F	1.301	F	- 0.176	1.526	F	0.049*	1.278	F	- 0.199
21.	Olympic Bl. WB Ramps & Avenue of the Stars	AM	0.735	C	0.750	C	0.015	0.743	C	0.008	0.744	C	0.009
		PM	0.570	A	0.638	B	0.068*	0.597	A	0.027	0.601	B	0.031
22.	Olympic Bl. EB Ramps & Avenue of the Stars	AM	0.665	B	0.703	C	0.038	0.675	B	0.010	0.694	B	0.029
		PM	0.490	A	0.534	A	0.044*	0.530	A	0.040*	0.519	A	0.029
23.	Olympic Bl. & Century Park East	AM	0.889	D	0.888	D	- 0.001	0.889	D	0.000	0.884	D	- 0.005
		PM	1.204	F	1.187	F	- 0.017	1.216	F	0.012*	1.175	F	- 0.029
24.	Galaxy Way & Avenue of the Stars	AM	0.483	A	0.465	A	- 0.018	0.558	A	0.075*	0.450	A	- 0.033
		PM	0.656	B	0.610	B	- 0.046	0.837	D	0.181*	0.546	A	- 0.110
25.	Galaxy Way & Century Park East	AM	0.514	A	0.511	A	- 0.003	0.524	A	0.010	0.509	A	- 0.005
		PM	0.477	A	0.472	A	- 0.005	0.485	A	0.008	0.471	A	- 0.006
26.	Empyrean Way & Avenue of the Stars	AM	0.420	A	0.416	A	- 0.004	0.467	A	0.047*	0.404	A	- 0.016
		PM	0.406	A	0.465	A	0.059*	0.474	A	0.068*	0.415	A	0.009
27.	Empyrean Way & Century Park East	AM	0.515	A	0.515	A	0.000	0.523	A	0.008	0.515	A	0.000
		PM	0.473	A	0.473	A	0.000	0.482	A	0.009	0.471	A	- 0.002

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
28.	Pico Bl. & Sepulveda Bl.	AM	1.016	F	1.027	F	0.011*	1.021	F	0.005	1.021	F	0.005
		PM	1.221	F	1.237	F	0.016*	1.225	F	0.004	1.225	F	0.004
29.	Pico Bl. & Westwood Bl.	AM	0.760	C	0.765	C	0.005	0.760	C	0.000	0.760	C	0.000
		PM	0.788	C	0.800	D	0.012	0.788	C	0.000	0.788	C	0.000
30.	Pico Bl. & Overland Av.	AM	0.872	D	0.886	D	0.014	0.895	D	0.023*	0.877	D	0.005
		PM	1.066	F	1.021	F	- 0.045	1.086	F	0.020*	0.998	E	- 0.068
31.	Pico Bl. & Patricia Av.	AM	0.925	E	0.776	C	- 0.149	0.941	E	0.016*	0.767	C	- 0.158
		PM	0.621	B	0.650	B	0.029	0.625	B	0.004	0.627	B	0.006
32.	Pico Bl. & Beverly Glen Bl.	AM	0.733	C	0.756	C	0.023	0.735	C	0.002	0.748	C	0.015
		PM	0.873	D	0.917	E	0.044*	0.870	D	- 0.003	0.890	D	0.017
33.	Pico Bl. & Kerwood Av.	AM	0.585	A	0.621	B	0.036	0.588	A	0.003	0.613	B	0.028
		PM	0.688	B	0.713	C	0.025	0.689	B	0.001	0.708	C	0.020
34.	Pico Bl. & "Pico West" Dwy. (New)	AM	--	--	0.632	B	--	0.585	A	--	0.604	B	--
		PM	--	--	0.829	D	--	0.726	C	--	0.750	C	--
35.	Pico Bl. & Motor Av.	AM	1.330	F	1.229	F	- 0.101	1.229	F	- 0.001	1.218	F	- 0.112
		PM	1.271	F	1.289	F	0.018*	1.277	F	0.006	1.254	F	- 0.017
36.	Pico Bl. & Avenue of the Stars	AM	1.090	F	1.113	F	0.023*	1.144	F	0.054*	1.096	F	- 0.006
		PM	1.314	F	1.133	F	- 0.181	1.336	F	0.022*	1.104	F	- 0.210
37.	Pico Bl. & Century Park East	AM	1.144	F	0.964	E	- 0.180	1.155	F	0.011*	0.961	E	- 0.183
		PM	1.035	F	0.956	E	- 0.079	1.032	F	- 0.003	0.952	E	- 0.083
38.	Pico Bl. & Roxbury Dr.	AM	0.838	D	0.855	D	0.017	0.851	D	0.013	0.851	D	0.013
		PM	0.853	D	0.872	D	0.019	0.861	D	0.008	0.861	D	0.008

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
39.	Pico Bl. & Beverwil Dr..	AM	1.222	F	1.166	F	- 0.056	1.249	F	0.027*	1.160	F	- 0.062
		PM	1.446	F	1.195	F	- 0.251	1.458	F	0.012*	1.183	F	- 0.263
40.	Pico Bl. & Beverly Dr.	AM	0.829	D	0.803	D	- 0.026	0.827	D	- 0.002	0.801	D	- 0.028
		PM	1.055	F	1.065	F	0.010*	1.058	F	0.003	1.058	F	0.003
41.	Pico Bl. & Doheny Dr.	AM	0.900	E	0.903	E	0.003	0.901	E	0.001	0.901	E	0.001
		PM	1.015	F	1.023	F	0.008	1.017	F	0.002	1.017	F	0.002
42.	Pico Bl. & Robertson Bl.	AM	1.199	F	1.199	F	0.000	1.198	F	- 0.001	1.198	F	- 0.001
		PM	1.376	F	1.331	F	- 0.045	1.376	F	0.000	1.326	F	- 0.050
43.	Santa Monica Fwy. WB Ramps/National Bl. & Overland Av	AM	1.070	F	0.929	E	- 0.141	1.082	F	0.012*	0.922	E	- 0.148
		PM	1.386	F	1.387	F	0.001	1.395	F	0.009	1.380	F	- 0.006
44.	Santa Monica Fwy. EB On-Ramp & Overland Av.	AM	0.741	C	0.652	B	- 0.089	0.759	C	0.018	0.649	B	- 0.092
		PM	0.757	C	0.663	B	- 0.094	0.762	C	0.005	0.660	B	- 0.097
45.	National Bl./National Pl. & Overland Av.	AM	0.650	B	0.665	B	0.015	0.655	B	0.005	0.665	B	0.015
		PM	1.051	F	0.937	E	- 0.114	1.058	F	0.007	0.935	E	- 0.116
46.	National Bl. & Santa Monica Fwy. EB Off-Ramp	AM	0.529	A	0.533	A	0.004	0.567	B	0.038	0.525	A	- 0.004
		PM	0.597	A	0.575	A	- 0.022	0.605	B	0.008	0.571	A	- 0.026
47.	Monte Mar Dr. & Motor Av.	AM	1.502	F	1.520	F	0.018*	1.577	F	0.075*	1.500	F	- 0.002
		PM	1.347	F	1.366	F	0.019*	1.386	F	0.039*	1.325	F	- 0.022
48.	Club Dr. & Motor Av.	AM	1.034	F	1.044	F	0.010*	1.104	F	0.070*	1.027	F	- 0.007
		PM	1.188	F	1.219	F	0.031*	1.226	F	0.038*	1.165	F	- 0.023

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
49.	Dunleer Dr. & Motor Av.	AM	1.480	F	0.981	E	- 0.499	1.561	F	0.081*	0.963	E	- 0.517
		PM	1.641	F	0.965	E	- 0.676	1.690	F	0.049*	0.913	E	- 0.728
50.	Manning Av. & Motor Av.	AM	1.099	F	0.973	E	- 0.126	1.133	F	0.034*	0.965	E	- 0.134
		PM	0.821	D	0.809	D	- 0.012	0.829	D	0.008	0.789	C	- 0.032
51.	Manning Av. & Santa Monica Fwy EB On-Ramp	AM	0.602	B	0.612	B	0.010	0.607	B	0.005	0.607	B	0.005
		PM	0.508	A	0.564	A	0.056*	0.533	A	0.025	0.533	A	0.025
52.	Santa Monica Fwy. WB Off-Ramp/ Manning Av. & National Bl.	AM	0.873	D	0.896	D	0.023*	0.891	D	0.018	0.891	D	0.018
		PM	1.095	F	1.105	F	0.010*	1.101	F	0.006	1.101	F	0.006
53.	Cashio St. & Beverwil Dr.	AM	0.709	C	0.720	C	0.011	0.718	C	0.009	0.718	C	0.009
		PM	0.700	C	0.711	C	0.011	0.705	C	0.005	0.705	C	0.005
54.	Cashio St. & Beverly Dr.	AM	0.492	A	0.499	A	0.007	0.497	A	0.005	0.497	A	0.005
		PM	0.442	A	0.448	A	0.006	0.445	A	0.003	0.445	A	0.003
55.	Monte Mar Dr. & Beverwil Dr.	AM	1.025	F	1.037	F	0.012*	1.044	F	0.019*	1.031	F	0.006
		PM	1.157	F	1.169	F	0.012*	1.169	F	0.012*	1.157	F	0.000
56.	Monte Mar Dr. & Beverly Dr.	AM	0.989	E	0.757	C	- 0.232	1.006	F	0.017*	0.751	C	- 0.238
		PM	1.116	F	0.681	B	- 0.435	1.127	F	0.011*	0.669	B	- 0.447
57.	Cadillac Av./Hillsboro Dr. & Robertson Bl.	AM	0.968	E	0.927	E	- 0.041	0.987	E	0.019*	0.922	E	- 0.046
		PM	1.162	F	1.077	F	- 0.085	1.172	F	0.010*	1.064	F	- 0.098
58.	Cattaraugus Av. & Robertson Bl.	AM	1.046	F	1.046	F	0.000	1.046	F	0.000	1.046	F	0.000
		PM	1.064	F	1.065	F	0.001	1.065	F	0.001	1.065	F	0.001

