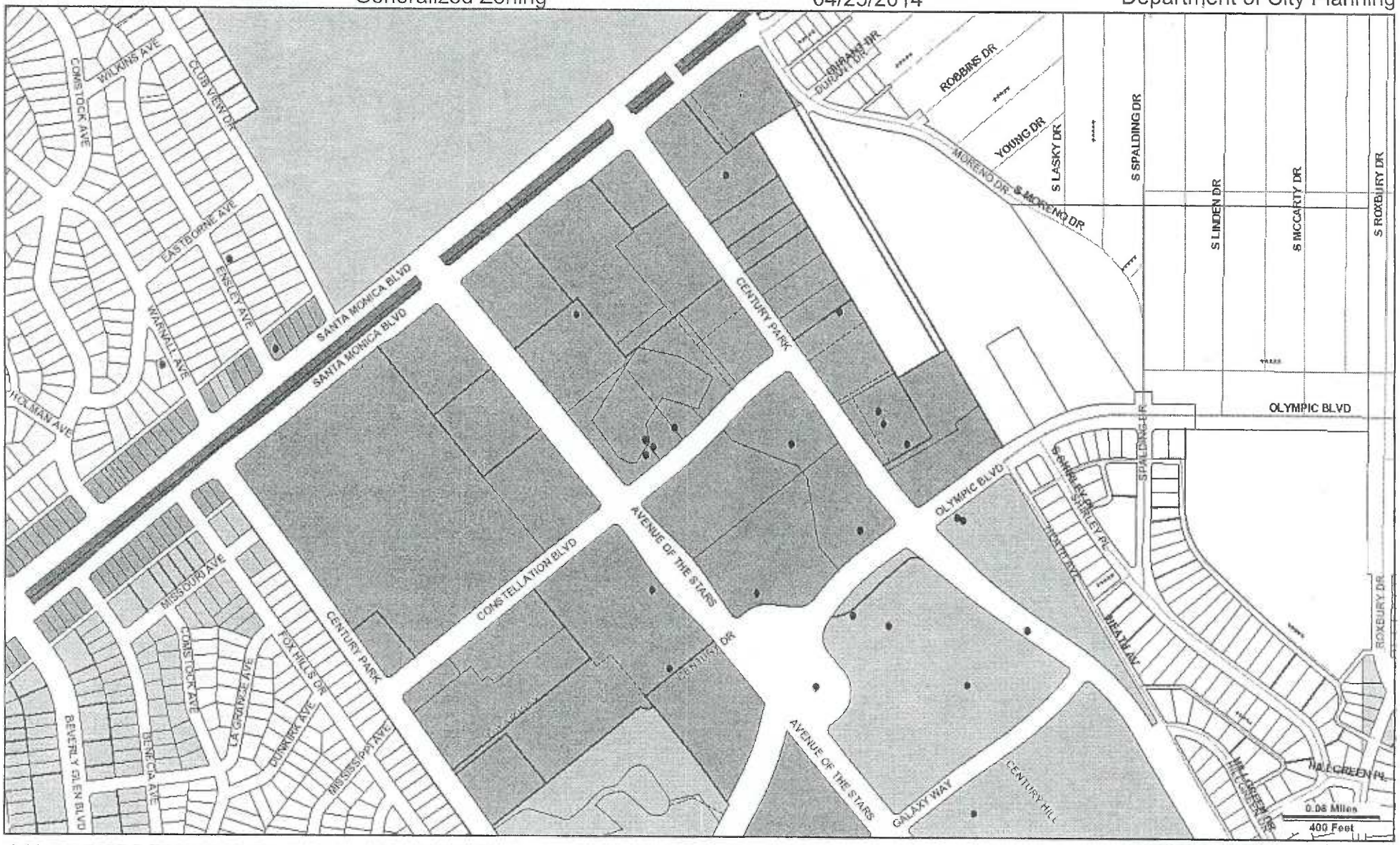
ZIMAS INTRANET

Generalized Zoning

04/25/2014

City of Los Angeles
Department of City Planning

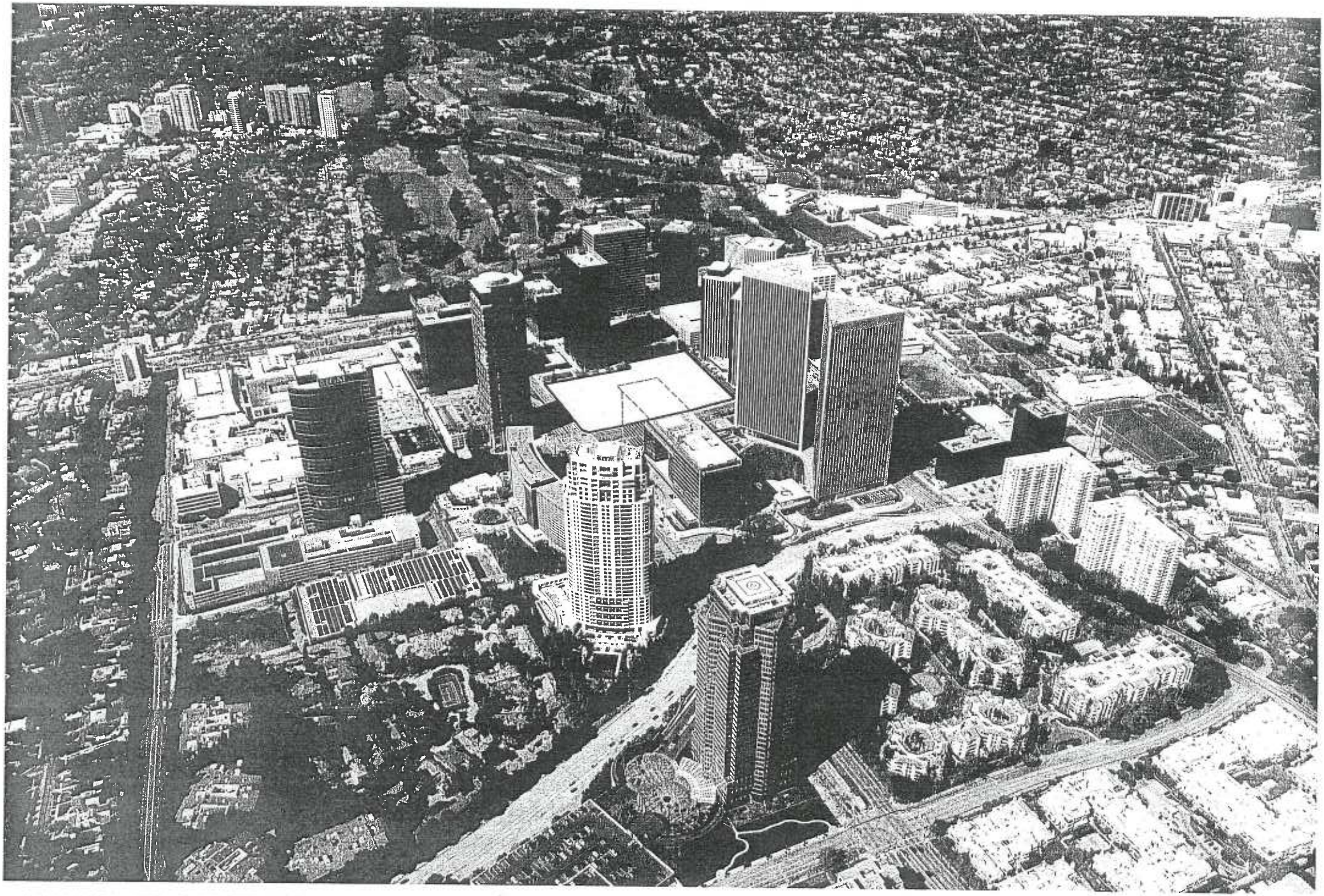


Address: 2122 S FOX HILLS DR
APN: 4319005064
PIN #: 132B161 240

Tract: TR 7260
Block: 21
Lot: 6
Arb: None

Zoning: R1-1-O
General Plan: Low Residential

Exhibit 1

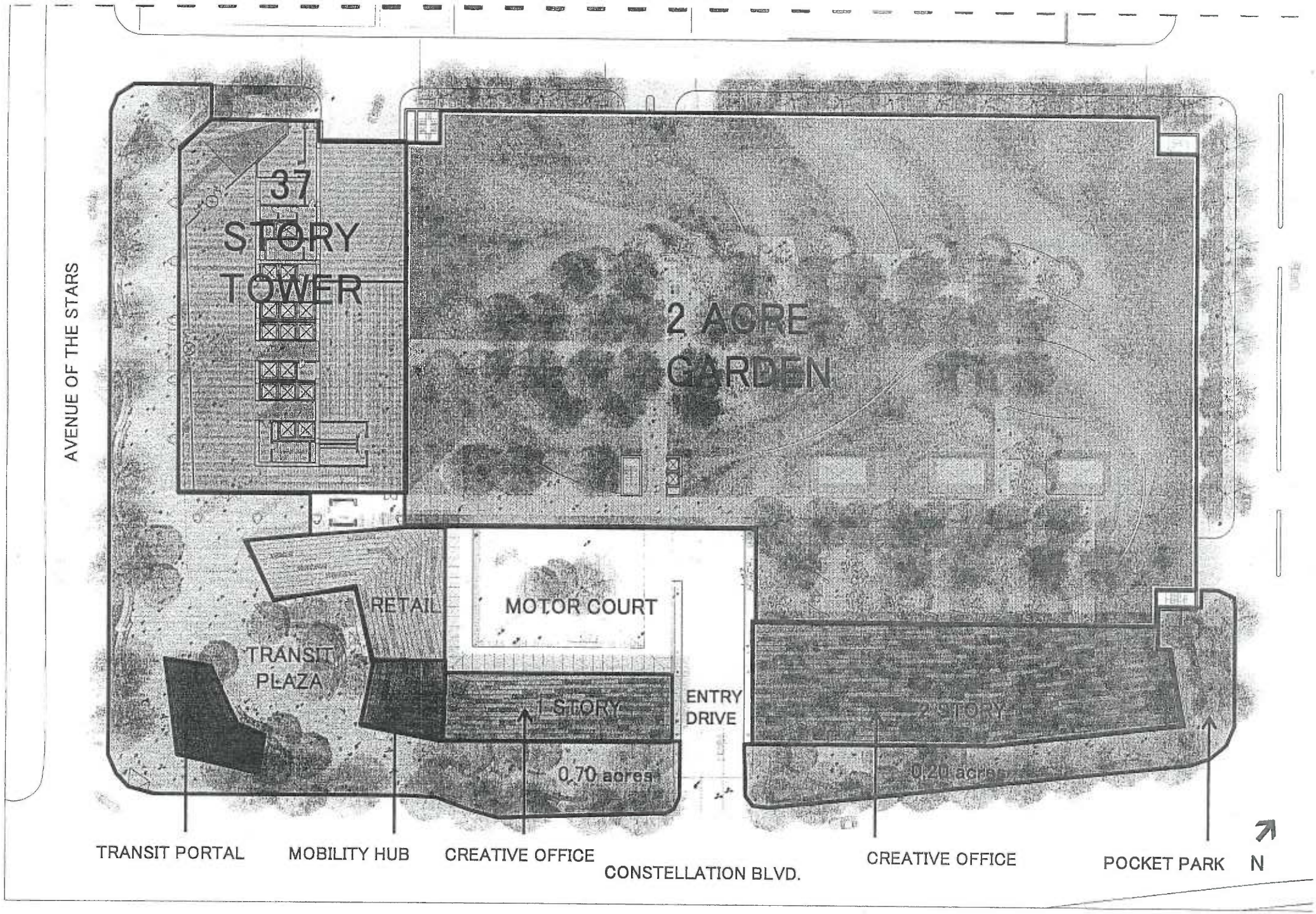


CENTURY CITY CENTER

JOHNSON FAIN • OLIN • ARUP

Exhibit 2

TODAY



CENTURY CITY CENTER

JOHNSON FAIN • OLIN • ARUP

Exhibit 3

SITE PLAN

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

1950 Avenue of the Stars
LADOT Case No WLA11-028

DATE: October 28, 2013

TO: Renee Dake Wilson, Interim President
City Planning Commission, Department of City Planning

FROM: Jaime de la Vega, General Manager
Department of Transportation

SUBJECT: **REQUEST FOR REVIEW OF ALTERNATIVE CALCULATIONS OF TRIP GENERATION FACTOR FOR THE CENTURY CITY CENTER PROJECT**

RECOMMENDATION

The Department of Transportation recommends the approval of the Alternative Calculation of Trip Generation Factor of 4.97 daily trips per 1,000 square-feet (sf) for the proposed modified project.

BACKGROUND

Century City Realty, LLC (the "Applicant") has proposed to modify a project that was previously approved by the City of Los Angeles in 2006, which permitted the development of approximately 483 residential condominiums in two 47-story towers and one 12-story building for a total of approximately 1.3 million sf on an approximately 5.5-acre site at 1950 Avenue of the Stars, located at the northeast corner of Avenue of the Stars and Constellation Boulevard in Century City. The proposed modified project will consist of the construction of a 37-story building with 725,830 sf of office building, 4,120 sf of small-scale ancillary retail uses, and 1,300 sf of Mobility Hub.

Pursuant to Section 6 of the Century City North Specific Plan (CCNSP) Ordinance No. 156,122, on October 10, 2013 the applicant for the proposed modified project, requested the Department of Transportation (DOT) to review and approve an Alternative Calculations of Trip Generation Factor, under the "Economy Adjusted Rate" methodology for their proposed modified project. The CCNSP Ordinance was adopted by the Los Angeles City Council in November 1981 to regulate developments in the northern half of Century City. The CCNSP Ordinance calls for development limits on each parcel of the land within the Specific Plan area based on the daily trip generation factors enumerated in the definition of Cumulative Automobile Trip Generation Potential (CATGP), as outlined in the Section 2 of the CCNSP, which may be modified for a specific project, pursuant to CCNSP Section 6.

Exhibit 4

FINDINGS

The proposed modified project is located within the boundaries of the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP). The WLA TIMP Ordinance No. 171,492 was adopted by the Los Angeles City Council in March 1997. On December 18, 2012, under the requirements of the WLA TIMP Ordinance, our Department completed the traffic assessment of the proposed modified office project (**Attachment A**). The traffic assessment was based on a traffic study report prepared by Gibson Transportation Consulting, Inc. In general, DOT applies the Institute of Transportation Engineers (ITE) Trip Generation Manual's trip rates for proposed new or modified projects when accurate empirical data is not available. It should be noted that ITE rates are generally based on free-standing suburban developments, and these national average rates are frequently adjusted for local conditions (mixed-uses, transit, walk-in, etc.). However, the high-rise office towers in Century City have substantially different trip-generating characteristics than the typical office buildings surveyed in the ITE Trip Generation Manual.

Empirical Data

To determine an accurate and contemporary trip generation rate for office buildings in Century City, in 2011, Gibson Transportation Consulting, Inc. (GTC) collected daily and peak periods (A.M. and P.M.) vehicle counts entering and exiting driveways at four different high-rise office buildings in Century City that have similar characteristics as the proposed modified project. The trip generation rates for the four study buildings were then calculated from this data set, and an overall weighted average trip rates (daily and peak periods) were developed for the Century City office buildings. The empirical counts inherently included all Transportation Demand Management (TDM) program efforts that are currently in effect at these high-rise office buildings. In order to account for current economic conditions of lower employment, a 6% adjustment was added to the alternative trip rates to develop "Economy Adjusted Rates" for the office buildings in Century City. With the 6% upward adjustment, the adjusted weighted average rate becomes **4.97 daily trips per 1,000 sq. ft.** as follows:

Sun America Tower:	4.63 daily trips per 1,000 sq. ft.
1901 Avenue of the Stars:	4.57 daily trips per 1,000 sq. ft.
1801 Century Park East:	4.93 daily trips per 1,000 sq. ft.
Constellation Place:	5.20 daily trips per 1,000 sq. ft.
Weighted Avg.	4.62 daily trips per 1,000 sq. ft
Adjusted Weighted Avg.	**4.97 daily trips per 1,000 sq. ft.**

Historical Trend

In their study of the Century City Office Trip Generation evaluation, GTC's analysis of historical trip generation data from ITE's Trip Generation Manuals from the 1st Edition (1975) to the 5th Edition (1991) shows a general downward trend in daily office trip generation from 12.30 trips per 1,000 sf to 8.73 trips per 1,000 sf (**Attachment B**). The last three editions of the ITE Trip Generation Manuals have not added any new data for office

buildings nor have they removed the outdated data from the early 1970's from statistics used to develop the current published rates, so the trip rates have remained constant at 8.46 daily trips per 1,000 sf. Additionally, historical ITE data suggests that employee density in office buildings has declined over the years from 4.25 and 4.4 employees per 1,000 sf in the 1st Edition of Trip Generation Manual (1975) to an average of 3.29 employees per 1,000 sf in the most recent edition. Evidence in the GTC analysis from the Century City Traffic Management Organization (CCTMO) showed the average employee density of approximately 2.84 employees per 1,000 sf in Century City (**Attachment C**).