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
59.	Santa Monica Fwy. WB Off-Ramp/ Kincardine Av. & Robertson Bl.	AM	1.072	F	1.075	F	0.003	1.074	F	0.002	1.074	F	0.002
		PM	1.109	F	1.110	F	0.001	1.110	F	0.001	1.110	F	0.001
60.	National Bl. & Robertson Bl.	AM	1.253	F	1.256	F	0.003	1.256	F	0.003	1.256	F	0.003
		PM	1.348	F	1.354	F	0.006	1.350	F	0.002	1.350	F	0.002
61.	Wilshire Bl. & Santa Monica Bl. (North I/S)	AM	1.932	F	1.937	F	0.005	1.937	F	0.005	1.937	F	0.005
		PM	1.780	F	1.786	F	0.006	1.783	F	0.003	1.783	F	0.003
62.	Wilshire Bl. & Santa Monica Bl. (South I/S)	AM	1.431	F	1.431	F	0.000	1.431	F	0.000	1.431	F	0.000
		PM	1.446	F	1.446	F	0.000	1.446	F	0.000	1.446	F	0.000
63.	Wilshire Bl. & Roxbury Dr./ Brighton Wy.	AM	0.631	B	0.633	B	0.002	0.633	B	0.002	0.633	B	0.002
		PM	0.809	D	0.809	D	0.000	0.809	D	0.000	0.809	D	0.000
64.	Wilshire Bl. & Beverly Dr.	AM	1.208	F	1.219	F	0.011*	1.216	F	0.008	1.216	F	0.008
		PM	1.219	F	1.225	F	0.006	1.222	F	0.003	1.222	F	0.003
65.	Wilshire Bl. & Doheny Dr.	AM	1.131	F	1.137	F	0.006	1.135	F	0.004	1.135	F	0.004
		PM	1.215	F	1.226	F	0.011*	1.220	F	0.005	1.220	F	0.005
66.	Wilshire Bl. & Robertson Bl.	AM	0.963	E	0.971	E	0.008	0.969	E	0.006	0.969	E	0.006
		PM	1.286	F	1.291	F	0.005	1.289	F	0.003	1.289	F	0.003
67.	Charleville Bl. & Spalding Dr.	AM	0.353	A	0.359	A	0.006	0.358	A	0.005	0.358	A	0.005
		PM	0.596	A	0.597	A	0.001	0.597	A	0.001	0.597	A	0.001

Table 18 (cont.)
Fox Studios Project - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + TDM + Physical Mitigation CMA	LOS	Impact	1996 With Project + TDM + "Restricted Use" Mitigation CMA	LOS	Impact	1996 With Project + TDM + Physical + "Restricted Use" Mitigation CMA	LOS	Impact
68.	Charleville Bl. & Roxbury Dr.	AM	0.331	A	0.333	A	0.002	0.332	A	0.001	0.332	A	0.001
		PM	0.522	A	0.522	A	0.000	0.522	A	0.000	0.522	A	0.000
69.	Olympic Bl. & Spalding Dr.	AM	1.364	F	1.318	F	- 0.046	1.383	F	0.019*	1.313	F	- 0.051
		PM	1.199	F	1.149	F	- 0.050	1.209	F	0.010*	1.139	F	- 0.060
70.	Olympic Bl. & Roxbury Dr.	AM	0.984	E	0.937	E	- 0.047	1.003	F	0.019*	0.933	E	- 0.051
		PM	1.145	F	1.091	F	- 0.054	1.153	F	0.008	1.183	F	- 0.062
71.	Olympic Bl. & Beverwil Dr.	AM	1.295	F	1.253	F	- 0.042	1.317	F	0.022*	1.247	F	- 0.048
		PM	1.307	F	1.252	F	- 0.055	1.312	F	0.005	1.242	F	- 0.065
72.	Olympic Bl. & Beverly Dr.	AM	1.109	F	1.058	F	- 0.051	1.125	F	0.016*	1.055	F	- 0.054
		PM	1.114	F	1.061	F	- 0.053	1.123	F	0.009	1.053	F	- 0.061
73.	Olympic Bl. & Doheny Dr.	AM	1.049	F	0.995	E	- 0.054	1.062	F	0.013*	0.992	E	- 0.057
		PM	1.098	F	1.040	F	- 0.058	1.105	F	0.007	1.035	F	- 0.063
74.	Olympic Bl. & Robertson Bl.	AM	1.276	F	1.222	F	- 0.054	1.289	F	0.013*	1.219	F	- 0.057
		PM	1.637	F	1.499	F	- 0.138	1.644	F	0.007	1.494	F	- 0.143

* Denotes significant project impact

Note: A negative (-) impact value in the "Mitigation" cases indicates that the project mitigation will make more intersection capacity available than will be used by project traffic.

RESIDENTIAL PROJECT ALTERNATIVE TRAFFIC

Under the current Century City South Specific Plan (CCSSP), the Fox lot is designated to be developed with a residential use. The CCSSP is regulated by a daily trip generation "cap," which is presently 16,120 vehicle trips. The number of residential dwelling units developable under the CCSSP are determined by dividing the above number of trips b y the factor of 7.55 trips per day per dwelling unit, which is also prescribed in the CCSSP. By this calculation, the residential use would be comprised of 2,135 dwelling units.

For study purposes, the 2,135 dwelling units are referred to as the residential project alternative. For this development to proceed, the existing Fox facilities and operations would be removed from the site. In addition, as required by the Specific Plan, Century Park West would be extended as a secondary highway from Olympic Boulevard to Pico Boulevard, and Galaxy and Empyrean Ways would be extended as collector streets from Avenue of the Stars to (new) Century Park West. These segments would complete the street network for Century City. All of these conditions have been assumed in the following analyses.

Traffic Generation

Since the CCSSP specifies usage of the 7.55 daily trip generation rate and relates it to the trip generation capacity of 16,120 daily trips for the site, these two factors combine to form the "Base Case" to be analyzed for the residential project alternative. However, in order to perform the peak-hour analysis for this "Base Case," it was necessary to derive peak-hour trip generation rates that correlated to the 7.55 daily rate as those rates are not provided in the CCSSP. This was achieved

by using the ITE manual, Trip Generation, 4th Edition, and comparing its AM and PM peak-hour trip rates of 0.45 and 0.56 per dwelling unit, respectively, to a daily trip rate of 5.86 per dwelling unit for condominium dwelling units. Those ratios were then applied to the CCSSP's daily rate of 7.55, resulting in the corresponding peak-hour rates and traffic generation for the residential "Base Case" shown below. Inbound and outbound percentages for the peak hours are the same as given in the ITE manual for condominiums.

Table 19
Residential Project Alternative - "Base Case"
2,135 Dwelling Units
Trip Generation Rates and Traffic Generation

Period	Trip Rate/ Dwelling	Traffic Generation
Daily:	7.55	16,120
AM Peak Hour:	0.58	1,235
Inbound	16%	200
Outbound	84%	1,035
PM Peak Hour:	0.72	1,535
Inbound	67%	1,025
Outbound	33%	510

While this traffic generation of the residential "Base Case" complies with the provisions of the Specific Plan, it was also requested by LADOT that the residential alternative be analyzed using the ITE condominium trip rates discussed above. The traffic generation for this scenario, the "ITE Case," is summarized in Table 20.

Table 20
Residential Project Alternative - "ITE Case"
2,135 Dwelling Units
ITE Trip Generation Rates and Traffic Generation

Period	Trip Rate/ Dwelling	Traffic Generation
Daily:	5.86	12,510
AM Peak Hour:	0.45	960
Inbound	16%	155
Outbound	84%	805
PM Peak Hour:	0.56	1,195
Inbound	67%	800
Outbound	33%	395

Trip Distribution

The trip distribution for both cases of the residential alternative was estimated on the basis of where employment, business and shopping areas for the residents likely would be. The estimated distribution is shown in the table below.

Table 21
Residential Project Alternative
Directional Trip Distribution

Direction	Percentage of Trips
North	6%
East	32%
South	14%
West	48%
	100%

Traffic Assignment

Prior to assigning any of the residential alternative traffic to the surrounding street system, including the extensions of Century Park West, Galaxy Way and Empyrean Way, it was first necessary to remove the traffic volumes associated with the existing Fox development from the existing streets and the study intersections. This procedure also assumed the closure of all existing Fox driveways. Afterward, the project traffic for each alternative case was assigned to the street system on the basis of the trip distribution developed above. The AM and PM peak-hour traffic volume assignments for the "Base Case" alternative are depicted in Figures 13(a)and 13(b), while the volumes for the "ITE Case" alternative are illustrated in Figures 14(a) and 14(b).

Future Traffic Conditions

The related projects assumed before were again incorporated into this analysis. For consistency with the primary analysis, it was also assumed that the residential project alternative would be completed and occupied by the future study year of 1996. However, before accounting for related projects traffic, the existing traffic volumes, including those adjusted to reflect the removal of existing Fox traffic, were reassigned due to the new street segments being provided (Century Park West, Galaxy Way and Empyrean Way). It was estimated that this reassignment of traffic would occur on Santa Monica Boulevard, Century Park East, Pico Boulevard and Beverly Glen Boulevard, and on the arterial streets within these boundary streets.

The traffic volume increases attributable to the related projects, as well as to the assumed ambient growth of two percent per year, were then added to the adjusted existing volumes. Lastly, the project traffic for each alternative case was added to

these other volumes. Figures 15(a) and 15(b), and 16(a) and 16(b) show the total future peak-hour volumes, including those generated by the residential project alternative, at the study intersections for the "Base Case" and "ITE Case" conditions. It should be noted that there are no "Without Project" traffic volume diagrams with the added street segments in the residential alternative analysis. This is because those street segments would exist only when the residential units have been developed, that is, only under the "With Project" scenario, as shown in Figures 15 and 16.

The Critical Movement Analysis (CMA) procedures were again used to analyze future traffic conditions, including the "Base Case" and the "ITE Case" conditions. The 1996 Without Project condition, having already been analyzed as part of the proposed Fox renovation and expansion project analysis, was not reanalyzed as there would be no change from before. The results of this analysis are summarized in Table 22, which also includes the existing, 1996 With Ambient Growth and 1996 Without Project values for comparison purposes.

As discussed before, by 1996 it is estimated that the traffic due only to the related projects and ambient traffic growth would have widespread significant impacts as restated below.

Impacts Due to Related Projects/Ambient Traffic Growth

Total Number of Significantly Impacted Intersections:	73
During AM Peak Hour:	72
During PM Peak Hour:	72
During Both Peak Hours:	71

Table 22
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
1. Santa Monica Bl. & Sepulveda Bl.	AM	0.954	E	1.084	F	1.260	F	1.268	F	0.008	1.265	F	0.005
	PM	0.905	E	1.026	F	1.190	F	1.201	F	0.011*	1.198	F	0.008
2. Santa Monica Bl. & Westwood Bl. (North I/S)	AM	0.698	B	0.795	C	0.927	E	0.942	E	0.015*	0.937	E	0.010*
	PM	0.772	C	0.879	D	1.021	F	1.031	F	0.010*	1.029	F	0.008
3. Santa Monica Bl. & Westwood Bl. (South I/S)	AM	0.734	C	0.835	D	0.971	E	0.976	E	0.005	0.973	E	0.002
	PM	0.815	D	0.927	E	1.077	F	1.093	F	0.016*	1.089	F	0.012*
4. Santa Monica Bl. & Overland Av. (North I/S)	AM	1.020	F	1.157	F	1.345	F	1.345	F	0.000	1.345	F	0.000
	PM	0.939	E	1.065	F	1.237	F	1.247	F	0.010*	1.244	F	0.007
5. Santa Monica Bl. & Overland Av. (South I/S)	AM	0.505	A	0.580	A	0.681	B	0.681	B	0.000	0.680	B	- 0.001
	PM	0.585	A	0.685	B	0.831	D	0.837	D	0.006	0.835	D	0.004
6. Santa Monica Bl. & Beverly Glen Bl. (North I/S)	AM	0.766	C	0.871	D	1.014	F	1.025	F	0.011*	1.020	F	0.006
	PM	0.905	E	1.025	F	1.188	F	1.188	F	0.000	1.185	F	- 0.003
7. Santa Monica Bl. & Beverly Glen Bl. (South I/S)	AM	0.887	D	1.017	F	1.179	F	1.218	F	0.039*	1.215	F	0.036*
	PM	0.840	D	0.955	E	1.109	F	1.149	F	0.040*	1.141	F	0.032*
8. Santa Monica Bl. (South) & Century Park West	AM	0.465	A	0.533	A	0.624	B	0.889	D	0.265*	0.885	D	0.261*
	PM	0.471	A	0.537	A	0.629	B	0.940	E	0.311*	0.935	E	0.306*
9. Santa Monica Bl. & Avenue of the Stars (North I/S)	AM	0.745	C	0.848	D	0.988	E	0.984	E	- 0.004	0.983	F	- 0.005
	PM	0.837	D	0.951	E	1.105	F	1.103	F	- 0.002	1.103	F	- 0.002

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
10. Santa Monica Bl. & Avenue of the Stars (South I/S)	AM	0.541	A	0.618	B	0.723	C	0.704	C	- 0.019	0.702	C	- 0.021
	PM	0.646	B	0.750	C	0.893	D	0.948	E	0.055*	0.947	E	0.054*
11. Santa Monica Bl. & Century Park East (North I/S)	AM	0.736	C	0.836	D	0.973	E	0.974	E	0.001	0.971	E	- 0.002
	PM	0.694	B	0.790	C	0.919	E	0.929	E	0.010*	0.926	E	0.007
12. Santa Monica Bl. & Century Park East (South I/S)	AM	0.737	C	0.845	D	0.993	E	0.893	D	- 0.100	0.892	D	- 0.101
	PM	0.687	B	0.780	C	0.908	E	0.963	E	0.055*	0.962	E	0.054*
13. Constellation Bl. & Avenue of the Stars	AM	0.745	C	0.854	D	0.995	E	0.978	E	- 0.017	0.976	E	- 0.019
	PM	0.534	A	0.609	B	0.712	C	0.675	B	- 0.037	0.673	B	- 0.039
14. San Diego Fwy. SB Off-Ramp/ Tennessee Av. & Sawtelle Bl.	AM	0.755	C	0.779	C	0.904	E	0.886	D	- 0.018	0.884	D	- 0.020
	PM	0.897	D	0.939	E	1.090	F	1.114	F	0.024*	1.107	F	0.017*
15. San Diego Fwy. NB On-Ramp/ Tennessee Av. & Cotner Av.	AM	0.503	A	0.569	A	0.653	B	0.733	C	0.080*	0.713	C	0.060*
	PM	0.747	C	0.829	D	0.947	E	0.947	E	0.000	0.937	E	- 0.010
16. Olympic Bl. & Sepulveda Bl.	AM	0.885	D	0.928	E	1.079	F	1.093	F	0.014*	1.088	F	0.009
	PM	1.051	F	1.112	F	1.289	F	1.326	F	0.037*	1.316	F	0.027*
17. Olympic Bl. & Westwood Bl.	AM	0.929	E	0.973	E	1.131	F	1.125	F	- 0.006	1.122	F	- 0.009
	PM	0.943	E	0.990	E	1.149	F	1.181	F	0.032*	1.172	F	0.023*
18. Olympic Bl. & Overland Av.	AM	1.038	F	1.095	F	1.269	F	1.288	F	0.019*	1.281	F	0.012*
	PM	1.162	F	1.236	F	1.431	F	1.435	F	0.004	1.433	F	0.002

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
19. Olympic Bl. & Beverly Glen Bl.	AM	0.860	D	0.975	E	1.131	F	1.091	F	- 0.040	1.086	F	- 0.045
	PM	0.983	F	1.111	F	1.285	F	1.208	F	- 0.077	1.204	F	- 0.081
20. Olympic Bl. & Century Park West	AM	1.010	F	1.140	F	1.325	F	1.855	F	- 0.530*	1.830	F	0.505*
	PM	1.129	F	1.275	F	1.477	F	1.745	F	0.268*	1.727	F	0.250*
21. Olympic Bl. WB Ramps & Avenue of the Stars	AM	0.552	A	0.629	B	0.735	C	0.716	C	- 0.019	0.714	C	- 0.021
	PM	0.426	A	0.487	A	0.570	A	0.536	A	- 0.034	0.534	A	- 0.036
22. Olympic Bl. EB Ramps & Avenue of the Stars	AM	0.498	A	0.569	A	0.665	B	0.645	B	- 0.020	0.639	B	- 0.026
	PM	0.367	A	0.418	A	0.490	A	0.405	A	- 0.085	0.399	A	- 0.091
23. Olympic Bl. & Century Park East	AM	0.668	B	0.763	C	0.889	D	0.860	D	- 0.029	0.851	D	- 0.038
	PM	0.917	E	1.038	F	1.204	F	1.134	F	- 0.070	1.129	F	- 0.075
24. Galaxy Way & Avenue of the Stars	AM	0.373	A	0.420	A	0.483	A	0.481	A	- 0.002	0.470	A	- 0.013
	PM	0.517	A	0.574	A	0.656	B	0.609	B	- 0.047	0.594	A	- 0.062
25. Galaxy Way & Century Park East	AM	0.395	A	0.447	A	0.514	A	0.457	A	- 0.057	0.455	A	- 0.059
	PM	0.369	A	0.415	A	0.477	A	0.445	A	- 0.032	0.444	A	- 0.033
26. Empyrean Way & Avenue of the Stars	AM	0.327	A	0.367	A	0.420	A	0.434	A	0.014	0.421	A	0.001
	PM	0.318	A	0.354	A	0.406	A	0.458	A	0.052*	0.435	A	0.029
27. Empyrean Way & Century Park East	AM	0.394	A	0.445	A	0.515	A	0.471	A	- 0.044	0.468	A	- 0.047
	PM	0.365	A	0.411	A	0.473	A	0.433	A	- 0.040	0.431	A	- 0.042
28. Pico Bl. & Sepulveda Bl.	AM	0.843	D	0.877	E	1.016	F	1.006	F	- 0.010	0.998	E	- 0.018
	PM	1.003	F	1.054	F	1.221	F	1.219	F	- 0.002	1.215	F	- 0.006

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
29. Pico Bl. & Westwood Bl.	AM	0.711	C	0.654	B	0.760	C	0.728	C	- 0.032	0.727	C	- 0.033
	PM	0.740	C	0.678	B	0.788	C	0.786	C	- 0.002	0.782	C	- 0.006
30. Pico Bl. & Overland Av.	AM	0.811	D	0.754	C	0.872	D	0.870	D	- 0.002	0.857	D	- 0.015
	PM	1.066	F	0.921	E	1.066	F	1.097	F	0.031*	1.085	F	0.019*
31. Pico Bl. & Patricia Av.	AM	0.775	C	0.801	D	0.925	E	0.908	E	- 0.017	0.884	D	- 0.041
	PM	0.545	A	0.534	B	0.621	B	0.647	B	0.026	0.637	B	0.016
32. Pico Bl. & Beverly Glen Bl.	AM	0.551	A	0.630	B	0.733	C	0.741	C	0.008	0.716	C	- 0.017
	PM	0.673	B	0.755	C	0.873	D	0.729	C	- 0.144	0.719	C	- 0.154
33. Pico Bl. & Kerwood Av.	AM	0.513	A	0.505	A	0.585	A	0.613	B	0.028	0.587	A	0.002
	PM	0.589	A	0.591	A	0.688	B	0.693	B	0.005	0.676	B	- 0.012
34. Pico Bl. & Century Park West	AM	----	--	----	--	----	--	0.825	D	----	0.808	D	----
	PM	----	--	----	--	----	--	1.247*	F	----	1.212*	F	----
35. Pico Bl. & Motor Av.	AM	1.018	F	1.155	F	1.330	F	1.091	F	- 0.239	1.084	F	- 0.246
	PM	0.986	E	1.103	F	1.271	F	1.207	F	- 0.064	1.184	F	- 0.087
36. Pico Bl. & Avenue of the Stars	AM	0.832	D	0.944	E	1.090	F	0.928	E	- 0.162	0.922	E	- 0.168
	PM	1.006	F	1.136	F	1.314	F	1.133	F	- 0.181	1.129	F	- 0.185
37. Pico Bl. & Century Park East	AM	0.869	D	0.987	E	1.144	F	0.994	E	- 0.150	0.992	E	- 0.152
	PM	0.788	C	0.893	D	1.035	F	0.923	E	- 0.112	0.917	E	- 0.118
38. Pico Bl. & Roxbury Dr.	AM	0.703	C	0.721	C	0.838	D	0.821	D	- 0.017	0.820	D	- 0.018
	PM	0.717	C	0.734	C	0.853	D	0.852	D	- 0.112	0.850	D	- 0.003
39. Pico Bl. & Beverwil Dr.	AM	1.001	F	1.056	F	1.222	F	1.201	F	- 0.021	1.198	F	- 0.024
	PM	1.175	F	1.249	F	1.446	F	1.451	F	- 0.005	1.446	F	0.000