Using modified rates for Traffic Impact Analysis

For the purpose of conducting a traffic impact study, GTC has utilized the modified trip generation rates for the proposed modified project using "Economy Adjusted Rates" and "Published Rates" during the peak hours. The "Economy Adjusted Rates" are based on empirical trip generation data further adjusted for low employment conditions. The "Published Rates" are based on formulas published by ITE Trip Generation, 8th Edition and Appendix "A" of the WLA TIMP.

Although the Department allowed the use of alternative trip generation trip rates under the "Economy Adjusted Rates" methodology for the proposed project in evaluating its traffic impacts, the Department required the implementation of a Traffic Management and Monitoring Program (TMMP). The TMMP program includes a mechanism such that should the trip monitoring program show that actual peak hour trips for the project exceed the forecasted volumes based on "Economy Adjusted Rates", the proposed project shall trigger the larger mitigation program under the "Published Rates" methodology in order to mitigate the significant traffic impacts at the study intersections.

CONCLUSION

Under the CCNSP, the CATGP bases a development capacity of 14 daily trips per 1,000 sf (Other Office Commercial) for the proposed modified project. At the time, per ITE Trip Generation Manual, 3rd Edition (1979), the daily trip rate for an office building was 12.30 trips per 1,000 sf. In the traffic study analysis, the proposed modified project is assigned 8.46 daily trips per 1,000 sf under the "Published Rates" methodology, and 4.97 daily trips per 1,000 sf under the "Economy Adjusted Rates" methodology.

It is important to note that the CCNSP, specifically CATGP, is not relevant for purpose of determining the traffic impacts of a project under the California Environmental Quality Act. However, as shown in the GTC traffic study, there is a downward trend of the trip generation rates in the ITE Trip Generation Manuals for the office buildings and the empirical data obtained for Century City Office buildings show much lower trip rates than rates established in the current ITE Trip Generation Manual. The trip generation factors in the CATGP have not been changed or modified since CCNSP Ordinance's adoption in November 1981. Based on the aforementioned office-use trip generation rates analysis in Century City, our Department recommends that the outdated CATGP's trip factor for "Other Office Commercial" use be adjusted accordingly based on empirical data and trends for this proposed project. Therefore, a trip generation factor of 4.97 daily trips per 1,000 sf is recommended for the proposed modified project per CCNSP, Section 6.

If you have any questions, please contact Jay Kim or Sean Haeri of my staff at (213) 972-8438 and (213) 485-1062 respectively.

Attachments

cc: Lisa Webber, Dan Scott, Jon Forman, Karen Hoo, David Weintraub, DCP
Jay Kim, Sean Haeri, Mo Blorfroshan, DOT

Attachment A

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

1950 Avenue of the Stars
LADOT Case No. WLA11-028

DATE: December 18, 2012

TO: Karen Hoo, City Planner
Department of City Planning

FROM: Mohammad H. Blorfroshan, Transportation Engineer
Department of Transportation

SUBJECT: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED MODIFIED OFFICE PROJECT AT 1950 AVENUE OF THE STARS (CITY PLANNING CASE NO. ENV-2004-6269-EIR]**

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance No. 171,492 (WLA TIMP), the Department of Transportation (DOT) has completed the traffic assessment of the proposed modified office project at 1950 Avenue of the Stars. This traffic assessment is based on a traffic study report prepared by Gibson Transportation Consulting, Inc. received by DOT on May 18, 2012, with subsequent revisions through September 2012. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

Project Description

The project site is located at the northeast corner of Avenue of the Stars and Constellation Boulevard. The applicant previously proposed to build a 483-unit condominium building, for which a DOT traffic assessment letter was issued on October 25, 2005 (DOT Case No. WLA 05-010). As part of the Subsequent Environmental Impact Report, the applicant is now proposing to modify the project scope. The proposed modified project (Project) will consist of the construction of a 37-story building with 725,830 square feet of office space (25,830 square feet of which would function as creative office space, and 3,000 square feet of which would function as private screening room to accommodate 200 attendees for building tenant and guest use only), a Transit Plaza with 35,000 square feet of public open space to accommodate the potential Century City Westside Subway Extension Station, 4,120 square feet of small-scale ancillary retail uses, and a 1,300 square-foot Mobility Hub (to provide alternative forms of transportation such as flex car and bicycle rental). To support transportation goals, the Project will implement a Transportation Demand Management (TDM) program for Project employees. The Project will provide 1,579 parking spaces on site. Vehicular access will be provided through a driveway off Constellation Boulevard and one access point off each of the existing alleys running along the northern and eastern borders of the project site. The Project would be developed on a 5.5-acre site that is currently a vacant lot. The Project is anticipated to be fully built out and occupied by the year 2021.

Discussion and Findings

The Project is expected to create a net increase of 4,603 daily trips, a net increase of 687 a.m. peak hour trips, and a net increase of 604 p.m. peak hour trips, under the Published Rates$^{\Delta}$ methodology. The Published Rates$^{\Delta}$ methodology trip generation estimates are based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. However, since the high-rise low-density office towers in Century City have substantially different trip-generating characteristics than the typical office buildings surveyed for the ITE Trip Generation, alternative trip rates were developed based on empirical counts conducted at various Century City high-rise office towers with low density occupancy, pursuant to Section 4.C.2.(b) of the WLA TIMP. The empirical counts inherently included all TDM program efforts that are currently in effect at these high-rise office towers. As a project design feature, the Project will implement a TDM program (including the installation of an on-site Mobility Hub and investment in new transportation management technologies) to ensure it will have similar trip-generating characteristics to these high-rise office towers. Based on these alternative trip rates and a 6% adjustment to account for current economic conditions, the Project is expected to create a net increase of 3,607 daily trips, a net increase of 435 a.m. peak hour trips and a net increase of 392 p.m. peak hour trips, under the Economy Adjustment methodology. The attached tables, **Attachment A**, list the trip generation results for both the Published Rates$^{\Delta}$ and the Economy Adjustment methodologies.

DOT has determined that the Project, under the Economy Adjustment methodology, will create significant traffic impacts at the following thirteen (13) intersections in one or more analysis years (Years 2011, 2015 and/or 2021), as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) for the study intersections (**Attachment B**):

1. Beverly Glen Boulevard and Santa Monica Boulevard
2. Century Park East and Santa Monica Boulevard
3. Overland Avenue and Olympic Boulevard
4. Beverly Glen Boulevard and Olympic Boulevard
5. Overland Avenue and Pico Boulevard
6. Beloit Avenue and Santa Monica Boulevard
7. Sepulveda Boulevard and Santa Monica Boulevard
8. Westwood Boulevard and Santa Monica Boulevard
9. Westwood Boulevard and Olympic Boulevard
10. Moreno Drive and Santa Monica Boulevard
11. Roxbury Drive and Pico Boulevard
12. Beverwil Drive and Pico Boulevard
13. Beverly Drive and Pico Boulevard

Under the Published Rates$^{\Delta}$ methodology, the Project will create additional significant traffic impacts at twelve (12) more intersections in one or more analysis years (Years

2011, 2015 and/or 2021), as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) for the study intersections (**Attachment C**):

14. Beverly Glen Boulevard and Wilshire Boulevard
15. Overland Avenue and Santa Monica Boulevard
16. Century Park West and Olympic Boulevard
17. Century Park East and Olympic Boulevard
18. Beverly Glen Boulevard and Pico Boulevard
19. Motor Avenue and Pico Boulevard
20. Cotner Avenue and Santa Monica Boulevard
21. Sepulveda Boulevard and Olympic Boulevard
22. Sepulveda Boulevard and Pico Boulevard
23. Overland Avenue and Ashby Avenue
24. Doheny Drive and Pico Boulevard
25. Robertson Boulevard and Pico Boulevard

In addition, pursuant to the analysis methodology of the City of Beverly Hills, the development of the Project and cumulative future projects is anticipated to result in significant impacts at three (3) intersections located within the City of Beverly Hills.

26. Merv Griffin Way and Santa Monica Boulevard North (City of Beverly Hills)
27. Spalding Drive and Olympic Boulevard (City of Beverly Hills)
28. Roxbury Drive and Olympic Boulevard (City of Beverly Hills)

To mitigate the identified traffic impacts at intersections nos. 1 to 13 to a less-than-significant level under the Economy Adjustment methodology, the Project proposes the installation of area-wide improvements to the traffic control system and new transportation management technologies (totaling $750,000, to provide for design and installation of CCTV cameras and the necessary infrastructure at key locations within the study area as determined by DOT), and full funding for the procurement, maintenance and operation of an additional bus on Pico Boulevard to supplement the existing bus services, for a ten-year period. Furthermore, the Project will implement a Traffic Management and Monitoring Program (TMMP) in order to document that the Project trips do not exceed the forecasted volumes based on the Economy Adjustment methodology. With implementation of this mitigation program, and if, in the future, the Project's trip monitoring program does show actual peak hour project trips do not exceed the forecasted volumes based on the Economy Adjustment methodology, then no significant impacts would remain at intersections nos. 1 to 13 under the Economy Adjustment methodology.

Should the trip monitoring program show actual peak hour project trips do exceed the forecasted volumes based on the Economy Adjustment methodology, the Project will create additional significant traffic impacts at intersections nos. 14 to 28. To mitigate the additional traffic impacts under the Published Rates$^{\Delta}$ methodology to a less-than-significant level, in addition to the previously stated improvements, the Project will provide full funding for the procurement, maintenance, and operation of additional buses along Olympic Boulevard and Santa Monica Boulevard to supplement the existing bus

services, for a ten-year period. However, the two identified impacts at the intersections of Century Park East and Santa Monica Boulevard, and Beverwil Drive and Pico Boulevard would still remain significant and unavoidable. Should the Project be built out and occupied by the year 2015, only the identified impact at the intersection of Beverwil Drive and Pico Boulevard would still remain significant and unavoidable under the Published Rates$^{\Delta}$ methodology.

Project Requirements

In response to the findings of the traffic study, DOT recommends that the following project requirements be adopted as conditions of project approval. Furthermore, these requirements must be completed and/or guaranteed prior to the issuance of any building permits for the Project.

A. **Application Fee**
Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit $25,000.00 for the application/traffic study review fee. This fee was paid on May 18, 2012.

B. **Covenant and Agreement**
Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

C. **Traffic Management and Monitoring Program (TMMP)**
Pursuant to Section 4.G. of the WLA TIMP, and in order to mitigate the projected traffic impacts to a less-than-significant level, DOT recommends that a TMMP be implemented to document the Project's requirement to not exceed a **trip volume count of 435 trips during the a.m. peak hour and 392 trips during the p.m. peak hour, at full occupancy**. The Project proposes to achieve this peak hour trip volume requirement through an on-site TDM Program and active participation in the Century City Transportation Management Organization (CCTMO).

The measurements of actual trips and monitoring shall be conducted by the installation of cameras for automated vehicle detection and tabulation of hourly vehicular counts at all parking driveways for the Project, with direct data access provided to DOT. The installation and maintenance of the monitoring program shall be at the Project's expense. The trip monitoring program shall continue until such time that the Project has shown, for five consecutive years, at a minimum of 85% occupancy, accomplishment of the peak hour trip volume requirement as listed.

Should the review show that the peak hour trip volume requirement was exceeded, the proposed traffic mitigation measures under the Published Rates$^{\Delta}$ methodology must be completed in accordance to a mitigation phase-in schedule listed in **Attachment D**. The trip monitoring program shall continue until such time that the Project has shown, for five consecutive years, at a minimum of 85% occupancy, that the peak hour trip volumes do not exceed over to the next trip

volume level of the mitigation phase-in schedule.

A full detailed description of the TMMP Plan, and all subsequent TMMP reporting, should be prepared by a licensed Traffic Engineer and submitted to DOT for review. The TMMP Plan should be submitted to DOT and the Department of City Planning for review and approval, prior to the issuance of any certificate of occupancy.

D. **Highway Dedication and Physical Street Improvements**
In order to mitigate projected traffic impacts to a less than significant level, and pursuant to Section 4.E.2 of the WLA TIMP, in order to mitigate potential access and circulation impacts, the applicant is required to make the following highway improvements:

a. Install area-wide improvements to the traffic control system and new transportation management technologies
In order to better manage current traffic conditions and address project generated traffic impacts, the applicant shall be responsible for augmenting DOT's central traffic management system with the design and installation of CCTV cameras and the necessary infrastructure at key locations within the Study Area, as determined by DOT. The work cost is estimated at $750,000.

b. Install one additional bus along existing Pico Boulevard Santa Monica Big Blue Bus Line
The applicant shall be solely responsible for the procurement, maintenance, and operation cost of one additional 40-foot bus along Pico Boulevard during the peak hour periods to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

Should the TMMP review show that the Project exceeds the peak hour trip volume requirement listed, additional improvements, under the Published Rates$^{\Delta}$ methodology, must be completed as needed according to the mitigation phase-in schedule listed in Attachment D. These additional improvements would be phased-in as the total number of afternoon peak hour trips reaches the thresholds listed in Attachment D. The improvements are as follows:

c. Traffic Signal at the intersection of Merv Griffin Way and Santa Monica Boulevard North (City of Beverly Hills)
Design and install a new traffic signal. Prior to commencing the design work, the applicant shall work with the City of Beverly Hills to seek the final approval of the traffic signal warrants authorizing the installation of the traffic signal. The developer will be responsible for all costs associated with the design and construction of the new traffic signal. Any fair-share contribution opportunity for this signal installation must be discussed, approved and coordinated with the City of Beverly Hills. This signal

installation will mitigate the intersection to below City of Beverly Hills threshold of significance and thus mitigating the significant impact.

d. Install two additional buses along existing Olympic Boulevard Santa Monica Big Blue Bus Line
The applicant shall be solely responsible for the procurement, maintenance, and operation cost of two additional 40-foot buses along Olympic Boulevard during the peak hour periods to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

e. Install one additional bus along existing Santa Monica Boulevard Metro Bus Line
The applicant shall be solely responsible for the procurement, maintenance and operation cost of one additional 40-foot bus along Santa Monica Boulevard to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

f. Install one additional articulated bus along existing Santa Monica Boulevard Metro Rapid Bus Line
The applicant shall be solely responsible for the procurement, maintenance, and operation cost of one additional articulated bus along Santa Monica Blvd to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

Should any of these improvements be deemed infeasible at the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness and cost.

Unless otherwise specified, and excluding the traffic mitigation within the City of Beverly Hills, the improvements stated above should be implemented through the Bureau of Engineering (BOE) B-Permit process. Construction of the improvements, to the satisfaction of DOT and BOE, shall be completed prior to issuance of any certificate of occupancy. The applicant shall consult BOE for any additional highway dedication or street widening requirements.

Prior to setting the bond amount, BOE shall require the developer's engineer or contractor to contact DOT's B-Permit Coordinator to arrange a pre-design meeting to finalize the proposed design needed for the Project.

E. **Transportation Impact Assessment (TIA) Fee**
Pursuant to Section 5 of the WLA TIMP, an applicant for a project within the

Specific Plan Area, except as exempted, shall pay, or guarantee payment of, a TIA Fee prior to issuance of any building permit. The office component of the Project is not exempted from payment of TIA Fee. In addition, as distinguished from impact analysis, "pass-by" discounts are not included in the TIA Fee assessment. Therefore, the TIA Fee for the Project has been determined as follows:

Proposed Use:
Trip rate for office (per Econ Adj) = 0.54 trip/1,000 sq-ft
Trips by proposed office = 725,830 sq-ft x 0.54 trip/ksf
= 392 trips

Total net new p.m. trips (non-exempt) = 392 trips

Current Trip Cost Factor for WLA TIMP = $3,184.00 per trip*

TIA Fee: $3,184.00 x 392 trips = **$1,248,128.00****

Should the TMMP review show that the Project exceeds the peak hour trip volume requirement listed, additional assessment to TIA fee will be required based on the peak hour trip volumes collected through the TMMP. The additional TIA fee would be assessed based on the Trip Cost Factor at the time of the assessment (currently $3,184.00 per trip) and the number of p.m. peak hour trips counted in excess of 392 trips.