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
40. Pico Bl. & Beverly Dr.	AM	0.692	B	0.709	C	0.829	D	0.849	D	0.020*	0.844	D	0.015
	PM	0.872	D	0.909	E	1.055	F	1.063	F	0.008	1.059	F	0.004
41. Pico Bl. & Doheny Dr.	AM	0.749	C	0.773	C	0.900	E	0.899	D	- 0.001	0.897	D	- 0.003
	PM	0.840	D	0.873	D	1.015	F	1.023	F	0.008	1.019	F	0.004
42. Pico Bl. & Robertson Bl.	AM	0.978	E	1.031	F	1.199	F	1.215	F	0.016*	1.211	F	0.012*
	PM	1.118	F	1.187	F	1.376	F	1.377	F	0.001	1.375	F	- 0.001
43. Santa Monica Fwy. WB Ramps/National Bl. & Overland Av.	AM	0.880	D	0.921	E	1.070	F	1.108	F	0.038*	1.096	F	0.026*
	PM	1.125	F	1.197	F	1.386	F	1.384	F	- 0.002	1.383	F	- 0.003
44. Santa Monica Fwy. EB On-Ramp & Overland Av.	AM	0.627	B	0.635	B	0.741	C	0.733	C	- 0.008	0.731	C	- 0.010
	PM	0.641	B	0.650	B	0.757	C	0.782	C	0.025	0.775	C	0.018
45. National Bl./National Pl. & Overland Av.	AM	0.629	B	0.555	A	0.650	B	0.646	B	- 0.004	0.646	B	- 0.004
	PM	0.845	D	0.891	D	1.051	F	1.066	F	0.015*	1.062	F	0.011*
46. National Bl. & Santa Monica Fwy. EB Off-Ramp	AM	0.467	A	0.453	A	0.529	A	0.515	A	- 0.014	0.511	A	- 0.018
	PM	0.516	A	0.510	A	0.597	A	0.659	B	0.062*	0.644	B	0.047*
47. Monte Mar Dr. & Motor Av.	AM	1.227	F	1.305	F	1.502	F	1.431	F	- 0.071	1.426	F	- 0.076
	PM	1.117	F	1.170	F	1.347	F	1.335	F	- 0.012	1.325	F	- 0.022
48. Club Dr. & Motor Av.	AM	0.867	D	0.901	E	1.034	F	0.967	E	- 0.067	0.963	F	- 0.071
	PM	0.993	E	1.032	F	1.188	F	1.176	F	- 0.012	1.166	F	- 0.022
49. Dunleer Dr. & Motor Av.	AM	1.157	F	1.298	F	1.480	F	1.505	F	0.025*	1.478	F	- 0.002
	PM	1.290	F	1.437	F	1.641	F	1.726	F	0.085*	1.691	F	0.050*

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
50. Manning Av. & Motor Av.	AM	0.909	E	0.950	E	1.099	F	1.139	F	0.040*	1.119	F	0.020*
	PM	0.693	B	0.707	C	0.821	D	0.845	D	0.024*	0.835	D	0.014
51. Manning Av. & Santa Monica Fwy EB On-Ramp	AM	0.463	A	0.523	A	0.602	B	0.681	B	0.079*	0.662	B	0.060*
	PM	0.403	A	0.445	A	0.508	A	0.519	A	0.011	0.511	A	0.003
52. Santa Monica Fwy. WB Off-Ramp/ Manning Av. & National Bl.	AM	0.730	C	0.751	C	0.873	D	0.857	D	- 0.016	0.855	D	- 0.018
	PM	0.900	E	0.944	E	1.095	F	1.142	F	0.047*	1.133	F	0.038*
53. Cashio St. & Beverwil Dr.	AM	0.602	B	0.607	B	0.709	C	0.701	C	- 0.008	0.700	C	- 0.009
	PM	0.597	A	0.600	B	0.700	C	0.696	B	- 0.004	0.696	B	- 0.004
54. Cashio St. & Beverly Dr.	AM	0.427	A	0.415	A	0.492	A	0.489	A	- 0.003	0.489	A	- 0.003
	PM	0.385	A	0.368	A	0.442	A	0.442	A	0.000	0.441	A	- 0.001
55. Monte Mar Dr. & Beverwil Dr.	AM	0.847	D	0.884	D	1.025	F	1.013	F	- 0.012	1.011	F	- 0.014
	PM	0.953	E	0.999	E	1.157	F	1.155	F	- 0.002	1.153	F	- 0.004
56. Monte Mar Dr. & Beverly Dr.	AM	0.764	C	0.861	D	0.989	E	0.984	E	- 0.005	0.982	F	- 0.007
	PM	0.867	D	0.973	E	1.116	F	1.121	F	0.005	1.117	F	0.001
57. Cadillac Av./Hillsboro Dr. & Robertson Bl.	AM	0.803	D	0.833	D	0.968	E	0.952	E	- 0.016	0.951	F	- 0.017
	PM	0.955	E	1.003	F	1.162	F	1.157	F	- 0.005	1.156	F	- 0.006
58. Cattaraugus Av. & Robertson Bl.	AM	0.860	D	0.898	D	1.046	F	1.046	F	0.000	1.046	F	0.000
	PM	0.875	D	0.915	E	1.064	F	1.063	F	- 0.001	1.063	F	- 0.001

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
59. Santa Monica Fwy. WB Off-Ramp/ Kincardine Av. & Robertson Bl.	AM	0.880	D	0.921	E	1.072	F	1.069	F	- 0.003	1.069	F	- 0.003
	PM	0.911	E	0.955	E	1.109	F	1.109	F	0.000	1.109	F	0.000
60. National Bl. & Robertson Bl.	AM	1.020	F	1.078	F	1.253	F	1.251	F	- 0.002	1.251	F	- 0.002
	PM	1.095	F	1.162	F	1.348	F	1.345	F	- 0.003	1.345	F	- 0.003
61. Wilshire Bl. & Santa Monica Bl. (North I/S)	AM	1.488	F	1.676	F	1.932	F	1.928	F	- 0.004	1.928	F	- 0.004
	PM	1.375	F	1.548	F	1.780	F	1.782	F	0.002	1.781	F	0.001
62. Wilshire Bl. & Santa Monica Bl. (South I/S)	AM	1.102	F	1.242	F	1.431	F	1.431	F	0.000	1.431	F	0.000
	PM	1.116	F	1.258	F	1.446	F	1.446	F	0.000	1.446	F	0.000
63. Wilshire Bl. & Roxbury Dr./ Brighton Wy.	AM	0.486	A	0.548	A	0.631	B	0.634	B	0.003	0.633	B	0.002
	PM	0.625	B	0.702	C	0.809	D	0.815	D	0.006	0.814	D	0.005
64. Wilshire Bl. & Beverly Dr.	AM	0.932	E	1.049	F	1.208	F	1.202	F	- 0.006	1.202	F	- 0.006
	PM	0.942	E	1.059	F	1.219	F	1.234	F	0.015*	1.231	F	0.012*
65. Wilshire Bl. & Doheny Dr.	AM	0.871	D	0.981	E	1.131	F	1.143	F	0.012*	1.139	F	0.008
	PM	0.940	E	1.056	F	1.215	F	1.220	F	0.005	1.218	F	0.003
66. Wilshire Bl. & Robertson Bl.	AM	0.743	C	0.836	D	0.963	E	0.960	E	- 0.003	0.959	E	- 0.004
	PM	0.993	E	1.118	F	1.286	F	1.294	F	0.008	1.292	F	0.006
67. Charleville Bl. & Spalding Dr.	AM	0.273	A	0.307	A	0.353	A	0.351	A	- 0.002	0.350	A	- 0.003
	PM	0.460	A	0.519	A	0.596	A	0.602	B	0.006	0.601	A	0.005

Table 22 (cont.)
Residential Project Alternative
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

Intersection	Peak Hour	Existing (1990) CMA	LOS	1996 Existing + Ambient CMA	LOS	1996 Without Project CMA	LOS	1996 With Project ("Base Case") CMA	LOS	Impact	1996 With Project ("ITE Case") CMA	LOS	Impact
68. Charleville Bl. & Roxbury Dr.	AM	0.257	A	0.289	A	0.331	A	0.337	A	0.006	0.336	A	0.005
	PM	0.403	A	0.454	A	0.522	A	0.529	A	0.007	0.527	A	0.005
69. Olympic Bl. & Spalding Dr.	AM	1.053	F	1.185	F	1.364	F	1.366	F	0.002	1.364	F	0.000
	PM	0.928	E	1.043	F	1.199	F	1.208	F	0.009	1.205	F	0.006
70. Olympic Bl. & Roxbury Dr.	AM	0.760	C	0.855	D	0.984	E	0.989	E	0.005	0.985	E	0.001
	PM	0.885	D	0.995	E	1.145	F	1.160	F	0.015*	1.155	F	0.010*
71. Olympic Bl. & Beverwil Dr.	AM	1.000	F	1.124	F	1.295	F	1.309	F	0.014*	1.302	F	0.007
	PM	1.011	F	1.136	F	1.307	F	1.345	F	0.038*	1.334	F	0.027*
72. Olympic Bl. & Beverly Dr.	AM	0.856	D	0.962	E	1.109	F	1.107	F	- 0.002	1.106	F	- 0.003
	PM	0.862	D	0.969	E	1.114	F	1.127	F	0.013*	1.121	F	0.007
73. Olympic Bl. & Doheny Dr.	AM	0.809	D	0.910	E	1.049	F	1.060	F	0.011*	1.057	F	0.008
	PM	0.848	D	0.954	E	1.098	F	1.114	F	0.016*	1.109	F	0.011*
74. Olympic Bl. & Robertson Bl.	AM	0.984	E	1.108	F	1.276	F	1.287	F	0.011*	1.284	F	0.008
	PM	1.264	F	1.423	F	1.637	F	1.652	F	0.015*	1.647	F	0.010*

* Denotes significant project impact.