*Pursuant to Section 5.D of the WLA TIMP, the Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Cost Index as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

**Pursuant to Section 6.B of the WLA TIMP, in-lieu credit against the TIA Fee shall be given for all or portions of regional or subregional transportation highway improvements and transit/TDM improvements designated in Appendix C of the WLA TIMP or for regional or subregional improvements as determined by DOT. The amount of in-lieu credit for regional or subregional transportation improvements shall be calculated by DOT and shall not exceed 90% of the TIA Fee.

F. **Pedestrian Connectivity**
The applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

G. **Construction Impacts**
DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or

sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.

H. **Site Access and Internal Circulation**
This determination does not include approval of the Project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

DOT Assessment Appeal Process

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the Project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please feel free to call Hui Huang of my staff or me at (213) 485-1062.

Attachments

cc: Jay Greenstein, Christopher Koontz, Fifth Council District
Jay Kim, Sean Haeri, Rudy Guevara (Western District), DOT
Dan Scott, Lisa Webber, Jon Foreman, David Weintraub, Erin Strelich, DCP
Mike Patonai, BOE
Jonathan Chambers, Pat Gibson, Gibson Transportation Consulting, Inc.

[Δ]The trip generation estimates based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

ATTACHMENT A
WLA11-028TA

TABLE H-1
MODIFIED PROJECT WITH PUBLISHED RATES TRIP GENERATION ESTIMATES

TRIP GENERATION RATES

Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Office [a]	710	per ksf	[b]	88%	12%	[b]	17%	83%	1.11
Shopping Center [c]	820	per ksf	42.94	61%	39%	1.00	48%	52%	3.73

TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Modified Project									
Office	710	725.83 ksf	6,138	806	110	916	137	669	806
Transit and TDM Credit - 25%			*(1,535)*	*(202)*	*(27)*	*(229)*	*(34)*	*(168)*	*(202)*
Ancillary Retail	820	4.12 ksf	177	2	2	4	7	8	15
Pass-by Trips - 50% & Internal Capture - 50% [c]			*(177)*	*(2)*	*(2)*	*(4)*	*(7)*	*(8)*	*(15)*
Mobility Hub	-	1.30 ksf	0	0	0	0	0	0	0
TOTAL - MODIFIED PROJECT WITH PUBLISHED RATES			**4,603**	**604**	**83**	**687**	**103**	**501**	**604**

Notes:
[1] 1,000 square feet = ksf.
[2] Dwelling Unit = DU.
[a] Daily and A.M. peak hour trip generation rates from *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008. P.M. peak hour rate interpolated from West LA TIMP offic
[b] Trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use.
Daily - Ln(T) = 0.77 Ln(X) + 3.65 T = Average Vehicle Trips X = Gross Leasable Area (ksf)
A.M. Peak Hour - Ln(T) = 0.80 Ln(X) + 1.55
[c] Pass-by trip credits as per *Traffic Study Policies and Procedures*, LADOT, December 2010.

TABLE G-1
MODIFIED PROJECT TRIP GENERATION ESTIMATES - WITH ECONOMY ADJUSTMENT

TRIP GENERATION RATES

Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Office (before Economy Adjustment) [a]	-	per 1,000 Square Feet [1]	4.69	95%	5%	0.57	9%	91%	0.51
Economy Adjustment - 6.0%									
Office (with Economy Adjustment) [b]	-	per ksf	4.97	95%	5%	0.60	9%	91%	0.54
Shopping Center [c]	820	per ksf	42.94	61%	39%	1.00	48%	52%	3.73

TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Modified Project									
Office	-	725.83 ksf	3,607	413	22	435	35	357	392
Ancillary Retail	820	4.12 ksf	177	2	2	4	7	8	15
Pass-by Trips - 50% [c] & Internal Capture - 50%			*(177)*	*(2)*	*(2)*	*(4)*	*(7)*	*(8)*	*(15)*
Mobility Hub	-	1.30 ksf	0	0	0	0	0	0	0
TOTAL - MODIFIED PROJECT WITH ECONOMY ADJUSTMENT			**3,607**	**413**	**22**	**435**	**35**	**357**	**392**

Notes:

[1] 1,000 square feet = ksf.

[2] Dwelling Unit = DU.

[a] Trip generation rates developed based on empirical counts conducted at the MGM Tower, SunAmerica Tower, 1901 Avenue of the Stars, and 1801 Century Park East in Century City.

[b] Trip generation rate based on empirical counts in [a] increased by Economy Adjustment factor of 6.0%.

[c] Source: *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008.

[d] Pass-by trip credits as per *Traffic Study Policies and Procedures*, LADOT, December 2010.

ATTACHMENT B
WLA11-028TA

TABLE G-14
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M.	1.245	F	1.248	F	0.003	NO	1.238	F	-0.007	NO
			P.M.	1.219	F	1.227	F	0.008	NO	1.217	F	-0.002	NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M.	0.768	C	0.786	C	0.018	NO	0.776	C	0.008	NO
			P.M.	0.779	C	0.780	C	0.001	NO	0.770	C	-0.009	NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M.	0.856	D	0.879	D	0.023	YES	0.869	D	0.013	NO
			P.M.	0.877	D	0.894	D	0.017	NO	0.884	D	0.007	NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M.	0.622	B	0.628	B	0.006	NO	0.618	B	-0.004	NO
			P.M.	0.633	B	0.651	B	0.018	NO	0.641	B	0.008	NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M.	0.628	B	0.654	B	0.026	NO	0.644	B	0.016	NO
			P.M.	0.573	A	0.579	A	0.006	NO	0.569	A	-0.004	NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M.	0.746	C	0.768	C	0.022	NO	0.758	C	0.012	NO
			P.M.	0.573	A	0.595	A	0.022	NO	0.585	A	0.012	NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M.	1.293	F	1.300	F	0.007	NO	1.300	F	0.007	NO
			P.M.	1.255	F	1.256	F	0.001	NO	1.256	F	0.001	NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M.	1.047	F	1.055	F	0.008	NO	1.055	F	0.008	NO
			P.M.	0.992	E	0.993	E	0.001	NO	0.993	E	0.001	NO
9.	LA	Century Park West & Constellation Boulevard	A.M.	0.461	A	0.546	A	0.085	NO	0.536	A	0.075	NO
			P.M.	0.224	A	0.244	A	0.020	NO	0.234	A	0.010	NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M.	0.560	A	0.640	B	0.080	NO	0.630	B	0.070	NO
			P.M.	0.460	A	0.513	A	0.053	NO	0.503	A	0.043	NO
11.	LA	Century Park East & Constellation Boulevard	A.M.	0.333	A	0.451	A	0.118	NO	0.441	A	0.108	NO
			P.M.	0.424	A	0.448	A	0.024	NO	0.438	A	0.014	NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M.	1.056	F	1.073	F	0.017	YES	1.063	F	0.007	NO
			P.M.	0.989	E	0.995	E	0.006	NO	0.985	E	-0.004	NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M.	1.015	F	1.029	F	0.014	YES	1.019	F	0.004	NO
			P.M.	0.972	E	0.981	E	0.009	NO	0.971	E	-0.001	NO
14.	LA	Century Park West & Olympic Boulevard	A.M.	0.711	C	0.730	C	0.019	NO	0.720	C	0.009	NO
			P.M.	0.799	C	0.818	D	0.019	NO	0.808	D	0.009	NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M.	0.441	A	0.468	A	0.027	NO	0.458	A	0.017	NO
			P.M.	0.217	A	0.226	A	0.009	NO	0.216	A	-0.001	NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M.	0.505	A	0.529	A	0.024	NO	0.519	A	0.014	NO
			P.M.	0.239	A	0.249	A	0.010	NO	0.239	A	0.000	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B	0.700 0.718	B C	0.027 0.019	NO NO	0.690 0.708	B C	0.017 0.009	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E	1.062 0.934	F E	0.015 0.013	NO NO	1.061 0.934	F E	0.014 0.013	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A	0.301 0.303	A A	0.000 0.010	NO NO	0.291 0.293	A A	-0.010 0.000	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F	0.973 1.109	E F	0.009 0.013	NO YES	0.963 1.087	E F	-0.001 -0.009	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C	0.833 0.772	D C	0.008 0.008	NO NO	0.823 0.762	D C	-0.002 -0.002	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D	0.809 0.859	D D	0.001 0.008	NO NO	0.787 0.849	C D	-0.021 -0.002	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F	0.744 1.017	C F	0.010 0.009	NO NO	0.734 0.999	C E	0.000 -0.009	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B	0.605 0.704	B C	0.014 0.015	NO NO	0.587 0.694	A B	-0.004 0.005	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C	0.659 0.715	B C	0.009 0.011	NO NO	0.647 0.697	B B	-0.003 -0.007	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A	0.616 0.581	B A	0.005 0.002	NO NO	0.606 0.571	B A	-0.005 -0.008	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D	0.687 0.843	B D	0.006 0.005	NO NO	0.677 0.834	B D	-0.004 -0.004	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.949 0.969	E E	0.000 0.001	NO NO	0.939 0.959	E E	-0.010 -0.009	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.948	D E	0.000 0.002	NO NO	0.793 0.938	C E	-0.010 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A	0.378 0.413	A A	0.004 0.000	NO NO	0.368 0.403	A A	-0.006 -0.010	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A	0.452 0.461	A A	0.004 0.003	NO NO	0.442 0.451	A A	-0.006 -0.007	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E	0.946 1.000	E E	0.010 0.001	YES NO	0.934 0.990	E E	-0.002 -0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M.	0.654	B	0.654	B	0.000	NO	0.644	B	-0.010	NO
			P.M.	0.857	D	0.872	D	0.015	NO	0.862	D	0.005	NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M.	0.925	E	0.935	E	0.010	YES	0.925	E	0.000	NO
			P.M.	0.965	E	0.967	E	0.002	NO	0.957	E	-0.008	NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M.	0.752	C	0.756	C	0.004	NO	0.746	C	-0.006	NO
			P.M.	0.780	C	0.792	C	0.012	NO	0.782	C	0.002	NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M.	1.077	F	1.096	F	0.019	YES	1.086	F	0.009	NO
			P.M.	1.080	F	1.081	F	0.001	NO	1.071	F	-0.009	NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M.	0.943	E	0.947	E	0.004	NO	0.937	E	-0.006	NO
			P.M.	1.086	F	1.087	F	0.001	NO	1.077	F	-0.009	NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M.	0.689	B	0.694	B	0.005	NO	0.684	B	-0.005	NO
			P.M.	0.960	E	0.964	E	0.004	NO	0.955	E	-0.005	NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M.	0.894	D	0.901	E	0.007	NO	0.891	D	-0.003	NO
			P.M.	0.995	E	0.999	E	0.004	NO	0.989	E	-0.006	NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M.	0.643	B	0.655	B	0.012	NO	0.645	B	0.002	NO
			P.M.	0.780	C	0.786	C	0.006	NO	0.776	C	-0.004	NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M.	1.151	F	1.163	F	0.012	YES	1.153	F	0.002	NO
			P.M.	1.155	F	1.161	F	0.006	NO	1.151	F	-0.004	NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M.	0.947	E	0.963	E	0.016	NO	0.963	E	0.016	NO
			P.M.	0.917	E	0.930	E	0.013	NO	0.930	E	0.013	NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M.	1.227	F	1.229	F	0.002	NO	1.219	F	-0.008	NO
			P.M.	1.252	F	1.253	F	0.001	NO	1.235	F	-0.017	NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M.	0.783	C	0.783	C	0.000	NO	0.765	C	-0.018	NO
			P.M.	1.060	F	1.062	F	0.002	NO	1.044	F	-0.016	NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M.	0.919	E	0.927	E	0.008	NO	0.917	E	-0.002	NO
			P.M.	1.139	F	1.144	F	0.005	NO	1.126	F	-0.013	NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M.	0.541	A	0.541	A	0.000	NO	0.520	A	-0.021	NO
			P.M.	0.513	A	0.515	A	0.002	NO	0.505	A	-0.008	NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M.	0.773	C	0.776	C	0.003	NO	0.766	C	-0.007	NO
			P.M.	0.941	E	0.944	E	0.003	NO	0.934	E	-0.007	NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M.	0.514	A	0.522	A	0.008	NO	0.512	A	-0.002	NO
			P.M.	0.449	A	0.457	A	0.008	NO	0.447	A	-0.002	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.814 0.778	D C	0.823 0.779	D C	0.009 0.001	NO NO	0.813 0.757	D C	-0.001 -0.021	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.795 0.773	C C	0.809 0.783	D C	0.014 0.010	NO NO	0.799 0.773	C C	0.004 0.000	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.688 0.728	B C	0.698 0.736	B C	0.010 0.008	NO NO	0.688 0.726	B C	0.000 -0.002	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.297	F F	1.311 1.302	F F	0.000 0.005	NO NO	1.301 1.292	F F	-0.010 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.618	C D **	0.737 0.620	C D **	0.004 0.002	NO NO	0.727 0.610	C D **	-0.006 -0.008	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.788 0.734	C E **	0.796 0.738	C E **	0.008 0.004	NO NO	0.786 0.728	C E **	-0.002 -0.006	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.656 0.471	B C **	0.664 0.472	B C **	0.008 0.001	NO NO	0.654 0.462	B C **	-0.002 -0.009	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.802 0.844	D D	0.823 0.863	D D	0.021 0.019	YES NO	0.813 0.853	D D	0.011 0.009	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.827 0.811	D D	0.842 0.814	D D	0.015 0.003	NO NO	0.842 0.814	D D	0.015 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.616	B B	0.675 0.618	B B	0.002 0.002	NO NO	0.675 0.618	B B	0.002 0.002	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.802	D D	0.885 0.813	D D	0.012 0.011	NO NO	0.885 0.813	D D	0.012 0.011	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.739	B C	0.688 0.741	B C	0.002 0.002	NO NO	0.688 0.741	B C	0.002 0.002	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.950 1.030	E F	0.962 1.040	E F	0.012 0.010	NO NO	0.962 1.040	E F	0.012 0.010	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.919	D E	0.876 0.921	D E	0.002 0.002	NO NO	0.875 0.921	D E	0.001 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.898 1.020	D F	0.909 1.028	E F	0.011 0.008	NO NO	0.909 1.029	E F	0.011 0.009	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.888	D D	0.818 0.890	D D	0.002 0.002	NO NO	0.818 0.890	D D	0.002 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M.	0.994	E	1.004	F	0.010	NO	1.003	F	0.009	NO
			P.M.	1.104	F	1.111	F	0.007	NO	1.111	F	0.007	NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M.	197.4	F	200.6	F	3.2	NO	200.6	F	3.2	NO
			P.M.	176.7	F	179.4	F	2.7	NO	179.4	F	2.7	NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M.	65.8	F	68.8	F	3.0	NO	68.8	F	3.0	NO
			P.M.	197.1	F	197.7	F	0.6	NO	197.7	F	0.6	NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M.	0.584	A	0.585	A	0.001	NO	0.586	A	0.002	NO
			P.M.	0.573	A	0.575	A	0.002	NO	0.575	A	0.002	NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M.	0.900	D	0.902	E	0.002	NO	0.902	E	0.002	NO
			P.M.	0.993	E	0.994	E	0.001	NO	0.994	E	0.001	NO
70.	BH	Camden Drive & Olympic Boulevard	A.M.	0.823	D	0.840	D	0.017	NO	0.840	D	0.017	NO
			P.M.	0.841	D	0.854	D	0.013	NO	0.854	D	0.013	NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M.	1.007	F	1.019	F	0.012	NO	1.019	F	0.012	NO
			P.M.	0.999	E	1.011	F	0.012	NO	1.012	F	0.013	NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M.	1.017	F	1.029	F	0.012	NO	1.029	F	0.012	NO
			P.M.	1.106	F	1.116	F	0.010	NO	1.116	F	0.010	NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M.	1.212	F	1.222	F	0.010	NO	1.222	F	0.010	NO
			P.M.	1.263	F	1.271	F	0.008	NO	1.270	F	0.007	NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M.	0.753	C	0.765	C	0.012	NO	0.748	C	-0.005	NO
			P.M.	0.605	E **	0.615	E **	0.010	YES	0.598	D **	-0.007	NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M.	0.934	E	0.953	E	0.019	YES	0.935	E	0.001	NO
			P.M.	0.922	E	0.933	E	0.011	YES	0.915	E	-0.007	NO
76.	LA	Beverly Drive & Pico Boulevard	A.M.	0.837	D	0.849	D	0.012	NO	0.832	D	-0.005	NO
			P.M.	0.999	E	1.016	F	0.017	YES	0.995	E	-0.004	NO
77.	LA	Doheny Drive & Pico Boulevard	A.M.	0.791	C	0.797	C	0.006	NO	0.780	C	-0.011	NO
			P.M.	0.783	F **	0.791	F **	0.008	NO	0.770	F **	-0.013	NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M.	1.000	E	1.005	F	0.005	NO	0.988	E	-0.012	NO
			P.M.	1.152	F	1.159	F	0.007	NO	1.138	F	-0.014	NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M.	0.821	D	0.842	D	0.021	NO	0.842	D	0.021	NO
			P.M.	0.826	D	0.836	D	0.010	NO	0.836	D	0.010	NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M.	0.640	B	0.640	B	0.000	NO	0.640	B	0.000	NO
			P.M.	0.736	C	0.741	C	0.005	NO	0.741	C	0.005	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE G-16
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F	1.297 1.284	F F	0.003 0.007	NO NO	1.287 1.274	F F	-0.007 -0.003	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D	0.808 0.819	D D	0.018 0.002	NO NO	0.798 0.809	C D	0.008 -0.008	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E	0.909 0.929	E E	0.024 0.016	YES YES	0.899 0.919	D E	0.014 0.006	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B	0.656 0.673	B B	0.006 0.019	NO NO	0.646 0.663	B B	-0.004 0.009	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B	0.689 0.607	B B	0.027 0.005	NO NO	0.679 0.597	B A	0.017 -0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A	0.813 0.614	D B	0.022 0.021	YES NO	0.803 0.604	D B	0.012 0.011	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F	1.315 1.307	F F	0.007 0.001	NO NO	1.315 1.307	F F	0.007 0.001	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F	1.069 1.028	F F	0.008 0.002	NO NO	1.069 1.028	F F	0.008 0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A	0.534 0.270	A A	0.086 0.021	NO NO	0.524 0.260	A A	0.076 0.011	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A	0.638 0.534	B A	0.079 0.057	NO NO	0.628 0.524	B A	0.069 0.047	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A	0.393 0.459	A A	0.081 0.024	NO NO	0.383 0.449	A A	0.071 0.014	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F	1.116 1.052	F F	0.017 0.007	YES NO	1.106 1.042	F F	0.007 -0.003	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F	1.060 1.104	F F	0.015 0.011	YES YES	1.050 1.094	F F	0.005 0.001	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D	0.741 0.861	C D	0.020 0.019	NO NO	0.731 0.851	C D	0.010 0.009	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A	0.523 0.238	A A	0.028 0.013	NO NO	0.513 0.228	A A	0.018 0.003	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A	0.551 0.266	A A	0.024 0.011	NO NO	0.541 0.256	A A	0.014 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.671 0.722	B C	0.696 0.741	B C	0.025 0.019	NO NO	0.686 0.731	B C	0.015 0.009	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.073 0.951	F E	1.088 0.964	F E	0.015 0.013	NO NO	1.088 0.964	F E	0.015 0.013	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.309	A A	0.301 0.320	A A	0.000 0.011	NO NO	0.291 0.310	A A	-0.010 0.001	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.002 1.154	F F	1.011 1.167	F F	0.009 0.013	NO YES	1.001 1.145	F F	-0.001 -0.009	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.857 0.805	D D	0.866 0.813	D D	0.009 0.008	NO NO	0.856 0.803	D D	-0.001 -0.002	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.838 0.896	D D	0.839 0.904	D E	0.001 0.008	NO NO	0.818 0.894	D D	-0.020 -0.002	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.762 1.061	C F	0.772 1.070	C F	0.010 0.009	NO NO	0.762 1.052	C F	0.000 -0.009	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.609 0.720	B C	0.622 0.736	B C	0.013 0.016	NO NO	0.604 0.726	B C	-0.005 0.006	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.681 0.742	B C	0.691 0.752	B C	0.010 0.010	NO NO	0.681 0.734	B C	0.000 -0.008	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.639 0.607	B B	0.645 0.609	B B	0.006 0.002	NO NO	0.635 0.599	B A	-0.004 -0.008	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.874	C D	0.716 0.879	C D	0.005 0.005	NO NO	0.706 0.869	C D	-0.005 -0.005	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.962 1.014	E F	0.000 0.000	NO NO	0.952 1.004	E F	-0.010 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.821 0.993	D E	0.004 0.002	NO NO	0.811 0.983	D E	-0.006 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.396 0.436	A A	0.400 0.436	A A	0.004 0.000	NO NO	0.390 0.426	A A	-0.006 -0.010	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.473 0.482	A A	0.477 0.485	A A	0.004 0.003	NO NO	0.467 0.475	A A	-0.006 -0.007	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.008 1.002	F F	1.017 1.003	F F	0.009 0.001	NO NO	1.007 0.993	F E	-0.001 -0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M.	0.664	B	0.664	B	0.000	NO	0.655	B	-0.009	NO
			P.M.	0.860	D	0.874	D	0.014	NO	0.863	D	0.003	NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M.	0.933	E	0.943	E	0.010	YES	0.934	E	0.001	NO
			P.M.	1.014	F	1.015	F	0.001	NO	1.005	F	-0.009	NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M.	0.725	C	0.728	C	0.003	NO	0.718	C	-0.007	NO
			P.M.	0.830	D	0.843	D	0.013	NO	0.833	D	0.003	NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M.	1.050	F	1.069	F	0.019	YES	1.059	F	0.009	NO
			P.M.	1.109	F	1.110	F	0.001	NO	1.100	F	-0.009	NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M.	0.989	E	0.993	E	0.004	NO	0.983	E	-0.006	NO
			P.M.	1.140	F	1.140	F	0.000	NO	1.130	F	-0.010	NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M.	0.723	C	0.728	C	0.005	NO	0.718	C	-0.005	NO
			P.M.	1.008	F	1.012	F	0.004	NO	1.002	F	-0.006	NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M.	0.881	D	0.887	D	0.006	NO	0.877	D	-0.004	NO
			P.M.	1.030	F	1.033	F	0.003	NO	1.023	F	-0.007	NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M.	0.665	B	0.671	B	0.006	NO	0.661	B	-0.004	NO
			P.M.	0.816	D	0.822	D	0.006	NO	0.812	D	-0.004	NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M.	1.190	F	1.203	F	0.013	YES	1.193	F	0.003	NO
			P.M.	1.174	F	1.181	F	0.007	NO	1.171	F	-0.003	NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M.	0.971	E	0.986	E	0.015	NO	0.986	E	0.015	NO
			P.M.	0.950	E	0.963	E	0.013	NO	0.963	E	0.013	NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M.	1.285	F	1.288	F	0.003	NO	1.278	F	-0.007	NO
			P.M.	1.306	F	1.306	F	0.000	NO	1.288	F	-0.018	NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M.	0.821	D	0.821	D	0.000	NO	0.803	D	-0.018	NO
			P.M.	1.109	F	1.111	F	0.002	NO	1.092	F	-0.017	NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M.	0.922	E	0.930	E	0.008	NO	0.920	E	-0.002	NO
			P.M.	1.134	F	1.136	F	0.002	NO	1.126	F	-0.008	NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M.	0.558	A	0.558	A	0.000	NO	0.537	A	-0.021	NO
			P.M.	0.545	A	0.547	A	0.002	NO	0.537	A	-0.008	NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M.	0.791	C	0.795	C	0.004	NO	0.785	C	-0.006	NO
			P.M.	0.997	E	0.999	E	0.002	NO	0.984	E	-0.013	NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M.	0.540	A	0.548	A	0.008	NO	0.538	A	-0.002	NO
			P.M.	0.473	A	0.480	A	0.007	NO	0.470	A	-0.003	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.844 0.824	D D	0.852 0.825	D D	0.008 0.001	NO NO	0.842 0.803	D D	-0.002 -0.021	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.836 0.812	D D	0.850 0.822	D D	0.014 0.010	NO NO	0.840 0.812	D D	0.004 0.000	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.725 0.764	C C	0.735 0.773	C C	0.010 0.009	NO NO	0.725 0.763	C C	0.000 -0.001	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.372 1.352	F F	1.372 1.357	F F	0.000 0.005	NO NO	1.362 1.347	F F	-0.010 -0.005	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.768 0.647	C D **	0.773 0.649	C D **	0.005 0.002	NO NO	0.763 0.639	C D **	-0.005 -0.008	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.828 0.771	D E **	0.836 0.774	D E **	0.008 0.003	NO NO	0.826 0.764	D E **	-0.002 -0.007	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.690 0.495	B C **	0.698 0.496	B C **	0.008 0.001	NO NO	0.688 0.486	B C **	-0.002 -0.009	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.826 0.876	D D	0.845 0.895	D D	0.019 0.019	NO NO	0.835 0.885	D D	0.009 0.009	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.862 0.854	D D	0.876 0.857	D D	0.014 0.003	NO NO	0.876 0.857	D D	0.014 0.003	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.695 0.646	B B	0.697 0.649	B B	0.002 0.003	NO NO	0.697 0.649	B B	0.002 0.003	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.907 0.817	E D	0.920 0.828	E D	0.013 0.011	NO NO	0.920 0.828	E D	0.013 0.011	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.709 0.776	C C	0.712 0.779	C C	0.003 0.003	NO NO	0.712 0.779	C C	0.003 0.003	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.979 1.088	E F	0.991 1.098	E F	0.012 0.010	NO NO	0.991 1.098	E F	0.012 0.010	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.876 0.966	D E	0.879 0.968	D E	0.003 0.002	NO NO	0.879 0.968	D E	0.003 0.002	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.912 1.021	E F	0.923 1.029	E F	0.011 0.008	NO NO	0.923 1.029	E F	0.011 0.008	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.839 0.927	D E	0.842 0.929	D E	0.003 0.002	NO NO	0.842 0.929	D E	0.003 0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M.	1.031	F	1.041	F	0.010	NO	1.041	F	0.010	NO
			P.M.	1.143	F	1.151	F	0.008	NO	1.151	F	0.008	NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M.	212.9	F	215.0	F	2.1	NO	215.0	F	2.1	NO
			P.M.	194.9	F	198.5	F	3.6	NO	198.5	F	3.6	NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M.	78.9	F	82.2	F	3.3	NO	82.2	F	3.3	NO
			P.M.	219.3	F	221.1	F	1.8	NO	221.1	F	1.8	NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M.	0.597	A	0.599	A	0.002	NO	0.599	A	0.002	NO
			P.M.	0.600	A	0.602	B	0.002	NO	0.602	B	0.002	NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M.	0.893	D	0.895	D	0.002	NO	0.895	D	0.002	NO
			P.M.	1.025	F	1.025	F	0.000	NO	1.025	F	0.000	NO
70.	BH	Camden Drive & Olympic Boulevard	A.M.	0.842	D	0.859	D	0.017	NO	0.859	D	0.017	NO
			P.M.	0.871	D	0.884	D	0.013	NO	0.884	D	0.013	NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M.	1.032	F	1.043	F	0.011	NO	1.043	F	0.011	NO
			P.M.	1.039	F	1.051	F	0.012	NO	1.051	F	0.012	NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M.	1.044	F	1.056	F	0.012	NO	1.056	F	0.012	NO
			P.M.	1.141	F	1.151	F	0.010	NO	1.151	F	0.010	NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M.	1.220	F	1.230	F	0.010	NO	1.230	F	0.010	NO
			P.M.	1.290	F	1.298	F	0.008	NO	1.298	F	0.008	NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M.	0.791	C	0.803	D	0.012	NO	0.785	C	-0.006	NO
			P.M.	0.635	E **	0.645	E **	0.010	YES	0.627	E **	-0.008	NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M.	0.976	E	0.996	E	0.020	YES	0.978	E	0.002	NO
			P.M.	0.965	E	0.976	E	0.011	YES	0.959	E	-0.006	NO
76.	LA	Beverly Drive & Pico Boulevard	A.M.	0.878	D	0.890	D	0.012	NO	0.873	D	-0.005	NO
			P.M.	1.045	F	1.061	F	0.016	YES	1.039	F	-0.006	NO
77.	LA	Doheny Drive & Pico Boulevard	A.M.	0.830	D	0.836	D	0.006	NO	0.818	D	-0.012	NO
			P.M.	0.818	F **	0.826	F **	0.008	NO	0.805	F **	-0.013	NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M.	1.044	F	1.049	F	0.005	NO	1.032	F	-0.012	NO
			P.M.	1.200	F	1.207	F	0.007	NO	1.186	F	-0.014	NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M.	0.830	D	0.850	D	0.020	NO	0.850	D	0.020	NO
			P.M.	0.868	D	0.879	D	0.011	NO	0.879	D	0.011	NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M.	0.662	B	0.662	B	0.000	NO	0.662	B	0.000	NO
			P.M.	0.752	C	0.757	C	0.005	NO	0.757	C	0.005	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