The impacts of the residential project alternative, prior to any potential mitigation measures, were then analyzed for the "Base Case" and the "ITE Case" conditions relative to the Without Project condition. The results are presented below.

Impacts Due to Residential Project Alternative - Without Mitigation

	"Base Case"	"ITE Case"
Total Number of Significantly Impacted Intersections:	35	28
During AM Peak Hour:	18	11
During PM Peak Hour:	27	20
During Both Peak Hours:	10	3

The residential alternative would have two general traffic impacts. It would worsen future conditions at many of the study intersections, not only because of its generated traffic, but also because its implementation of the new street connections would result in changes to the traffic pattern and heavier volumes at some locations. On the other hand, due to the removal of the existing Fox development and the addition of those street segments, future traffic conditions would be expected to improve at many other locations.

Compared to the proposed Fox studio project, the residential alternative would have significant impacts at substantially less intersections at all times. It would generally have traffic impacts no greater than those of the Fox expansion project, and in most cases its impacts would be less severe. This would be especially evident on much of Pico Boulevard; on Motor Avenue; in the Century City area east of the site; and in the Beverlywood area. There would be, however, much greater impacts on Century

Park West, existing and new, and at its intersections. This residential alternative would also have increased impacts on Santa Monica Boulevard, both north and south roadways, and at their intersections.

Comparing the residential "Base Case" and "ITE Case" alternatives, there would be less numerous and less severe significant traffic impacts assuming the latter alternative, due to its smaller traffic generation.

Mitigation Measures and Results

Although development according to the current Specific Plan has no mitigation requirements, mitigations have been examined on a theoretical basis to allow comparison with the proposed Fox studio project. The significant traffic impacts of the "Base Case" alternative, as well as the "ITE Case" alternative, could largely be mitigated by the measures summarized below.

- Santa Monica Boulevard and Sepulveda Boulevard - Widen the east leg of Sepulveda Boulevard on the north side, within the existing right-of-way, and restripe to provide a westbound right-turn-only lane.

- Santa Monica Boulevard and Westwood Boulevard (north intersection) - Widen the south leg of Westwood Boulevard on the east side, within the existing right-of-way, and restripe to provide a northbound right-turn-only lane.

- Santa Monica Boulevard and Westwood Boulevard (south intersection) - Widen the north leg of Westwood Boulevard on the west side, within the existing right-of-way, and restripe to provide a southbound right-turn-only lane.

- Santa Monica Boulevard and Beverly Glen Boulevard (north intersection) - Widen the south leg of Beverly Glen Boulevard on the east side, within the existing right-of-way, and restripe to provide a northbound right-turn-only lane.

- Santa Monica Boulevard and Beverly Glen Boulevard (south intersection) - Widen the north leg of Beverly Glen Boulevard on the west side, within the existing right-of-way, and restripe to provide a southbound right-turn-only lane.

- Santa Monica Boulevard (south) and Century Park West - Widen the west leg of Santa Monica Boulevard (south) on the south side, within the existing right-of-way, and restripe to provide an eastbound right-turn-only lane. Restripe the east leg to provide a second westbound left-turn lane in place of the number one through lane.

- Santa Monica Boulevard and Avenue of the Stars (south intersection) - Restripe the south leg of Avenue of the Stars to provide a northbound optional through/right-turn lane in place of the right-turn-only lane.

- Santa Monica Boulevard and Century Park East (north intersection) - Restripe the west leg of Santa Monica Boulevard (north) to provide a third eastbound through lane in place of the right-turn-only lane. Widen the east leg on the south side, within the existing right-of-way, to accommodate eastbound through traffic across the intersection.

- Santa Monica Boulevard and Century Park East (south intersection) - Restripe the south leg of Century Park East to provide a northbound optional through/right-turn lane in place of the right-turn-only lane.

- San Diego Freeway S/B Off-Ramp/Tennessee Avenue and Sawtelle Boulevard - Widen the southbound off-ramp, within the existing right-of-way, and restripe to provide a second right-turn-only lane. Restripe Tennessee Avenue to provide an eastbound optional left-turn/right-turn lane and a right-turn-only lane.

- San Diego Freeway N/B On-Ramp/Tennessee Avenue and Cotner Avenue - Install a new traffic signal. Restripe Cotner Avenue to provide a northbound left-turn lane, and a southbound left-turn lane, an optional through/right-turn lane and a right-turn-only lane. The optional right-turn lane would be for high-occupancy vehicles only. Provide ATSAC signal installation.

- Olympic Boulevard and Sepulveda Boulevard - Install morning peak period parking prohibitions on the north side of Olympic Boulevard to allow an additional westbound through lane. Widen the west leg of Olympic Boulevard on the south side, within the existing right-of-way, and restripe to facilitate eastbound right-turning vehicles.

- Olympic Boulevard and Westwood Boulevard - Widen the west leg of Olympic Boulevard on both sides, within the existing right-of-way, and restripe to facilitate eastbound right-turning vehicles.

- Olympic Boulevard and Overland Avenue - Widen the south leg of Overland Avenue on both sides, within the existing right-of-way, and restripe to facilitate northbound right-turning vehicles.

- Olympic Boulevard and Century Park West - Widen Olympic Boulevard on the north side, within the existing right-of-way, and restripe to provide a

fourth westbound through lane in place of the right-turn-only lane. Widen the south leg of (new) Century Park West to provide a second northbound left-turn lane and a right-turn-only lane. This improvement will require the provision of additional right-of-way on (new) Century Park East.

- Empyrean Way and Avenue of the Stars - Install a new traffic signal. Provide ATSAC signal installation.

- Pico Boulevard and Overland Avenue - Restripe Overland Avenue to provide a third southbound through lane in place of the right-turn-only lane. Widen the south leg on the west side to accommodate southbound through traffic across the intersection.

- Pico Boulevard and (new) Century Park West - Install a new traffic signal. Widen Pico Boulevard on the north side to provide a third westbound through lane and a right-turn-only lane. This improvement will require the provision of additional right-of-way on the north side of Pico Boulevard. Provide ATSAC signal installation.

- Pico Boulevard and Beverly Drive - Widen the south leg of Beverly Drive on the east side, within the existing right-of-way, and restripe to provide a northbound right-turn-only lane.

- Pico Boulevard and Robertson Boulevard - Restripe Robertson Boulevard to provide a second left-turn lane northbound and southbound.

- Santa Monica Freeway W/B Ramps/National Boulevard and Overland Avenue - Remove the raised median island on the south leg of Overland

Avenue, and restripe to provide a northbound optional through/right-turn lane.

- National Boulevard/National Place and Overland Avenue - Remove the raised median island on National Place and restripe to provide an eastbound left-turn lane. Construct a raised channelization island on Queensland Street.

- National Boulevard and Santa Monica Freeway E/B Off-Ramp - Restripe the eastbound off-ramp to provide an optional left-turn/right-turn lane and a right-turn-only lane.

- Dunleer Drive and Motor Avenue - Install a new traffic signal. Provide ATSAC signal installation.

- Manning Avenue and Motor Avenue - Restripe Manning Avenue to provide a westbound right-turn-only lane.

- Manning Avenue and Santa Monica Freeway E/B On-Ramp - Restripe Manning Avenue to provide an eastbound optional through/right-turn lane and a right-turn-only lane. The optional right-turn lane would be for high-occupancy vehicles only.

- Santa Monica Freeway W/B Off-Ramp/Manning Avenue and National Boulevard - Restripe National Boulevard to provide a third southbound through lane.

- City of Beverly Hills - Although the City of Beverly Hills does not yet have an ATSAC system or similar computerized traffic signal system, it is anticipated that it soon will. This system could then be linked with the

ATSAC system being implemented in the Century City area and other parts of West Los Angeles. It is recommended that the project provide funding for ATSAC-type signal installations at the following five Beverly Hills intersections:

- Wilshire Boulevard and Beverly Drive
- Olympic Boulevard and Roxbury Drive
- Olympic Boulevard and Beverwil Drive
- Olympic Boulevard and Doheny Drive
- Olympic Boulevard and Robertson Boulevard

The effect of these mitigation measures for the residential project alternative is indicated in Table 23. As can be seen, these measures would still not mitigate all of the significant impacts for either case of the residential alternative. The remaining impacts after mitigation are presented below.

Impacts Due to Residential Project Alternative - With Mitigation

	"Base Case"	"ITE Case"
Total Number of Significantly Impacted Intersections:	6	3
During AM Peak Hour:	1	1
During PM Peak Hour:	5	2
During Both Peak Hours:	0	0

Compared to the fully mitigated impacts for the Fox renovation and expansion project, the residential "Base Case" alternative would have six intersections left with significant traffic impacts; that is, Santa Monica Boulevard and Westwood Boulevard

(north intersection); Santa Monica Boulevard and Overland Avenue (north intersection); Santa Monica Boulevard (south) and Century Park West; Santa Monica Boulevard and Avenue of the Stars (south intersection); Santa Monica Boulevard and Century Park East (south intersection); and Olympic Boulevard and Century Park West. No other feasible mitigations have been identified for this alternative.