ATTACHMENT C
WLA11-028TA

TABLE H-14
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M.	1.245	F	1.251	F	0.006	NO	1.241	F	-0.004	NO
			P.M.	1.219	F	1.229	F	0.010	YES	1.219	F	0.000	NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M.	0.768	C	0.794	C	0.026	NO	0.769	C	0.001	NO
			P.M.	0.779	C	0.783	C	0.004	NO	0.765	C	-0.014	NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M.	0.856	D	0.891	D	0.035	YES	0.866	D	0.010	NO
			P.M.	0.877	D	0.901	E	0.024	YES	0.875	D	-0.002	NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M.	0.622	B	0.633	B	0.011	NO	0.609	B	-0.013	NO
			P.M.	0.633	B	0.659	B	0.026	NO	0.634	B	0.001	NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M.	0.628	B	0.666	B	0.038	NO	0.656	B	0.028	NO
			P.M.	0.573	A	0.581	A	0.008	NO	0.556	A	-0.017	NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M.	0.746	C	0.779	C	0.033	NO	0.769	C	0.023	NO
			P.M.	0.573	A	0.603	B	0.030	NO	0.588	A	0.015	NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M.	1.293	F	1.303	F	0.010	NO	1.298	F	0.005	NO
			P.M.	1.255	F	1.257	F	0.002	NO	1.247	F	-0.008	NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M.	1.047	F	1.059	F	0.012	NO	1.059	F	0.012	NO
			P.M.	0.992	E	0.995	E	0.003	NO	0.995	E	0.003	NO
9.	LA	Century Park West & Constellation Boulevard	A.M.	0.461	A	0.586	A	0.125	NO	0.553	A	0.092	NO
			P.M.	0.224	A	0.259	A	0.035	NO	0.237	A	0.013	NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M.	0.560	A	0.676	B	0.116	NO	0.654	B	0.094	NO
			P.M.	0.460	A	0.535	A	0.075	NO	0.525	A	0.065	NO
11.	LA	Century Park East & Constellation Boulevard	A.M.	0.333	A	0.505	A	0.172	NO	0.471	A	0.138	NO
			P.M.	0.424	A	0.468	A	0.044	NO	0.434	A	0.010	NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M.	1.056	F	1.082	F	0.026	YES	1.065	F	0.009	NO
			P.M.	0.989	E	1.000	E	0.011	YES	0.983	E	-0.006	NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M.	1.015	F	1.037	F	0.022	YES	1.019	F	0.004	NO
			P.M.	0.972	E	0.985	E	0.013	YES	0.969	E	-0.003	NO
14.	LA	Century Park West & Olympic Boulevard	A.M.	0.711	C	0.740	C	0.029	NO	0.717	C	0.006	NO
			P.M.	0.799	C	0.826	D	0.027	YES	0.804	D	0.005	NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M.	0.441	A	0.481	A	0.040	NO	0.471	A	0.030	NO
			P.M.	0.217	A	0.231	A	0.014	NO	0.221	A	0.004	NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M.	0.505	A	0.539	A	0.034	NO	0.529	A	0.024	NO
			P.M.	0.239	A	0.253	A	0.014	NO	0.243	A	0.004	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B	0.714 0.741	C C	0.041 0.042	YES YES	0.685 0.731	B C	0.012 0.032	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E	1.069 0.940	F E	0.022 0.019	YES NO	1.062 0.932	F E	0.015 0.011	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A	0.301 0.307	A A	0.000 0.014	NO NO	0.291 0.297	A A	-0.010 0.004	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F	0.978 1.115	E F	0.014 0.019	YES YES	0.968 1.093	E F	0.004 -0.003	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C	0.838 0.774	D C	0.013 0.010	NO NO	0.828 0.764	D C	0.003 0.000	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D	0.810 0.861	D D	0.002 0.010	NO NO	0.789 0.851	C D	-0.019 0.000	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F	0.749 1.021	C F	0.015 0.013	NO YES	0.739 1.003	C F	0.005 -0.005	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B	0.612 0.711	B C	0.021 0.022	NO NO	0.594 0.701	A C	0.003 0.012	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C	0.673 0.718	B C	0.023 0.014	NO NO	0.663 0.700	B B	0.013 -0.004	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A	0.619 0.583	B A	0.008 0.004	NO NO	0.609 0.573	B A	-0.002 -0.006	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D	0.690 0.846	B D	0.009 0.008	NO NO	0.680 0.836	B D	-0.001 -0.002	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.950 0.969	E E	0.001 0.001	NO NO	0.940 0.959	E E	-0.009 -0.009	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.949	D E	0.000 0.003	NO NO	0.793 0.939	C E	-0.010 -0.007	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A	0.380 0.414	A A	0.006 0.001	NO NO	0.370 0.404	A A	-0.004 -0.009	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A	0.454 0.462	A A	0.006 0.004	NO NO	0.444 0.452	A A	-0.004 -0.006	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E	0.950 1.003	E F	0.014 0.004	YES NO	0.940 0.993	E E	0.004 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.654 0.857	B D	0.654 0.878	B D	0.000 0.021	NO YES	0.638 0.868	B D	-0.016 0.011	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.925 0.965	E E	0.940 0.968	E E	0.015 0.003	YES NO	0.915 0.950	E E	-0.010 -0.015	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.752 0.780	C C	0.760 0.797	C C	0.008 0.017	NO NO	0.742 0.771	C C	-0.010 -0.009	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.077 1.080	F F	1.105 1.083	F F	0.028 0.003	YES NO	1.080 1.065	F F	0.003 -0.015	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.943 1.086	E F	0.949 1.088	E F	0.006 0.002	NO NO	0.931 1.070	E F	-0.012 -0.016	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.689 0.960	B E	0.697 0.966	B E	0.008 0.006	NO NO	0.679 0.948	B E	-0.010 -0.012	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.894 0.995	D E	0.905 1.001	E F	0.011 0.006	YES NO	0.887 0.985	D E	-0.007 -0.010	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.643 0.780	B C	0.661 0.789	B C	0.018 0.009	NO NO	0.644 0.773	B C	0.001 -0.007	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.151 1.155	F F	1.170 1.165	F F	0.019 0.010	YES YES	1.152 1.149	F F	0.001 -0.006	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.947 0.917	E E	0.970 0.935	E E	0.023 0.018	YES NO	0.963 0.928	E E	0.016 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.252	F F	1.230 1.253	F F	0.003 0.001	NO NO	1.220 1.235	F F	-0.007 -0.017	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.783 1.060	C F	0.783 1.063	C F	0.000 0.003	NO NO	0.765 1.053	C F	-0.018 -0.007	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.139	E F	0.931 1.147	E F	0.012 0.008	YES NO	0.921 1.129	E F	0.002 -0.010	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.541 0.513	A A	0.542 0.515	A A	0.001 0.002	NO NO	0.521 0.505	A A	-0.020 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.941	C E	0.778 0.945	C E	0.005 0.004	NO NO	0.768 0.935	C E	-0.005 -0.006	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.514 0.449	A A	0.526 0.459	A A	0.012 0.010	NO NO	0.516 0.449	A A	0.002 0.000	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.814 0.778	D C	0.827 0.781	D C	0.013 0.003	NO NO	0.817 0.759	D C	0.003 -0.019	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.795 0.773	C C	0.817 0.788	D C	0.022 0.015	YES NO	0.807 0.778	D C	0.012 0.005	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.688 0.728	B C	0.703 0.739	C C	0.015 0.011	NO NO	0.693 0.729	B C	0.005 0.001	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.297	F F	1.312 1.304	F F	0.001 0.007	NO NO	1.302 1.294	F F	-0.009 -0.003	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.618	C D **	0.739 0.621	C D **	0.006 0.003	NO NO	0.729 0.611	C D **	-0.004 -0.007	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.788 0.734	C E **	0.800 0.739	C E **	0.012 0.005	NO NO	0.790 0.729	C E **	0.002 -0.005	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.656 0.471	B C **	0.668 0.473	B C **	0.012 0.002	NO NO	0.658 0.463	B C **	0.002 -0.008	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.802 0.844	D D	0.832 0.871	D D	0.030 0.027	YES YES	0.814 0.861	D D	0.012 0.017	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.827 0.811	D D	0.849 0.818	D D	0.022 0.007	NO NO	0.839 0.797	D C	0.012 -0.014	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.616	B B	0.677 0.619	B B	0.004 0.003	NO NO	0.677 0.619	B B	0.004 0.003	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.802	D D	0.891 0.817	D D	0.018 0.015	NO NO	0.881 0.806	D D	0.008 0.004	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.739	B C	0.689 0.742	B C	0.003 0.003	NO NO	0.689 0.742	B C	0.003 0.003	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.950 1.030	E F	0.969 1.044	E F	0.019 0.014	NO NO	0.958 1.033	E F	0.008 0.003	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.919	D E	0.878 0.922	D E	0.004 0.003	NO NO	0.878 0.922	D E	0.004 0.003	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.898 1.020	D F	0.915 1.031	E F	0.017 0.011	NO NO	0.905 1.021	E F	0.007 0.001	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.888	D D	0.819 0.891	D D	0.003 0.003	NO NO	0.819 0.891	D D	0.003 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.994 1.104	E F	1.009 1.114	F F	0.015 0.010	NO NO	0.998 1.103	E F	0.004 -0.001	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.4 176.7	F F	202.5 179.7	F F	5.1 3.0	NO NO	202.5 179.7	F F	5.1 3.0	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	65.8 197.1	F F	72.0 198.2	F F	6.2 1.1	NO NO	72.0 198.2	F F	6.2 1.1	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.573	A A	0.586 0.576	A A	0.002 0.003	NO NO	0.586 0.576	A A	0.002 0.003	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.993	D E	0.902 0.994	E E	0.002 0.001	NO NO	0.902 0.994	E E	0.002 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.823 0.841	D D	0.848 0.859	D D	0.025 0.018	NO NO	0.841 0.852	D D	0.018 0.011	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.007 0.999	F E	1.024 1.016	F F	0.017 0.017	NO NO	1.024 1.009	F F	0.017 0.010	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.017 1.106	F F	1.035 1.120	F F	0.018 0.014	NO NO	1.035 1.120	F F	0.018 0.014	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.212 1.263	F F	1.227 1.275	F F	0.015 0.012	NO NO	1.227 1.275	F F	0.015 0.012	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.753 0.605	C E **	0.771 0.619	C E **	0.018 0.014	NO YES	0.753 0.602	C D **	0.000 -0.003	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.922	E E	0.962 0.940	E E	0.028 0.018	YES YES	0.945 0.922	E E	0.011 0.000	YES NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.837 0.999	D E	0.855 1.024	D F	0.018 0.025	NO YES	0.806 1.002	D F	-0.031 0.003	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.783	C F **	0.800 0.795	C F **	0.009 0.012	NO YES	0.775 0.763	C F **	-0.016 -0.020	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.152	E F	1.008 1.162	F F	0.008 0.010	NO YES	0.990 1.128	E F	-0.010 -0.024	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.821 0.826	D D	0.851 0.842	D D	0.030 0.016	YES NO	0.840 0.821	D D	0.019 -0.005	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.640 0.736	B C	0.641 0.743	B C	0.001 0.007	NO NO	0.641 0.743	B C	0.001 0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE H-16
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F	1.300 1.286	F F	0.006 0.009	NO NO	1.290 1.276	F F	-0.004 -0.001	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D	0.816 0.821	D D	0.026 0.004	YES NO	0.790 0.803	C D	0.000 -0.014	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E	0.920 0.936	E E	0.035 0.023	YES YES	0.895 0.911	D E	0.010 -0.002	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B	0.661 0.681	B B	0.011 0.027	NO NO	0.637 0.656	B B	-0.013 0.002	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B	0.700 0.610	B B	0.038 0.008	NO NO	0.690 0.585	B A	0.028 -0.017	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A	0.823 0.623	D B	0.032 0.030	YES NO	0.813 0.607	D B	0.022 0.014	YES NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F	1.318 1.308	F F	0.010 0.002	NO NO	1.312 1.297	F F	0.004 -0.009	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F	1.072 1.028	F F	0.011 0.002	NO NO	1.072 1.028	F F	0.011 0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A	0.574 0.285	A A	0.126 0.036	NO NO	0.541 0.262	A A	0.093 0.013	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A	0.675 0.563	B A	0.116 0.086	NO NO	0.653 0.541	B A	0.094 0.064	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A	0.448 0.479	A A	0.136 0.044	NO NO	0.414 0.445	A A	0.102 0.010	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F	1.125 1.056	F F	0.026 0.011	YES YES	1.108 1.039	F F	0.009 -0.006	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F	1.067 1.107	F F	0.022 0.014	YES YES	1.049 1.091	F F	0.004 -0.002	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D	0.750 0.869	C D	0.029 0.027	NO YES	0.727 0.846	C D	0.006 0.004	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A	0.536 0.243	A A	0.041 0.018	NO NO	0.526 0.233	A A	0.031 0.008	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A	0.561 0.269	A A	0.034 0.014	NO NO	0.551 0.259	A A	0.024 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.671 0.722	B C	0.711 0.749	C C	0.040 0.027	YES NO	0.682 0.739	B C	0.011 0.017	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.073 0.951	F E	1.096 0.969	F E	0.023 0.018	YES NO	1.088 0.962	F E	0.015 0.011	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.309	A A	0.301 0.324	A A	0.000 0.015	NO NO	0.291 0.314	A A	-0.010 0.005	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.002 1.154	F F	1.016 1.172	F F	0.014 0.018	YES YES	1.006 1.150	F F	0.004 -0.004	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.857 0.805	D D	0.870 0.816	D D	0.013 0.011	NO NO	0.860 0.806	D D	0.003 0.001	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.838 0.896	D D	0.841 0.907	D E	0.003 0.011	NO YES	0.819 0.897	D D	-0.019 0.001	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.762 1.061	C F	0.776 1.075	C F	0.014 0.014	NO YES	0.766 1.057	C F	0.004 -0.004	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.609 0.720	B C	0.629 0.742	B C	0.020 0.022	NO NO	0.611 0.732	B C	0.002 0.012	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.681 0.742	B C	0.707 0.755	C C	0.026 0.013	NO NO	0.697 0.737	B C	0.016 -0.005	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.639 0.607	B B	0.648 0.611	B B	0.009 0.004	NO NO	0.638 0.601	B B	-0.001 -0.006	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.874	C D	0.719 0.882	C D	0.008 0.008	NO NO	0.709 0.872	C D	-0.002 -0.002	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.963 1.014	E F	0.001 0.000	NO NO	0.953 1.004	E F	-0.009 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.823 0.994	D E	0.006 0.003	NO NO	0.813 0.984	D E	-0.004 -0.007	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.396 0.436	A A	0.402 0.437	A A	0.006 0.001	NO NO	0.392 0.427	A A	-0.004 -0.009	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.473 0.482	A A	0.479 0.486	A A	0.006 0.004	NO NO	0.469 0.476	A A	-0.004 -0.006	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.008 1.002	F F	1.022 1.005	F F	0.014 0.003	YES NO	1.012 0.995	F E	0.004 -0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.860	B D	0.665 0.881	B D	0.001 0.021	NO YES	0.650 0.870	B D	-0.014 0.010	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.933 1.014	E F	0.948 1.017	E F	0.015 0.003	YES NO	0.923 0.998	E E	-0.010 -0.016	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.725 0.830	C D	0.732 0.848	C D	0.007 0.018	NO NO	0.714 0.822	C D	-0.011 -0.008	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.050 1.109	F F	1.077 1.114	F F	0.027 0.005	YES NO	1.052 1.096	F F	0.002 -0.013	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.140	E F	0.995 1.141	E F	0.006 0.001	NO NO	0.977 1.123	E F	-0.012 -0.017	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.723 1.008	C F	0.731 1.014	C F	0.008 0.006	NO NO	0.713 0.996	C E	-0.010 -0.012	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.881 1.030	D F	0.892 1.035	D F	0.011 0.005	NO NO	0.874 1.019	D F	-0.007 -0.011	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.665 0.816	B D	0.677 0.825	B D	0.012 0.009	NO NO	0.660 0.809	B D	-0.005 -0.007	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.190 1.174	F F	1.209 1.184	F F	0.019 0.010	YES YES	1.191 1.169	F F	0.001 -0.005	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.971 0.950	E E	0.994 0.968	E E	0.023 0.018	YES NO	0.986 0.961	E E	0.015 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.306	F F	1.288 1.307	F F	0.003 0.001	NO NO	1.278 1.289	F F	-0.007 -0.017	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.109	D F	0.821 1.111	D F	0.000 0.002	NO NO	0.804 1.101	D F	-0.017 -0.008	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.922 1.134	E F	0.933 1.138	E F	0.011 0.004	YES NO	0.923 1.128	E F	0.001 -0.006	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.545	A A	0.559 0.547	A A	0.001 0.002	NO NO	0.538 0.537	A A	-0.020 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.997	C E	0.796 1.000	C E	0.005 0.003	NO NO	0.786 0.985	C E	-0.005 -0.012	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.540 0.473	A A	0.552 0.483	A A	0.012 0.010	NO NO	0.542 0.473	A A	0.002 0.000	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M.	0.844	D	0.856	D	0.012	NO	0.846	D	0.002	NO
			P.M.	0.824	D	0.827	D	0.003	NO	0.805	D	-0.019	NO
50.	LA	Overland Avenue & Ashby Avenue	A.M.	0.836	D	0.858	D	0.022	YES	0.848	D	0.012	NO
			P.M.	0.812	D	0.827	D	0.015	NO	0.817	D	0.005	NO
51.	LA	Overland Avenue & Coventry Place	A.M.	0.725	C	0.740	C	0.015	NO	0.730	C	0.005	NO
			P.M.	0.764	C	0.776	C	0.012	NO	0.766	C	0.002	NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M.	1.372	F	1.373	F	0.001	NO	1.363	F	-0.009	NO
			P.M.	1.352	F	1.360	F	0.008	NO	1.350	F	-0.002	NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M.	0.768	C	0.775	C	0.007	NO	0.765	C	-0.003	NO
			P.M.	0.647	D **	0.650	D **	0.003	NO	0.640	D **	-0.007	NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M.	0.828	D	0.840	D	0.012	NO	0.830	D	0.002	NO
			P.M.	0.771	E **	0.776	E **	0.005	NO	0.766	E **	-0.005	NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M.	0.690	B	0.702	C	0.012	NO	0.692	B	0.002	NO
			P.M.	0.495	C **	0.497	C **	0.002	NO	0.487	C **	-0.008	NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M.	0.826	D	0.855	D	0.029	YES	0.837	D	0.011	NO
			P.M.	0.876	D	0.903	E	0.027	YES	0.893	D	0.017	NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M.	0.862	D	0.884	D	0.022	NO	0.873	D	0.011	NO
			P.M.	0.854	D	0.860	D	0.006	NO	0.839	D	-0.015	NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M.	0.695	B	0.699	B	0.004	NO	0.699	B	0.004	NO
			P.M.	0.646	B	0.650	B	0.004	NO	0.650	B	0.004	NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M.	0.907	E	0.926	E	0.019	NO	0.915	E	0.008	NO
			P.M.	0.817	D	0.832	D	0.015	NO	0.821	D	0.004	NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M.	0.709	C	0.713	C	0.004	NO	0.713	C	0.004	NO
			P.M.	0.776	C	0.780	C	0.004	NO	0.780	C	0.004	NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M.	0.979	E	0.998	E	0.019	NO	0.987	E	0.008	NO
			P.M.	1.088	F	1.102	F	0.014	NO	1.091	F	0.003	NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M.	0.876	D	0.880	D	0.004	NO	0.880	D	0.004	NO
			P.M.	0.966	E	0.969	E	0.003	NO	0.969	E	0.003	NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M.	0.912	E	0.929	E	0.017	NO	0.918	E	0.006	NO
			P.M.	1.021	F	1.032	F	0.011	NO	1.022	F	0.001	NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M.	0.839	D	0.843	D	0.004	NO	0.843	D	0.004	NO
			P.M.	0.927	E	0.930	E	0.003	NO	0.930	E	0.003	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 1.143	F F	1.046 1.154	F F	0.015 0.011	NO NO	1.035 1.143	F F	0.004 0.000	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.9 194.9	F F	217.7 199.7	F F	4.8 4.8	NO NO	217.7 199.7	F F	4.8 4.8	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	78.9 219.3	F F	83.5 221.7	F F	4.6 2.4	NO NO	83.5 221.7	F F	4.6 2.4	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.597 0.600	A A	0.600 0.602	A B	0.003 0.002	NO NO	0.600 0.602	A B	0.003 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.025	D F	0.896 1.026	D F	0.003 0.001	NO NO	0.896 1.026	D F	0.003 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.842 0.871	D D	0.867 0.888	D D	0.025 0.017	NO NO	0.860 0.881	D D	0.018 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.039	F F	1.049 1.056	F F	0.017 0.017	NO NO	1.049 1.048	F F	0.017 0.009	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.044 1.141	F F	1.062 1.155	F F	0.018 0.014	NO NO	1.062 1.155	F F	0.018 0.014	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.220 1.290	F F	1.235 1.302	F F	0.015 0.012	NO NO	1.235 1.302	F F	0.015 0.012	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.635	C E **	0.809 0.649	D E **	0.018 0.014	NO YES	0.791 0.632	C E **	0.000 -0.003	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.976 0.965	E E	1.006 0.984	F E	0.030 0.019	YES YES	0.988 0.966	E E	0.012 0.001	YES NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.045	D F	0.896 1.069	D F	0.018 0.024	NO YES	0.848 1.046	D F	-0.030 0.001	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.818	D F **	0.839 0.829	D F **	0.009 0.011	NO YES	0.814 0.797	D F **	-0.016 -0.021	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.200	F F	1.052 1.211	F F	0.008 0.011	NO YES	1.034 1.177	F F	-0.010 -0.023	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.830 0.868	D D	0.860 0.884	D D	0.030 0.016	YES NO	0.849 0.863	D D	0.019 -0.005	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.752	B C	0.663 0.758	B C	0.001 0.006	NO NO	0.663 0.758	B C	0.001 0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

ATTACHMENT D
WLA11-028TA

Phase-In of Published Rates Mitigation Measures (PM peak hour trips)

At 404 trips, the articulated bus on Santa Monica Boulevard
At 451 trips, the first 40-foot bus on Olympic Boulevard
At 510 trips, the second 40-foot bus on Olympic Boulevard
At 588 trips, the 40-foot bus on Santa Monica Boulevard

Attachment B

FIGURE 1
OFFICE TRIP GENERATION HISTORY

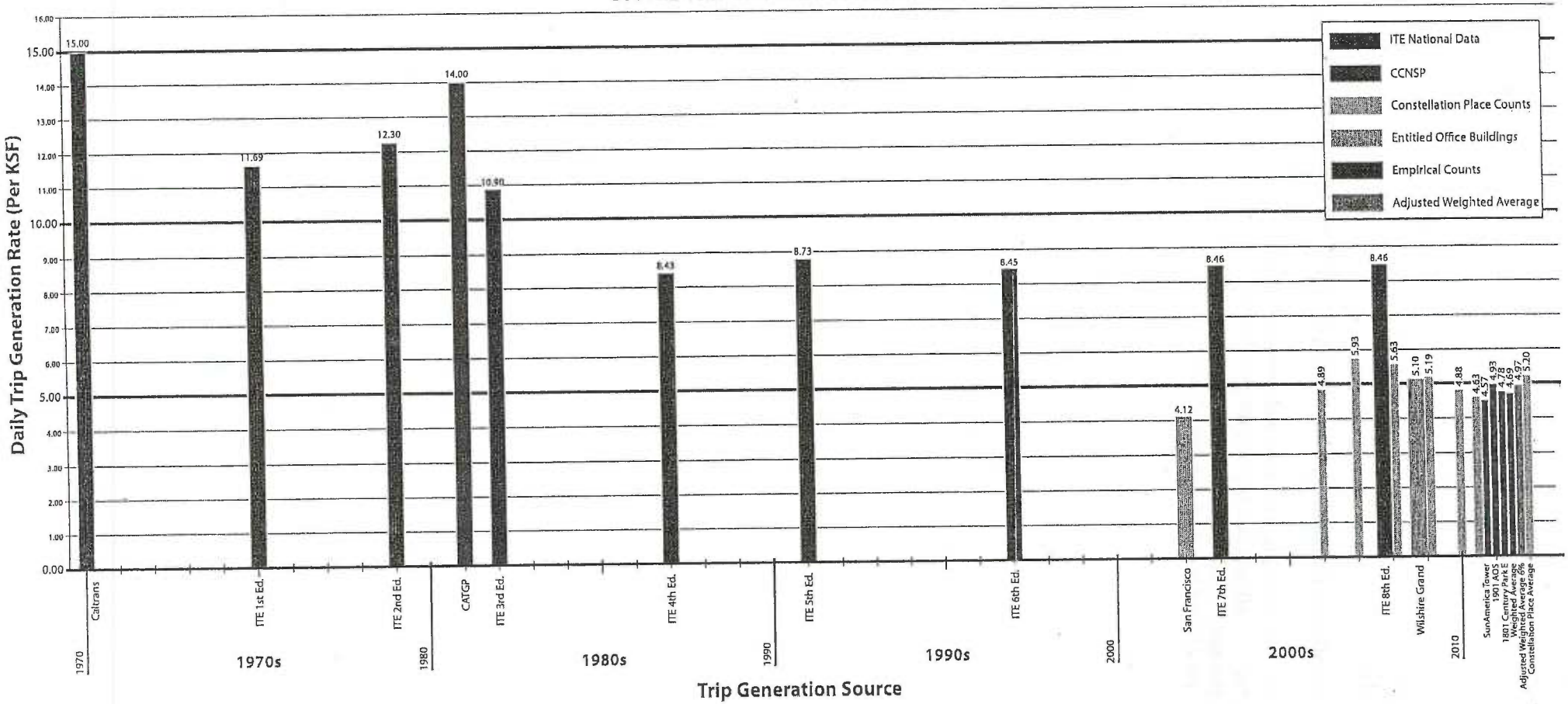


TABLE 3 OFFICE TRIP EMPLOYMENT DENSITY HISTORY - SUMMARY		
YEAR	AVERAGE EMPLOYMENT DENSITY (Employees/KSF)	SOURCE
1975	4.25 - 4.40	ITE Trip Generation Manual, 1st edition [1]
1979	4.25 - 4.40	ITE Trip Generation Manual, 2nd edition [1]
1982	3.10 - 4.70	ITE Trip Generation Manual, 3rd edition [2]
1987	3.50	ITE Trip Generation Manual, 4th edition
1991	3.29	ITE Trip Generation Manual, 5th edition
2011	2.84	Century City Empirical Trip Generation & Employment Density Surveys

Notes:

Employment density rates are for 1,000 square feet of commercial office space

ITE = Institute of Transportation Engineers

[1] The first two editions presented only an overall average rate for employment density. The range shown is to indicate that newer buildings they surveyed had a lower average employment density

[2] The third edition presented average employment densities for a range of different building sizes. The study found that employment density tended to be inversevely related to office building size.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

DATE: December 18, 2012

1950 Avenue of the Stars
LADOT Case No. WLA11-028

TO: Karen Hoo, City Planner
Department of City Planning

FROM: Mohammad H. Blorfroshan, Transportation Engineer
Department of Transportation

SUBJECT: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED MODIFIED OFFICE PROJECT AT 1950 AVENUE OF THE STARS (CITY PLANNING CASE NO. ENV-2004-6269-EIR]**

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance No. 171,492 (WLA TIMP), the Department of Transportation (DOT) has completed the traffic assessment of the proposed modified office project at 1950 Avenue of the Stars. This traffic assessment is based on a traffic study report prepared by Gibson Transportation Consulting, Inc. received by DOT on May 18, 2012, with subsequent revisions through September 2012. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

Project Description

The project site is located at the northeast corner of Avenue of the Stars and Constellation Boulevard. The applicant previously proposed to build a 483-unit condominium building, for which a DOT traffic assessment letter was issued on October 25, 2005 (DOT Case No. WLA 05-010). As part of the Subsequent Environmental Impact Report, the applicant is now proposing to modify the project scope. The proposed modified project (Project) will consist of the construction of a 37-story building with 725,830 square feet of office space (25,830 square feet of which would function as creative office space, and 3,000 square feet of which would function as private screening room to accommodate 200 attendees for building tenant and guest use only), a Transit Plaza with 35,000 square feet of public open space to accommodate the potential Century City Westside Subway Extension Station, 4,120 square feet of small-scale ancillary retail uses, and a 1,300 square-foot Mobility Hub (to provide alternative forms of transportation such as flex car and bicycle rental). To support transportation goals, the Project will implement a Transportation Demand Management (TDM) program for Project employees. The Project will provide 1,579 parking spaces on site. Vehicular access will be provided through a driveway off Constellation Boulevard and one access point off each of the existing alleys running along the northern and eastern borders of the project site. The Project would be developed on a 5.5-acre site that is currently a vacant lot. The Project is anticipated to be fully built out and occupied by the year 2021.

Exhibit 5

Discussion and Findings

The Project is expected to create a net increase of 4,603 daily trips, a net increase of 687 a.m. peak hour trips, and a net increase of 604 p.m. peak hour trips, under the Published Rates$^{\Delta}$ methodology. The Published Rates$^{\Delta}$ methodology trip generation estimates are based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. However, since the high-rise low-density office towers in Century City have substantially different trip-generating characteristics than the typical office buildings surveyed for the ITE Trip Generation, alternative trip rates were developed based on empirical counts conducted at various Century City high-rise office towers with low density occupancy, pursuant to Section 4.C.2.(b) of the WLA TIMP. The empirical counts inherently included all TDM program efforts that are currently in effect at these high-rise office towers. As a project design feature, the Project will implement a TDM program (including the installation of an on-site Mobility Hub and investment in new transportation management technologies) to ensure it will have similar trip-generating characteristics to these high-rise office towers. Based on these alternative trip rates and a 6% adjustment to account for current economic conditions, the Project is expected to create a net increase of 3,607 daily trips, a net increase of 435 a.m. peak hour trips and a net increase of 392 p.m. peak hour trips, under the Economy Adjustment methodology. The attached tables, **Attachment A**, list the trip generation results for both the Published Rates$^{\Delta}$ and the Economy Adjustment methodologies.

DOT has determined that the Project, under the Economy Adjustment methodology, will create significant traffic impacts at the following thirteen (13) intersections in one or more analysis years (Years 2011, 2015 and/or 2021), as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) for the study intersections (**Attachment B**):

1. Beverly Glen Boulevard and Santa Monica Boulevard
2. Century Park East and Santa Monica Boulevard
3. Overland Avenue and Olympic Boulevard
4. Beverly Glen Boulevard and Olympic Boulevard
5. Overland Avenue and Pico Boulevard
6. Beloit Avenue and Santa Monica Boulevard
7. Sepulveda Boulevard and Santa Monica Boulevard
8. Westwood Boulevard and Santa Monica Boulevard
9. Westwood Boulevard and Olympic Boulevard
10. Moreno Drive and Santa Monica Boulevard
11. Roxbury Drive and Pico Boulevard
12. Beverwil Drive and Pico Boulevard
13. Beverly Drive and Pico Boulevard

Under the Published Rates$^{\Delta}$ methodology, the Project will create additional significant traffic impacts at twelve (12) more intersections in one or more analysis years (Years

2011, 2015 and/or 2021), as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) for the study intersections (**Attachment C**):

14. Beverly Glen Boulevard and Wilshire Boulevard
15. Overland Avenue and Santa Monica Boulevard
16. Century Park West and Olympic Boulevard
17. Century Park East and Olympic Boulevard
18. Beverly Glen Boulevard and Pico Boulevard
19. Motor Avenue and Pico Boulevard
20. Cotner Avenue and Santa Monica Boulevard
21. Sepulveda Boulevard and Olympic Boulevard
22. Sepulveda Boulevard and Pico Boulevard
23. Overland Avenue and Ashby Avenue
24. Doheny Drive and Pico Boulevard
25. Robertson Boulevard and Pico Boulevard

In addition, pursuant to the analysis methodology of the City of Beverly Hills, the development of the Project and cumulative future projects is anticipated to result in significant impacts at three (3) intersections located within the City of Beverly Hills.

26. Merv Griffin Way and Santa Monica Boulevard North (City of Beverly Hills)
27. Spalding Drive and Olympic Boulevard (City of Beverly Hills)
28. Roxbury Drive and Olympic Boulevard (City of Beverly Hills)

To mitigate the identified traffic impacts at intersections nos. 1 to 13 to a less-than-significant level under the Economy Adjustment methodology, the Project proposes the installation of area-wide improvements to the traffic control system and new transportation management technologies (totaling $750,000, to provide for design and installation of CCTV cameras and the necessary infrastructure at key locations within the study area as determined by DOT), and full funding for the procurement, maintenance and operation of an additional bus on Pico Boulevard to supplement the existing bus services, for a ten-year period. Furthermore, the Project will implement a Traffic Management and Monitoring Program (TMMP) in order to document that the Project trips do not exceed the forecasted volumes based on the Economy Adjustment methodology. With implementation of this mitigation program, and if, in the future, the Project's trip monitoring program does show actual peak hour project trips do not exceed the forecasted volumes based on the Economy Adjustment methodology, then no significant impacts would remain at intersections nos. 1 to 13 under the Economy Adjustment methodology.

Should the trip monitoring program show actual peak hour project trips do exceed the forecasted volumes based on the Economy Adjustment methodology, the Project will create additional significant traffic impacts at intersections nos. 14 to 28. To mitigate the additional traffic impacts under the Published Rates$^{\Delta}$ methodology to a less-than-significant level, in addition to the previously stated improvements, the Project will provide full funding for the procurement, maintenance, and operation of additional buses along Olympic Boulevard and Santa Monica Boulevard to supplement the existing bus

services, for a ten-year period. However, the two identified impacts at the intersections of Century Park East and Santa Monica Boulevard, and Beverwil Drive and Pico Boulevard would still remain significant and unavoidable. Should the Project be built out and occupied by the year 2015, only the identified impact at the intersection of Beverwil Drive and Pico Boulevard would still remain significant and unavoidable under the Published Rates$^{\Delta}$ methodology.

Project Requirements

In response to the findings of the traffic study, DOT recommends that the following project requirements be adopted as conditions of project approval. Furthermore, these requirements must be completed and/or guaranteed prior to the issuance of any building permits for the Project.

A. **Application Fee**
Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit $25,000.00 for the application/traffic study review fee. This fee was paid on May 18, 2012.

B. **Covenant and Agreement**
Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

C. **Traffic Management and Monitoring Program (TMMP)**
Pursuant to Section 4.G. of the WLA TIMP, and in order to mitigate the projected traffic impacts to a less-than-significant level, DOT recommends that a TMMP be implemented to document the Project's requirement to not exceed a **trip volume count of 435 trips during the a.m. peak hour and 392 trips during the p.m. peak hour, at full occupancy**. The Project proposes to achieve this peak hour trip volume requirement through an on-site TDM Program and active participation in the Century City Transportation Management Organization (CCTMO).

The measurements of actual trips and monitoring shall be conducted by the installation of cameras for automated vehicle detection and tabulation of hourly vehicular counts at all parking driveways for the Project, with direct data access provided to DOT. The installation and maintenance of the monitoring program shall be at the Project's expense. The trip monitoring program shall continue until such time that the Project has shown, for five consecutive years, at a minimum of 85% occupancy, accomplishment of the peak hour trip volume requirement as listed.