Similarly, the residential "ITE Case" alternative would have significant impacts remaining at three of the above intersections. These are Santa Monica Boulevard (south) and Century Park West; Santa Monica Boulevard and Avenue of the Stars (south intersection); and Olympic Boulevard and Century Park West. Again, no additional feasible mitigation measures have been determined for this scenario.

Table 23

Residential Project Alternative - With Mitigation

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	1996 Without Project LOS	1996 With Project + Mitigation ("Base Case") CMA	1996 With Project + Mitigation ("Base Case") LOS	1996 With Project + Mitigation ("Base Case") Impact	1996 With Project + Mitigation ("ITE Case") CMA	1996 With Project + Mitigation ("ITE Case") LOS	1996 With Project + Mitigation ("ITE Case") Impact
1.	Santa Monica Bl. & Sepulveda Bl.	AM	1.260	F	1.268	F	0.008	1.265	F	0.005
		PM	1.190	F	1.174	F	- 0.016	1.170	F	- 0.020
2.	Santa Monica Bl. & Westwood Bl. (North I/S)	AM	0.927	E	0.918	E	- 0.009	0.914	E	- 0.013
		PM	1.021	F	1.031	F	0.010*	1.029	F	0.008
3.	Santa Monica Bl. & Westwood Bl. (South I/S)	AM	0.971	E	0.975	E	0.004	0.973	E	0.002
		PM	1.077	F	1.083	F	0.006	1.079	F	0.002
4.	Santa Monica Bl. & Overland Av. (North I/S)	AM	1.345	F	1.345	F	0.000	1.345	F	0.000
		PM	1.237	F	1.247	F	0.010*	1.244	F	0.007
5.	Santa Monica Bl. & Overland Av. (South I/S)	AM	0.681	B	(No mitigation required)			(No mitigation required)		
		PM	0.831	D						
6.	Santa Monica Bl. & Beverly Glen Bl. (North I/S)	AM	1.014	F	0.995	E	- 0.019	0.990	E	- 0.024
		PM	1.188	F	1.165	F	- 0.023	1.162	F	- 0.026
7.	Santa Monica Bl. & Beverly Glen Bl. (South I/S)	AM	1.179	F	1.173	F	- 0.006	1.169	F	- 0.010
		PM	1.109	F	1.112	F	- 0.003	1.104	F	- 0.005
8.	Santa Monica Bl. (South) & Century Park West	AM	0.624	B	0.652	B	- 0.028	0.649	B	0.025
		PM	0.629	B	0.753	C	- 0.124*	0.752	C	0.123*

Table 23 (cont.)

Residential Project Alternative - With Mitigation

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
9.	Santa Monica Bl. & Avenue of the Stars (North I/S)	AM	0.988	E	(No mitigation required)			(No mitigation required)		
		PM	1.105	F						
10.	Santa Monica Bl. & Avenue of the Stars (South I/S)	AM	0.723	C	0.704	C	-0.019	0.702	C	- 0.021
		PM	0.893	D	0.937	E	0.044*	0.935	E	0.042*
11.	Santa Monica Bl. & Century Park East (North I/S)	AM	0.973	E	0.952	E	- 0.021	0.950	E	- 0.023
		PM	0.919	E	0.811	D	- 0.108	0.809	D	- 0.110
12.	Santa Monica Bl. & Century Park East (South I/S)	AM	0.993	E	0.901	E	- 0.092	0.899	D	- 0.094
		PM	0.908	D	0.920	E	0.012*	0.917	E	0.009
13.	Constellation Bl. & Avenue of the Stars	AM	0.995	E	(No mitigation required)			(No mitigation required)		
		PM	0.712	C						
14.	San Diego Fwy. SB Off-Ramp/ Tennessee Av. & Sawtelle Bl.	AM	0.904	E	0.720	C	- 0.184	0.719	C	- 0.185
		PM	1.090	F	0.982	E	- 0.108	0.971	E	- 0.119
15.	San Diego Fwy. NB On-Ramp/ Tennessee Av. & Cotner Av.	AM	0.653	B	0.627	B	- 0.026	0.608	B	- 0.045
		PM	0.947	E	0.788	C	- 0.159	0.779	C	- 0.168
16.	Olympic Bl. & Sepulveda Bl.	AM	1.079	F	0.995	E	- 0.084	0.993	E	- 0.086
		PM	1.289	F	1.269	F	- 0.020	1.260	F	- 0.029

Table 23 (cont.)

Residential Project Alternative - With Mitigation

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
17.	Olympic Bl. & Westwood Bl.	AM	1.131	F	1.099	F	- 0.032	1.096	F	- 0.035
		PM	1.149	F	1.150	F	0.001	1.142	F	- 0.007
18.	Olympic Bl. & Overland Av.	AM	1.269	F	1.177	F	- 0.092	1.171	F	- 0.098
		PM	1.431	F	1.435	F	0.004	1.433	F	- 0.002
19.	Olympic Bl. & Beverly Glen Bl.	AM	1.131	F	(No mitigation required)			(No mitigation required)		
		PM	1.285	F						
20.	Olympic Bl. & Century Park West	AM	1.325	F	1.585	F	0.260*	1.570	F	0.245*
		PM	1.477	F	1.395	F	- 0.082	1.382	F	- 0.095
21.	Olympic Bl. WB Ramps & Avenue of the Stars	AM	0.735	C	(No mitigation required)			(No mitigation required)		
		PM	0.570	A						
22.	Olympic Bl. EB Ramps & Avenue of the Stars	AM	0.665	B	(No mitigation required)			(No mitigation required)		
		PM	0.490	A						
23.	Olympic Bl. & Century Park East	AM	0.889	D	(No mitigation required)			(No mitigation required)		
		PM	1.204	F						
24.	Galaxy Way & Avenue of the Stars	AM	0.483	A	(No mitigation required)			(No mitigation required)		
		PM	0.656	B						
25.	Galaxy Way & Century Park East	AM	0.514	A	(No mitigation required)			(No mitigation required)		
		PM	0.477	A						
26.	Empyrean Way & Avenue of the Stars	AM	0.420	A	0.364	A	- 0.056	0.351	A	- 0.069
		PM	0.406	A	0.388	A	- 0.018	0.365	A	- 0.041

Table 23 (cont.)
Residential Project Alternative - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
27.	Empyrean Way & Century Park East	AM	0.515	A	(No mitigation required)			(No mitigation required)		
		PM	0.473	A						
27.	Empyrean Way & Century Park East	AM	0.515	A	(No mitigation required)			(No mitigation required)		
		PM	0.473	A						
28.	Pico Bl. & Sepulveda Bl.	AM	1.016	F	(No mitigation required)			(No mitigation required)		
		PM	1.221	F						
29.	Pico Bl. & Westwood Bl.	AM	0.760	C	(No mitigation required)			(No mitigation required)		
		PM	0.788	C						
30.	Pico Bl. & Overland Av.	AM	0.872	D	0.870	D	- 0.002	0.857	D	- 0.015
		PM	1.066	F	0.995	E	- 0.071	0.979	F	- 0.087
31.	Pico Bl. & Patricia Av.	AM	0.925	E	(No mitigation required)			(No mitigation required)		
		PM	0.621	B						
32.	Pico Bl. & Beverly Glen Bl.	AM	0.733	C	(No mitigation required)			(No mitigation required)		
		PM	0.873	D						
33.	Pico Bl. & Kerwood Av.	AM	0.585	A	(No mitigation required)			(No mitigation required)		
		PM	0.688	B						
34.	Pico Bl. & Century Park West	AM	------	--	0.542	A	-----	0.527	A	-----
		PM	------	--	0.819	D	-----	0.795	C	-----
35.	Pico Bl. & Motor Av.	AM	1.330	F	(No mitigation required)			(No mitigation required)		
		PM	1.271	F						
36.	Pico Bl. & Avenue of the Stars	AM	1.090	F	(No mitigation required)			(No mitigation required)		
		PM	1.314	F						

Table 23 (cont.)
Residential Project Alternative - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
37.	Pico Bl. & Century Park East	AM	1.144	F	(No mitigation required)			(No mitigation required)		
		PM	1.035	F						
38.	Pico Bl. & Roxbury Dr.	AM	0.838	D	(No mitigation required)			(No mitigation required)		
		PM	0.853	D						
39.	Pico Bl. & Beverwil Dr.	AM	1.222	F	(No mitigation required)			(No mitigation required)		
		PM	1.446	F						
40.	Pico Bl. & Beverly Dr.	AM	0.829	D	0.797	C	- 0.032	0.792	C	- 0.037
		PM	1.055	F	1.063	F	0.008	1.059	F	0.004
41.	Pico Bl. & Doheny Dr.	AM	0.900	E	(No mitigation required)			(No mitigation required)		
		PM	1.015	F						
42.	Pico Bl. & Robertson Bl.	AM	1.199	F	1.190	F	- 0.009	1.186	F	- 0.013
		PM	1.376	F	1.352	F	- 0.024	1.349	F	- 0.027
43.	Santa Monica Fwy. WB Ramps/National Bl. & Overland Av.	AM	1.070	F	0.964	E	- 0.106	0.952	E	- 0.118
		PM	1.386	F	1.384	F	- 0.002	1.383	F	- 0.003
44.	Santa Monica Fwy. EB On-Ramp & Overland Av.	AM	0.741	C	(No mitigation required)			(No mitigation required)		
		PM	0.757	C						
45.	National Bl./National Pl. & Overland Av.	AM	0.650	B	0.646	B	- 0.004	0.646	B	- 0.004
		PM	1.051	F	0.933	E	- 0.118	0.932	E	- 0.119
46.	National Bl. & Santa Monica Fwy. EB Off-Ramp	AM	0.529	A	0.485	A	- 0.044	0.483	A	- 0.046
		PM	0.597	A	0.612	B	0.015	0.603	A	0.006

Table 23 (cont.)