Should the review show that the peak hour trip volume requirement was exceeded, the proposed traffic mitigation measures under the Published Rates$^{\Delta}$ methodology must be completed in accordance to a mitigation phase-in schedule listed in **Attachment D**. The trip monitoring program shall continue until such time that the Project has shown, for five consecutive years, at a minimum of 85% occupancy, that the peak hour trip volumes do not exceed over to the next trip

volume level of the mitigation phase-in schedule.

A full detailed description of the TMMP Plan, and all subsequent TMMP reporting, should be prepared by a licensed Traffic Engineer and submitted to DOT for review. The TMMP Plan should be submitted to DOT and the Department of City Planning for review and approval, prior to the issuance of any certificate of occupancy.

D. **Highway Dedication and Physical Street Improvements**
In order to mitigate projected traffic impacts to a less than significant level, and pursuant to Section 4.E.2 of the WLA TIMP, in order to mitigate potential access and circulation impacts, the applicant is required to make the following highway improvements:

a. Install area-wide improvements to the traffic control system and new transportation management technologies
In order to better manage current traffic conditions and address project generated traffic impacts, the applicant shall be responsible for augmenting DOT's central traffic management system with the design and installation of CCTV cameras and the necessary infrastructure at key locations within the Study Area, as determined by DOT. The work cost is estimated at $750,000.

b. Install one additional bus along existing Pico Boulevard Santa Monica Big Blue Bus Line
The applicant shall be solely responsible for the procurement, maintenance, and operation cost of one additional 40-foot bus along Pico Boulevard during the peak hour periods to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

Should the TMMP review show that the Project exceeds the peak hour trip volume requirement listed, additional improvements, under the Published Rates$^{\Delta}$ methodology, must be completed as needed according to the mitigation phase-in schedule listed in Attachment D. These additional improvements would be phased-in as the total number of afternoon peak hour trips reaches the thresholds listed in Attachment D. The improvements are as follows:

c. Traffic Signal at the intersection of Merv Griffin Way and Santa Monica Boulevard North (City of Beverly Hills)
Design and install a new traffic signal. Prior to commencing the design work, the applicant shall work with the City of Beverly Hills to seek the final approval of the traffic signal warrants authorizing the installation of the traffic signal. The developer will be responsible for all costs associated with the design and construction of the new traffic signal. Any fair-share contribution opportunity for this signal installation must be discussed, approved and coordinated with the City of Beverly Hills. This signal

installation will mitigate the intersection to below City of Beverly Hills threshold of significance and thus mitigating the significant impact.

d. Install two additional buses along existing Olympic Boulevard Santa Monica Big Blue Bus Line
The applicant shall be solely responsible for the procurement, maintenance, and operation cost of two additional 40-foot buses along Olympic Boulevard during the peak hour periods to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

e. Install one additional bus along existing Santa Monica Boulevard Metro Bus Line
The applicant shall be solely responsible for the procurement, maintenance and operation cost of one additional 40-foot bus along Santa Monica Boulevard to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

f. Install one additional articulated bus along existing Santa Monica Boulevard Metro Rapid Bus Line
The applicant shall be solely responsible for the procurement, maintenance, and operation cost of one additional articulated bus along Santa Monica Blvd to supplement the existing bus service, for a ten-year period. The actual cost should be determined at time of bus procurement. Maintenance and operation expenses should be adjusted annually to account for any supplemental cost.

Should any of these improvements be deemed infeasible at the time of reconciliation, the City may substitute an alternative measure of equivalent effectiveness and cost.

Unless otherwise specified, and excluding the traffic mitigation within the City of Beverly Hills, the improvements stated above should be implemented through the Bureau of Engineering (BOE) B-Permit process. Construction of the improvements, to the satisfaction of DOT and BOE, shall be completed prior to issuance of any certificate of occupancy. The applicant shall consult BOE for any additional highway dedication or street widening requirements.

Prior to setting the bond amount, BOE shall require the developer's engineer or contractor to contact DOT's B-Permit Coordinator to arrange a pre-design meeting to finalize the proposed design needed for the Project.

E. **Transportation Impact Assessment (TIA) Fee**
Pursuant to Section 5 of the WLA TIMP, an applicant for a project within the

Specific Plan Area, except as exempted, shall pay, or guarantee payment of, a TIA Fee prior to issuance of any building permit. The office component of the Project is not exempted from payment of TIA Fee. In addition, as distinguished from impact analysis, "pass-by" discounts are not included in the TIA Fee assessment. Therefore, the TIA Fee for the Project has been determined as follows:

Proposed Use:
Trip rate for office (per Econ Adj) = 0.54 trip/1,000 sq-ft
Trips by proposed office = 725,830 sq-ft x 0.54 trip/ksf
= 392 trips

Total net new p.m. trips (non-exempt) = 392 trips

Current Trip Cost Factor for WLA TIMP = $3,184.00 per trip*

TIA Fee: $3,184.00 x 392 trips = **$1,248,128.00****

Should the TMMP review show that the Project exceeds the peak hour trip volume requirement listed, additional assessment to TIA fee will be required based on the peak hour trip volumes collected through the TMMP. The additional TIA fee would be assessed based on the Trip Cost Factor at the time of the assessment (currently $3,184.00 per trip) and the number of p.m. peak hour trips counted in excess of 392 trips.

*Pursuant to Section 5.D of the WLA TIMP, the Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percentage increase (or decrease) in the most recently available City Building Cost Index as determined by DOT. Therefore, the actual TIA Fee may vary depending upon when payment is made to DOT.

**Pursuant to Section 6.B of the WLA TIMP, in-lieu credit against the TIA Fee shall be given for all or portions of regional or subregional transportation highway improvements and transit/TDM improvements designated in Appendix C of the WLA TIMP or for regional or subregional improvements as determined by DOT. The amount of in-lieu credit for regional or subregional transportation improvements shall be calculated by DOT and shall not exceed 90% of the TIA Fee.

F. **Pedestrian Connectivity**
The applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

G. **Construction Impacts**
DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or

sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.

H. **Site Access and Internal Circulation**
This determination does not include approval of the Project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

DOT Assessment Appeal Process

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the Project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please feel free to call Hui Huang of my staff or me at (213) 485-1062.

Attachments

cc: Jay Greenstein, Christopher Koontz, Fifth Council District
Jay Kim, Sean Haeri, Rudy Guevara (Western District), DOT
Dan Scott, Lisa Webber, Jon Foreman, David Weintraub, Erin Strelich, DCP
Mike Patonai, BOE
Jonathan Chambers, Pat Gibson, Gibson Transportation Consulting, Inc.

[Δ]The trip generation estimates based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

ATTACHMENT A
WLA11-028TA

TABLE H-1
MODIFIED PROJECT WITH PUBLISHED RATES TRIP GENERATION ESTIMATES

TRIP GENERATION RATES

Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Office [a]	710	per ksf	[b]	88%	12%	[b]	17%	83%	1.11
Shopping Center [c]	820	per ksf	42.94	61%	39%	1.00	48%	52%	3.73

TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Modified Project									
Office	710	725.83 ksf	6,138	806	110	916	137	669	806
Transit and TDM Credit - 25%			*(1,535)*	*(202)*	*(27)*	*(229)*	*(34)*	*(168)*	*(202)*
Ancillary Retail	820	4.12 ksf	177	2	2	4	7	8	15
Pass-by Trips - 50% & Internal Capture - 50% [c]			*(177)*	*(2)*	*(2)*	*(4)*	*(7)*	*(8)*	*(15)*
Mobility Hub	-	1.30 ksf	0	0	0	0	0	0	0
TOTAL - MODIFIED PROJECT WITH PUBLISHED RATES			**4,603**	**604**	**83**	**687**	**103**	**501**	**604**

Notes:
[1] 1,000 square feet = ksf.
[2] Dwelling Unit = DU.
[a] Daily and A.M. peak hour trip generation rates from *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008. P.M. peak hour rate interpolated from West LA TIMP offic
[b] Trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use.

Daily - Ln(T) = 0.77 Ln(X) + 3.65 T = Average Vehicle Trips X = Gross Leasable Area (ksf)
A.M. Peak Hour - Ln(T) = 0.80 Ln(X) + 1.55

[c] Pass-by trip credits as per *Traffic Study Policies and Procedures*, LADOT, December 2010.

TABLE G-1
MODIFIED PROJECT TRIP GENERATION ESTIMATES - WITH ECONOMY ADJUSTMENT

TRIP GENERATION RATES

Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Office (before Economy Adjustment) [a]	-	per 1,000 Square Feet [1]	4.69	95%	5%	0.57	9%	91%	0.51
Economy Adjustment - 6.0%									
Office (with Economy Adjustment) [b]	-	per ksf	4.97	95%	5%	0.60	9%	91%	0.54
Shopping Center [c]	820	per ksf	42.94	61%	39%	1.00	48%	52%	3.73

TRIP GENERATION ESTIMATES

Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Modified Project</u>									
Office	-	725.83 ksf	3,607	413	22	435	35	357	392
Ancillary Retail	820	4.12 ksf	177	2	2	4	7	8	15
Pass-by Trips - 50% [c] & Internal Capture - 50%			*(177)*	*(2)*	*(2)*	*(4)*	*(7)*	*(8)*	*(15)*
Mobility Hub	-	1.30 ksf	0	0	0	0	0	0	0
TOTAL - MODIFIED PROJECT WITH ECONOMY ADJUSTMENT			**3,607**	**413**	**22**	**435**	**35**	**357**	**392**

<u>Notes</u>:
[1] 1,000 square feet = ksf.
[2] Dwelling Unit = DU.
[a] Trip generation rates developed based on empirical counts conducted at the MGM Tower, SunAmerica Tower, 1901 Avenue of the Stars, and 1801 Century Park East in Century City.
[b] Trip generation rate based on empirical counts in [a] increased by Economy Adjustment factor of 6.0%.
[c] Source: *Trip Generation, 8th Edition*, Institute of Transportation Engineers, 2008.
[d] Pass-by trip credits as per *Traffic Study Policies and Procedures*, LADOT, December 2010.