Residential Project Alternative - With Mitigation

Critical Movement Analysis (CMA) and Level of Service (LOS) Summary

AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
47.	Monte Mar Dr. & Motor Av.	AM	1.502	F	(No mitigation required)			(No mitigation required)		
		PM	1.347	F						
48.	Club Dr. & Motor Av.	AM	1.034	F	(No mitigation required)			(No mitigation required)		
		PM	1.188	F						
49.	Dunleer Dr. & Motor Av.	AM	1.480	F	0.909	E	- 0.571	0.903	E	- 0.557
		PM	1.641	F	0.961	E	- 0.680	0.941	E	- 0.700
50.	Manning Av. & Motor Av.	AM	1.099	F	1.038	F	- 0.061	1.020	F	- 0.079
		PM	0.821	D	0.801	D	- 0.020	0.801	D	- 0.020
51.	Manning Av. & Santa Monica Fwy EB On-Ramp	AM	0.602	B	0.613	B	0.011	0.597	A	- 0.005
		PM	0.508	A	0.476	A	-0.032	0.473	A	- 0.035
52.	Santa Monica Fwy. WB Off-Ramp/ Manning Av. & National Bl.	AM	0.873	D	0.857	D	- 0.016	0.855	D	- 0.018
		PM	1.095	F	1.005	F	- 0.090	0.996	E	- 0.099
53.	Cashio St. & Beverwil Dr.	AM	0.709	C	(No mitigation required)			(No mitigation required)		
		PM	0.700	C						
54.	Cashio St. & Beverly Dr.	AM	0.492	A	(No mitigation required)			(No mitigation required)		
		PM	0.442	A						
55.	Monte Mar Dr. & Beverwil Dr.	AM	1.025	F	(No mitigation required)			(No mitigation required)		
		PM	1.157	F						
56.	Monte Mar Dr. & Beverly Dr.	AM	0.989	E	(No mitigation required)			(No mitigation required)		
		PM	1.116	F						

Table 23 (cont.)
Residential Project Alternative - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
57.	Cadillac Av./Hillsboro Dr. & Robertson Bl.	AM PM	0.968 1.162	E F	(No mitigation required)			(No mitigation required)		
58.	Cattaraugus Av. & Robertson Bl.	AM PM	1.046 1.064	F F	(No mitigation required)			(No mitigation required)		
59.	Santa Monica Fwy. WB Off-Ramp/ Kincardine Av. & Robertson Bl.	AM PM	1.072 1.109	F F	(No mitigation required)			(No mitigation required)		
60.	National Bl. & Robertson Bl.	AM PM	1.253 1.348	F F	(No mitigation required)			(No mitigation required)		
61.	Wilshire Bl. & Santa Monica Bl. (North I/S)	AM PM	1.932 1.780	F F	(No mitigation required)			(No mitigation required)		
62.	Wilshire Bl. & Santa Monica Bl. (South I/S)	AM PM	1.431 1.446	F F	(No mitigation required)			(No mitigation required)		
63.	Wilshire Bl. & Roxbury Dr./ Brighton Wy.	AM PM	0.631 0.809	B D	(No mitigation required)			(No mitigation required)		
64.	Wilshire Bl. & Beverly Dr.	AM PM	1.208 1.219	F F	1.132 1.164	F F	- 0.076 - 0.055	1.132 1.161	F F	- 0.076 - 0.058
65.	Wilshire Bl. & Doheny Dr.	AM PM	1.131 1.215	F F	1.073 1.150	F F	- 0.058 - 0.065	1.069 1.148	F F	- 0.062 - 0.067

Table 23 (cont.)
Residential Project Alternative - With Mitigation
Critical Movement Analysis (CMA) and Level of Service (LOS) Summary
AM and PM Peak Hours

	Intersection	Peak Hour	1996 Without Project CMA	LOS	1996 With Project + Mitigation ("Base Case") CMA	LOS	Impact	1996 With Project + Mitigation ("ITE Case") CMA	LOS	Impact
66.	Wilshire Bl. & Robertson Bl.	AM	0.963	E	(No mitigation required)			(No mitigation required)		
		PM	1.286	F						
67.	Charleville Bl. & Spalding Dr.	AM	0.353	A	(No mitigation required)			(No mitigation required)		
		PM	0.596	A						
68.	Charleville Bl. & Roxbury Dr.	AM	0.331	A	(No mitigation required)			(No mitigation required)		
		PM	0.522	A						
69.	Olympic Bl. & Spalding Dr.	AM	1.364	F	(No mitigation required)			(No mitigation required)		
		PM	1.199	F						
70.	Olympic Bl. & Roxbury Dr.	AM	0.984	E	0.919	E	- 0.065	0.915	E	- 0.069
		PM	1.145	F	1.090	F	- 0.055	1.085	F	- 0.060
71.	Olympic Bl. & Beverwil Dr.	AM	1.295	F	1.239	F	- 0.056	1.232	F	- 0.063
		PM	1.307	F	1.275	F	- 0.032	1.264	F	- 0.043
72.	Olympic Bl. & Beverly Dr.	AM	1.109	F	1.037	F	- 0.072	1.036	F	- 0.073
		PM	1.114	F	1.057	F	- 0.057	1.051	F	- 0.063
73.	Olympic Bl. & Doheny Dr.	AM	1.049	F	0.990	E	- 0.059	0.987	E	- 0.062
		PM	1.098	F	1.044	F	- 0.054	1.039	F	- 0.059
74.	Olympic Bl. & Robertson Bl.	AM	1.276	F	1.217	F	- 0.059	1.214	F	- 0.062
		PM	1.637	F	1.582	F	0.055	1.577	F	- 0.060

* Denotes remaining significant project impact.

Note: A negative (-) impact value for the "Mitigation" case indicates that the project mitigation will make more intersection capacity available than will be used by project traffic.

APPENDIX A

DESCRIPTION OF FOX
TRANSPORTATION DEMAND MANAGEMENT PROGRAM

FOX TRANSPORTATION DEMAND MANAGEMENT PROGRAM

Fox already employs one of the most efficient traffic congestion management tools, which is the staggering of it work shifts. As the Figure A-1 shows, arrival times are spread out in the morning as are the departure times in the evening. Further, many Fox employees arrive and leave sufficiently late so as not to contribute to the peak congestion on the adjacent City streets (only 15 percent of the inbound trips occur between 7:00 AM and 9:00 AM and only 22 percent of the outbound trips occur between 3:00 PM and 6:00 PM). Thus, Fox has already diminished its impacts of traffic congestion well below that for other commercial sites with similar daily generation.

Given the already shifted and spread out commute patterns at Fox, the Transportation Demand Management (TDM) program will concentrate on reducing the total number of trips generated, rather than on shifting the times that employee commute trips will occur. A goal of a 12.5 percent reduction in morning and afternoon peak-hour vehicle trips has been established for this program. Given the mix of trips to and from the site it will be important to reduce trips in each of four categories: 1) employee commute trips; 2) other employee trips; 3) audience and other visitor trips; and 4) service and delivery trips. By achieving reductions in all four categories, Fox will not only minimize its peak period traffic generation, but also reduce the noise and air pollution associated with total daily traffic. The following describes measures Fox will use to reduce trips in each of these categories.

Employee Commute Trips - These trips are the traditional focus of TDM programs. Commute trips are those most easily addressed and are the only trips required to be reduced by SCAQMD Regulation XV. Since they are usually made on a regular basis, they can be most easily reorganized into more efficient modes. Trip reductions in

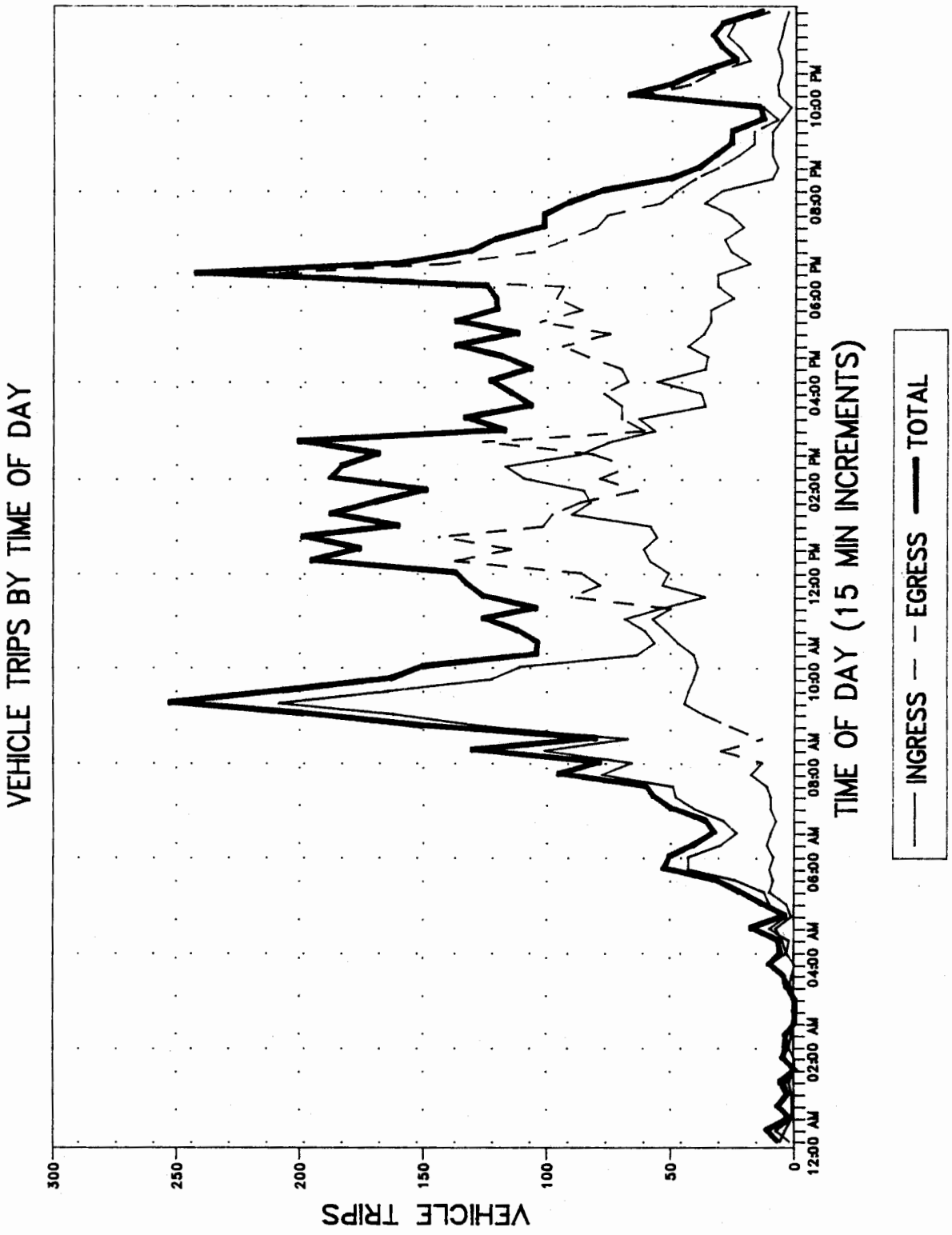

FIGURE A-1

EXISTING SITE USES
VEHICLE TRIPS
BY TIME OF DAY

CRAIN & ASSOCIATES
2007 Sawtelle Boulevard
Los Angeles, California 90025
(213) 473-6508
Transportation Planning · Traffic Engineering

this area are assumed to form the largest share of the overall Fox reduction. A wide variety of measures addressing these trips will be utilized including:

- Fox Commuter Office - The Commuter Office on the Fox lot will serve as a tangible focal point for the rideshare program. The location and phone number of the Fox Commuter Office will be well publicized so employees can conveniently call or come in for assistance. Through membership in the Century City TMA, Fox will be supported by the Century City Commuter Center which will offer certain activities and assistance in addition to the Fox office.

- Provide Personalized Assistance - This incentive is the cornerstone of Fox's program. The Transportation Coordinator will work individually with employees considering a new commute mode, in order to make the transition as easy as possible. After delivering a match list to a commuter, the Transportation Coordinator will call or meet with them to offer assistance in making ridesharing arrangements, encouragement to go ahead and try the new commuting mode, and assistance in resolving any problems that may arise in the initial few weeks. This incentive is designed to overcome the commuter's fear of calling a stranger whose name appears on a carpool match list, and also to help solve problems that may arise when making carpooling, vanpooling or transit arrangements.

- Conduct New-Hire Orientations - This incentive is designed to reach new employees with information and encouragement for ridesharing opportunities before they become accustomed to driving alone to Fox. The Transportation Coordinator will provide ridesharing information materials

for the Fox new-hire orientation packets which will be distributed to all newly hired employees. These materials will describe the services and benefits that the Commuter Program can offer.

- Bulletin Boards - Information displays on the studio lot will be provided by the Fox Transportation Coordinator. Permanent displays and changeable material will be placed on bulletin boards. They will be useful reminders of the commute program and will keep information on the program convenient. The material will be developed by Fox staff, who will also be responsible for posting and maintaining these materials on bulletin boards around the Lot.

- Bus Pass and Token Sales - This incentive eliminates the inconvenience of having to travel to another location to purchase a monthly bus pass or bus tokens. The Transportation Coordinator will order bus passes and tokens monthly from the TMA office to distribute to Fox employees. This will make it convenient for employees to obtain passes and will encourage bus commuting.

- Vanpool Staging Areas - Special vanpool loading/unloading areas will be established at one or more locations on the Fox lot. This incentive is designed to make it more convenient and safer for commuters to load and unload their vanpools outside of the normal flow of traffic.

- Facilities for Bicycles - This measure is designed to eliminate a potential bicyclist's fear of having their bicycle stolen. Also, cycling is good exercise and cyclists can work up a sweat, so it is often necessary to shower and change into fresh clothes upon arrival at work. Fox now has bicycle racks,

showers and clothes lockers available. As part of its ridesharing efforts, Fox will upgrade these bicycle facilities to encourage bicycle ridership.

- Travel Allowance - Fox will provide a travel allowance to each employee who rideshares on a full-time basis. Initially, this allowance will be set at $15 per month, but may be increased at a later date or combined with a charge for parking program. The allowance will be issued to anyone who is in a carpool, vanpool, rides the bus, a bicycle, or walks to work.

- Vanpool and/or Express-Bus Operations - The purpose of this incentive is obvious -- to begin provision and expand operation of ridesharing services that are currently not available to most employees at Fox and in Century City. Initially, vanpool service will be offered to employees using leased vans, with fares set to recover all leasing costs plus operating costs. The Fox coordinator will be responsible for establishing and maintaining operation of the Fox vanpools. Fox will also contribute to the fare for each employee who rides in a vanpool (see "Travel Allowance"). When needed, Fox will utilize TMA-operated vanpools.

- Guaranteed Ride Home - In an employee survey, having a guaranteed ride home in the event of an emergency or unexpected overtime was consistently ranked as the number one incentive that would encourage drive-alone commuters to change their commute mode. This would enable them to join a carpool, ride the bus or bicycle to work without concern over a late work day or daytime emergency that requires an immediate trip home.

- Adjustable Work Hours for Ridesharing - This incentive is designed to allow potential ridesharers the flexibility to shift their work schedules to take advantage of an opportunity to carpool or ride a bus. It also provides a "perk" to ridesharers, demonstrating management support for the rideshare program. Fox will establish a company policy to allow employees, with supervisor's prior approval, to shift to a new (fixed) work schedule for the sole purpose of participating in a carpool, or transit arrangement.

Other Employee Trips - Currently, approximately 3.8 vehicle trips per day are generated by each Fox employee. Under half of these are employee commute trips. The remaining portion contain some visitor, service and delivery trips, but also contains a substantial number of non-commute trips made by employees. Many of these non-commute trips can be eliminated or made by modes other than automobiles. Reducing use of employee automobiles for these trips also reduces the number of employees who will resist ridesharing because of the "need" for their auto during the day. Measures to address these trips include:

- On-Site Amenities - "Needing a car for personal business" was the second most-common reason for not ridesharing indicated in an employee survey. Fox can reduce this need by promoting existing on-site amenities. Fox will promote the use of the following existing on-site services:
  - Commissary/Dining Room
  - Banking Services/ATM
  - Postal Services
  - Studio Gift/Snack Shop

- Video Rentals
- Credit Union
- Exercise Classes
- Weight-Watcher Classes
- Barber/Manicurist
- Automobile Detailing
- Shoe Repair
- Jewelry Repair
- Hospital
- Plant Nursery
- Additional Food Vendors

Expansion of these services will also be conducted as part of the development program.

o Tele-Conferencing Facilities - With the advent of picture phones, Fax machines and other technologies, the need for face to face meetings can be reduced. Future buildings on the Fox site will be designed to provide facilities which take full advantage of these new technologies. Additional facilities will be added to existing buildings to minimize the need for business travel by all employees.

Audience and Other Visitor Trips - Currently, Fox has only limited live audiences for the recording of its television programs. These programs are not expected to increase use of live audiences. Further, live audience are mainly utilized in the evenings, after peak traffic hours. However, there may be sufficient impact from

audiences to warrant measures to minimize the trips they generated. Likewise, while other visitor trips are limited and spread throughout the day, they may also be sufficient in magnitude to warrant examination of potential reduction measures. Measures identified to reduce these trips include:

- Audience Delivery Service - Fox is pioneering a service whereby general audience attendees are identified in high density evening entertainment areas (e. g. Hollywood). Shuttle buses are then utilized to transport these general audiences between these centers and the Fox studio. This system eliminates general audience automobile traffic to and from the Fox lot.

- Tele-Conferencing Facilities - This measure, described under the Other Employee Trips category, also serves to provide an alternative way for outside persons to conduct business with Fox, thereby reducing their automobile trips to and from the site.

Service and Delivery Trips - Only a fraction of the overall trips to and from the studio site are for service and delivery. Given vehicle size and the potential impact on the gated access point, where each vehicle must check in, control of service and delivery vehicles is important from an operational standpoint. Fox will conduct a review of all vehicles entering and exiting the site to determine the degree to which trips can be coordinated among various departments and to which further shifting away from the peak can be accomplished. Once these reviews are completed, policies will be set and promulgated to all departments. Further, if needed, on-site storage areas will be expanded and other services centralized (e. g. convenient Federal Express drop boxes with a secure drop-off for oversized packages).

APPENDIX B

FOX PROJECT "RESTRICTED USE" TRIP GENERATION RATES, TRAFFIC GENERATION AND PEAK-HOUR VOLUME MAPS

Table B-1*

"Restricted Use" Trip Generation Rates Based on Empirical Data Obtained from Fox and KTTV Traffic Surveys (Per 1,000 Square Feet)

Use	Daily	AM Peak Hour	PM Peak Hour
Administrative Office	12.33	1.32 I/B; 0.08 O/B	0.18 I/B; 0.61 O/B
Production Office	12.33	1.32 I/B; 0.08 O/B	0.18 I/B; 0.61 O/B
Production Facilities (Stages, Dressing Rooms, etc.)	3.26	0.21 I/B; 0.06 O/B	0.09 I/B; 0.24 O/B
Post Production	6.47	0.72 I/B; 0.11 O/B	0.07 I/B; 0.35 O/B
Support (Storage/Mechanical, etc.)	4.39	0.17 I/B; 0.09 O/B	0.09 I/B; 0.28 O/B
KTTV	15.33	1.35 I/B; 0.12 O/B	0.18 I/B; 1.13 O/B

* Identical to Table 5 discussed in body of report.

Table B-2

Fox Project With "Restricted Use" Designation Traffic Generation*

Use	Daily Traffic	AM Peak Hour I/B	AM Peak Hour O/B	PM Peak Hour I/B	PM Peak Hour O/B
Administrative Office, 332,000 s.f.	4,090	440	25	60	205
Production Office, 147,000 s.f.	1,810	195	10	25	90
Production Facilities, 25,000 s.f. (Stages & Dressing Rooms, etc.)	80	5	0	0	5
Post Production, 134,000 s.f.	870	95	15	10	45
Support, 13,000 s.f. (Storage & Mechanical, etc.)	60	5	0	0	5
KTTV, 120,000 s.f. (Relocation)	1,840	160	15	20	135
Total:	8,750	900	65	115	485
		(965)		(600)	

* Does not include TDM reductions.