ATTACHMENT B
WLA11-028TA

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TABLE G-14
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.245 1.219	F F	1.248 1.227	F F	0.003 0.008	NO NO	1.238 1.217	F F	-0.007 -0.002	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.768 0.779	C C	0.786 0.780	C C	0.018 0.001	NO NO	0.776 0.770	C C	0.008 -0.009	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.856 0.877	D D	0.879 0.894	D D	0.023 0.017	YES NO	0.869 0.884	D D	0.013 0.007	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.622 0.633	B B	0.628 0.651	B B	0.006 0.018	NO NO	0.618 0.641	B B	-0.004 0.008	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.628 0.573	B A	0.654 0.579	B A	0.026 0.006	NO NO	0.644 0.569	B A	0.016 -0.004	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.746 0.573	C A	0.768 0.595	C A	0.022 0.022	NO NO	0.758 0.585	C A	0.012 0.012	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.293 1.255	F F	1.300 1.256	F F	0.007 0.001	NO NO	1.300 1.256	F F	0.007 0.001	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.047 0.992	F E	1.055 0.993	F E	0.008 0.001	NO NO	1.055 0.993	F E	0.008 0.001	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.461 0.224	A A	0.546 0.244	A A	0.085 0.020	NO NO	0.536 0.234	A A	0.075 0.010	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.560 0.460	A A	0.640 0.513	B A	0.080 0.053	NO NO	0.630 0.503	B A	0.070 0.043	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.333 0.424	A A	0.451 0.448	A A	0.118 0.024	NO NO	0.441 0.438	A A	0.108 0.014	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.056 0.989	F E	1.073 0.995	F E	0.017 0.006	YES NO	1.063 0.985	F E	0.007 -0.004	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.015 0.972	F E	1.029 0.981	F E	0.014 0.009	YES NO	1.019 0.971	F E	0.004 -0.001	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.711 0.799	C C	0.730 0.818	C D	0.019 0.019	NO NO	0.720 0.808	C D	0.009 0.009	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.441 0.217	A A	0.468 0.226	A A	0.027 0.009	NO NO	0.458 0.216	A A	0.017 -0.001	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.505 0.239	A A	0.529 0.249	A A	0.024 0.010	NO NO	0.519 0.239	A A	0.014 0.000	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B	0.700 0.718	B C	0.027 0.019	NO NO	0.690 0.708	B C	0.017 0.009	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E	1.062 0.934	F E	0.015 0.013	NO NO	1.061 0.934	F E	0.014 0.013	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A	0.301 0.303	A A	0.000 0.010	NO NO	0.291 0.293	A A	-0.010 0.000	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F	0.973 1.109	E F	0.009 0.013	NO YES	0.963 1.087	E F	-0.001 -0.009	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C	0.833 0.772	D C	0.008 0.008	NO NO	0.823 0.762	D C	-0.002 -0.002	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D	0.809 0.859	D D	0.001 0.008	NO NO	0.787 0.849	C D	-0.021 -0.002	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F	0.744 1.017	C F	0.010 0.009	NO NO	0.734 0.999	C E	0.000 -0.009	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B	0.605 0.704	B C	0.014 0.015	NO NO	0.587 0.694	A B	-0.004 0.005	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C	0.659 0.715	B C	0.009 0.011	NO NO	0.647 0.697	B B	-0.003 -0.007	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A	0.616 0.581	B A	0.005 0.002	NO NO	0.606 0.571	B A	-0.005 -0.008	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D	0.687 0.843	B D	0.006 0.005	NO NO	0.677 0.834	B D	-0.004 -0.004	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.949 0.969	E E	0.000 0.001	NO NO	0.939 0.959	E E	-0.010 -0.009	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.948	D E	0.000 0.002	NO NO	0.793 0.938	C E	-0.010 -0.008	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A	0.378 0.413	A A	0.004 0.000	NO NO	0.368 0.403	A A	-0.006 -0.010	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A	0.452 0.461	A A	0.004 0.003	NO NO	0.442 0.451	A A	-0.006 -0.007	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E	0.946 1.000	E E	0.010 0.001	YES NO	0.934 0.990	E E	-0.002 -0.009	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.654 0.857	B D	0.654 0.872	B D	0.000 0.015	NO NO	0.644 0.862	B D	-0.010 0.005	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.925 0.965	E E	0.935 0.967	E E	0.010 0.002	YES NO	0.925 0.957	E E	0.000 -0.008	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.752 0.780	C C	0.756 0.792	C C	0.004 0.012	NO NO	0.746 0.782	C C	-0.006 0.002	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.077 1.080	F F	1.096 1.081	F F	0.019 0.001	YES NO	1.086 1.071	F F	0.009 -0.009	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.943 1.066	E F	0.947 1.067	E F	0.004 0.001	NO NO	0.937 1.077	E F	-0.006 -0.009	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.689 0.960	B E	0.694 0.964	B E	0.005 0.004	NO NO	0.684 0.955	B E	-0.005 -0.005	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.894 0.995	D E	0.901 0.999	E E	0.007 0.004	NO NO	0.891 0.989	D E	-0.003 -0.006	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.643 0.780	B C	0.655 0.786	B C	0.012 0.006	NO NO	0.645 0.776	B C	0.002 -0.004	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.151 1.155	F F	1.163 1.161	F F	0.012 0.006	YES NO	1.153 1.151	F F	0.002 -0.004	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.947 0.917	E E	0.963 0.930	E E	0.016 0.013	NO NO	0.963 0.930	E E	0.016 0.013	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.227 1.252	F F	1.229 1.253	F F	0.002 0.001	NO NO	1.219 1.235	F F	-0.008 -0.017	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.783 1.060	C F	0.783 1.062	C F	0.000 0.002	NO NO	0.765 1.044	C F	-0.018 -0.016	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.919 1.139	E F	0.927 1.144	E F	0.008 0.005	NO NO	0.917 1.126	E F	-0.002 -0.013	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.541 0.513	A A	0.541 0.515	A A	0.000 0.002	NO NO	0.520 0.505	A A	-0.021 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.773 0.941	C E	0.776 0.944	C E	0.003 0.003	NO NO	0.766 0.934	C E	-0.007 -0.007	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.514 0.449	A A	0.522 0.457	A A	0.008 0.008	NO NO	0.512 0.447	A A	-0.002 -0.002	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M.	0.814	D	0.823	D	0.009	NO	0.813	D	-0.001	NO
			P.M.	0.778	C	0.779	C	0.001	NO	0.757	C	-0.021	NO
50.	LA	Overland Avenue & Ashby Avenue	A.M.	0.795	C	0.809	D	0.014	NO	0.799	C	0.004	NO
			P.M.	0.773	C	0.783	C	0.010	NO	0.773	C	0.000	NO
51.	LA	Overland Avenue & Coventry Place	A.M.	0.688	B	0.698	B	0.010	NO	0.688	B	0.000	NO
			P.M.	0.728	C	0.736	C	0.008	NO	0.726	C	-0.002	NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M.	1.311	F	1.311	F	0.000	NO	1.301	F	-0.010	NO
			P.M.	1.297	F	1.302	F	0.005	NO	1.292	F	-0.005	NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M.	0.733	C	0.737	C	0.004	NO	0.727	C	-0.006	NO
			P.M.	0.618	D **	0.620	D **	0.002	NO	0.610	D **	-0.008	NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M.	0.788	C	0.796	C	0.008	NO	0.786	C	-0.002	NO
			P.M.	0.734	E **	0.738	E **	0.004	NO	0.728	E **	-0.006	NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M.	0.656	B	0.664	B	0.008	NO	0.654	B	-0.002	NO
			P.M.	0.471	C **	0.472	C **	0.001	NO	0.462	C **	-0.009	NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M.	0.802	D	0.823	D	0.021	YES	0.813	D	0.011	NO
			P.M.	0.844	D	0.863	D	0.019	NO	0.853	D	0.009	NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M.	0.827	D	0.842	D	0.015	NO	0.842	D	0.015	NO
			P.M.	0.811	D	0.814	D	0.003	NO	0.814	D	0.003	NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M.	0.673	B	0.675	B	0.002	NO	0.675	B	0.002	NO
			P.M.	0.616	B	0.618	B	0.002	NO	0.618	B	0.002	NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M.	0.873	D	0.885	D	0.012	NO	0.885	D	0.012	NO
			P.M.	0.802	D	0.813	D	0.011	NO	0.813	D	0.011	NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M.	0.686	B	0.688	B	0.002	NO	0.688	B	0.002	NO
			P.M.	0.739	C	0.741	C	0.002	NO	0.741	C	0.002	NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M.	0.950	E	0.962	E	0.012	NO	0.962	E	0.012	NO
			P.M.	1.030	F	1.040	F	0.010	NO	1.040	F	0.010	NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M.	0.874	D	0.876	D	0.002	NO	0.875	D	0.001	NO
			P.M.	0.919	E	0.921	E	0.002	NO	0.921	E	0.002	NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M.	0.898	D	0.909	E	0.011	NO	0.909	E	0.011	NO
			P.M.	1.020	F	1.028	F	0.008	NO	1.029	F	0.009	NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M.	0.816	D	0.818	D	0.002	NO	0.818	D	0.002	NO
			P.M.	0.888	D	0.890	D	0.002	NO	0.890	D	0.002	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE G-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M.	0.994	E	1.004	F	0.010	NO	1.003	F	0.009	NO
			P.M.	1.104	F	1.111	F	0.007	NO	1.111	F	0.007	NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M.	197.4	F	200.6	F	3.2	NO	200.6	F	3.2	NO
			P.M.	176.7	F	179.4	F	2.7	NO	179.4	F	2.7	NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M.	65.8	F	68.8	F	3.0	NO	68.8	F	3.0	NO
			P.M.	197.1	F	197.7	F	0.6	NO	197.7	F	0.6	NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M.	0.584	A	0.585	A	0.001	NO	0.586	A	0.002	NO
			P.M.	0.573	A	0.575	A	0.002	NO	0.575	A	0.002	NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M.	0.900	D	0.902	E	0.002	NO	0.902	E	0.002	NO
			P.M.	0.993	E	0.994	E	0.001	NO	0.994	E	0.001	NO
70.	BH	Camden Drive & Olympic Boulevard	A.M.	0.823	D	0.840	D	0.017	NO	0.840	D	0.017	NO
			P.M.	0.841	D	0.854	D	0.013	NO	0.854	D	0.013	NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M.	1.007	F	1.019	F	0.012	NO	1.019	F	0.012	NO
			P.M.	0.999	E	1.011	F	0.012	NO	1.012	F	0.013	NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M.	1.017	F	1.029	F	0.012	NO	1.029	F	0.012	NO
			P.M.	1.106	F	1.116	F	0.010	NO	1.116	F	0.010	NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M.	1.212	F	1.222	F	0.010	NO	1.222	F	0.010	NO
			P.M.	1.263	F	1.271	F	0.008	NO	1.270	F	0.007	NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M.	0.753	C	0.765	C	0.012	NO	0.748	C	-0.005	NO
			P.M.	0.605	E **	0.615	E **	0.010	YES	0.598	D **	-0.007	NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M.	0.934	E	0.953	E	0.019	YES	0.935	E	0.001	NO
			P.M.	0.922	E	0.933	E	0.011	YES	0.915	E	-0.007	NO
76.	LA	Beverly Drive & Pico Boulevard	A.M.	0.837	D	0.849	D	0.012	NO	0.832	D	-0.005	NO
			P.M.	0.999	E	1.016	F	0.017	YES	0.995	E	-0.004	NO
77.	LA	Doheny Drive & Pico Boulevard	A.M.	0.791	C	0.797	C	0.006	NO	0.780	C	-0.011	NO
			P.M.	0.783	F **	0.791	F **	0.008	NO	0.770	F **	-0.013	NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M.	1.000	E	1.005	F	0.005	NO	0.988	E	-0.012	NO
			P.M.	1.152	F	1.159	F	0.007	NO	1.138	F	-0.014	NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M.	0.821	D	0.842	D	0.021	NO	0.842	D	0.021	NO
			P.M.	0.826	D	0.836	D	0.010	NO	0.836	D	0.010	NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M.	0.640	B	0.640	B	0.000	NO	0.640	B	0.000	NO
			P.M.	0.736	C	0.741	C	0.005	NO	0.741	C	0.005	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE G-16
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F	1.297 1.284	F F	0.003 0.007	NO NO	1.287 1.274	F F	-0.007 -0.003	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D	0.808 0.819	D D	0.018 0.002	NO NO	0.798 0.809	C D	0.008 -0.008	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E	0.909 0.929	E E	0.024 0.016	YES YES	0.899 0.919	D E	0.014 0.006	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B	0.656 0.673	B B	0.006 0.019	NO NO	0.646 0.663	B B	-0.004 0.009	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B	0.689 0.607	B B	0.027 0.005	NO NO	0.679 0.597	B A	0.017 -0.005	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A	0.813 0.614	D B	0.022 0.021	YES NO	0.803 0.604	D B	0.012 0.011	NO NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F	1.315 1.307	F F	0.007 0.001	NO NO	1.315 1.307	F F	0.007 0.001	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F	1.069 1.028	F F	0.008 0.002	NO NO	1.069 1.028	F F	0.008 0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A	0.534 0.270	A A	0.086 0.021	NO NO	0.524 0.260	A A	0.076 0.011	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A	0.638 0.534	B A	0.079 0.057	NO NO	0.628 0.524	B A	0.069 0.047	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A	0.393 0.459	A A	0.081 0.024	NO NO	0.383 0.449	A A	0.071 0.014	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F	1.116 1.052	F F	0.017 0.007	YES NO	1.106 1.042	F F	0.007 -0.003	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F	1.060 1.104	F F	0.015 0.011	YES YES	1.050 1.094	F F	0.005 0.001	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D	0.741 0.861	C D	0.020 0.019	NO NO	0.731 0.851	C D	0.010 0.009	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A	0.523 0.238	A A	0.028 0.013	NO NO	0.513 0.228	A A	0.018 0.003	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A	0.551 0.266	A A	0.024 0.011	NO NO	0.541 0.256	A A	0.014 0.001	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M.	0.671	B	0.696	B	0.025	NO	0.686	B	0.015	NO
			P.M.	0.722	C	0.741	C	0.019	NO	0.731	C	0.009	NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M.	1.073	F	1.088	F	0.015	NO	1.088	F	0.015	NO
			P.M.	0.951	E	0.964	E	0.013	NO	0.964	E	0.013	NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M.	0.301	A	0.301	A	0.000	NO	0.291	A	-0.010	NO
			P.M.	0.309	A	0.320	A	0.011	NO	0.310	A	0.001	NO
20.	LA	Overland Avenue & Pico Boulevard	A.M.	1.002	F	1.011	F	0.009	NO	1.001	F	-0.001	NO
			P.M.	1.154	F	1.167	F	0.013	YES	1.145	F	-0.009	NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M.	0.857	D	0.866	D	0.009	NO	0.856	D	-0.001	NO
			P.M.	0.805	D	0.813	D	0.008	NO	0.803	D	-0.002	NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M.	0.838	D	0.839	D	0.001	NO	0.818	D	-0.020	NO
			P.M.	0.896	D	0.904	E	0.008	NO	0.894	D	-0.002	NO
23.	LA	Motor Avenue & Pico Boulevard	A.M.	0.762	C	0.772	C	0.010	NO	0.762	C	0.000	NO
			P.M.	1.061	F	1.070	F	0.009	NO	1.052	F	-0.009	NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M.	0.609	B	0.622	B	0.013	NO	0.604	B	-0.005	NO
			P.M.	0.720	C	0.736	C	0.016	NO	0.726	C	0.006	NO
25.	LA	Century Park East & Pico Boulevard	A.M.	0.681	B	0.691	B	0.010	NO	0.681	B	0.000	NO
			P.M.	0.742	C	0.752	C	0.010	NO	0.734	C	-0.008	NO
26.	LA	Motor Avenue & Manning Avenue	A.M.	0.639	B	0.645	B	0.006	NO	0.635	B	-0.004	NO
			P.M.	0.607	B	0.609	B	0.002	NO	0.599	A	-0.008	NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M.	0.711	C	0.716	C	0.005	NO	0.706	C	-0.005	NO
			P.M.	0.874	D	0.879	D	0.005	NO	0.869	D	-0.005	NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M.	0.962	E	0.962	E	0.000	NO	0.952	E	-0.010	NO
			P.M.	1.014	F	1.014	F	0.000	NO	1.004	F	-0.010	NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M.	0.817	D	0.821	D	0.004	NO	0.811	D	-0.006	NO
			P.M.	0.991	E	0.993	E	0.002	NO	0.983	E	-0.008	NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M.	0.396	A	0.400	A	0.004	NO	0.390	A	-0.006	NO
			P.M.	0.436	A	0.436	A	0.000	NO	0.426	A	-0.010	NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M.	0.473	A	0.477	A	0.004	NO	0.467	A	-0.006	NO
			P.M.	0.482	A	0.485	A	0.003	NO	0.475	A	-0.007	NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M.	1.008	F	1.017	F	0.009	NO	1.007	F	-0.001	NO
			P.M.	1.002	F	1.003	F	0.001	NO	0.993	E	-0.009	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.860	B D	0.664 0.874	B D	0.000 0.014	NO NO	0.655 0.863	B D	-0.009 0.003	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.933 1.014	E F	0.943 1.015	E F	0.010 0.001	YES NO	0.934 1.005	E F	0.001 -0.009	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.725 0.830	C D	0.728 0.843	C D	0.003 0.013	NO NO	0.718 0.833	C D	-0.007 0.003	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.050 1.109	F F	1.069 1.110	F F	0.019 0.001	YES NO	1.059 1.100	F F	0.009 -0.009	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.140	E F	0.993 1.140	E F	0.004 0.000	NO NO	0.983 1.130	E F	-0.006 -0.010	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.723 1.008	C F	0.728 1.012	C F	0.005 0.004	NO NO	0.718 1.002	C F	-0.005 -0.006	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.881 1.030	D F	0.887 1.033	D F	0.006 0.003	NO NO	0.877 1.023	D F	-0.004 -0.007	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.665 0.816	B D	0.671 0.822	B D	0.006 0.006	NO NO	0.661 0.812	B D	-0.004 -0.004	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.190 1.174	F F	1.203 1.181	F F	0.013 0.007	YES NO	1.193 1.171	F F	0.003 -0.003	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.971 0.950	E E	0.986 0.963	E E	0.015 0.013	NO NO	0.986 0.963	E E	0.015 0.013	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.306	F F	1.288 1.306	F F	0.003 0.000	NO NO	1.278 1.288	F F	-0.007 -0.018	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.109	D F	0.821 1.111	D F	0.000 0.002	NO NO	0.803 1.092	D F	-0.018 -0.017	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.922 1.134	E F	0.930 1.136	E F	0.008 0.002	NO NO	0.920 1.126	E F	-0.002 -0.008	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.545	A A	0.558 0.547	A A	0.000 0.002	NO NO	0.537 0.537	A A	-0.021 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.997	C E	0.795 0.999	C E	0.004 0.002	NO NO	0.785 0.984	C E	-0.006 -0.013	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.540 0.473	A A	0.548 0.480	A A	0.008 0.007	NO NO	0.538 0.470	A A	-0.002 -0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M.	0.844	D	0.852	D	0.008	NO	0.842	D	-0.002	NO
			P.M.	0.824	D	0.825	D	0.001	NO	0.803	D	-0.021	NO
50.	LA	Overland Avenue & Ashby Avenue	A.M.	0.836	D	0.850	D	0.014	NO	0.840	D	0.004	NO
			P.M.	0.812	D	0.822	D	0.010	NO	0.812	D	0.000	NO
51.	LA	Overland Avenue & Coventry Place	A.M.	0.725	C	0.735	C	0.010	NO	0.725	C	0.000	NO
			P.M.	0.764	C	0.773	C	0.009	NO	0.763	C	-0.001	NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M.	1.372	F	1.372	F	0.000	NO	1.362	F	-0.010	NO
			P.M.	1.352	F	1.357	F	0.005	NO	1.347	F	-0.005	NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M.	0.768	C	0.773	C	0.005	NO	0.763	C	-0.005	NO
			P.M.	0.647	D **	0.649	D **	0.002	NO	0.639	D **	-0.008	NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M.	0.828	D	0.836	D	0.008	NO	0.826	D	-0.002	NO
			P.M.	0.771	E **	0.774	E **	0.003	NO	0.764	E **	-0.007	NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M.	0.690	B	0.698	B	0.008	NO	0.688	B	-0.002	NO
			P.M.	0.495	C **	0.496	C **	0.001	NO	0.486	C **	-0.009	NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M.	0.826	D	0.845	D	0.019	NO	0.835	D	0.009	NO
			P.M.	0.876	D	0.895	D	0.019	NO	0.885	D	0.009	NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M.	0.862	D	0.876	D	0.014	NO	0.876	D	0.014	NO
			P.M.	0.854	D	0.857	D	0.003	NO	0.857	D	0.003	NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M.	0.695	B	0.697	B	0.002	NO	0.697	B	0.002	NO
			P.M.	0.646	B	0.649	B	0.003	NO	0.649	B	0.003	NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M.	0.907	E	0.920	E	0.013	NO	0.920	E	0.013	NO
			P.M.	0.817	D	0.828	D	0.011	NO	0.828	D	0.011	NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M.	0.709	C	0.712	C	0.003	NO	0.712	C	0.003	NO
			P.M.	0.776	C	0.779	C	0.003	NO	0.779	C	0.003	NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M.	0.979	E	0.991	E	0.012	NO	0.991	E	0.012	NO
			P.M.	1.088	F	1.098	F	0.010	NO	1.098	F	0.010	NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M.	0.876	D	0.879	D	0.003	NO	0.879	D	0.003	NO
			P.M.	0.966	E	0.968	E	0.002	NO	0.968	E	0.002	NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M.	0.912	E	0.923	E	0.011	NO	0.923	E	0.011	NO
			P.M.	1.021	F	1.029	F	0.008	NO	1.029	F	0.008	NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M.	0.839	D	0.842	D	0.003	NO	0.842	D	0.003	NO
			P.M.	0.927	E	0.929	E	0.002	NO	0.929	E	0.002	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE G-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH ECONOMY ADJUSTMENT AFTER MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Economy Adjustment				Future with Modified Project with Economy Adjustment After Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 1.143	F F	1.041 1.151	F F	0.010 0.008	NO NO	1.041 1.151	F F	0.010 0.008	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.9 194.9	F F	215.0 198.5	F F	2.1 3.6	NO NO	215.0 198.5	F F	2.1 3.6	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	78.9 219.3	F F	82.2 221.1	F F	3.3 1.8	NO NO	82.2 221.1	F F	3.3 1.8	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.597 0.600	A A	0.599 0.602	A B	0.002 0.002	NO NO	0.599 0.602	A B	0.002 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.025	D F	0.895 1.025	D F	0.002 0.000	NO NO	0.895 1.025	D F	0.002 0.000	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.842 0.871	D D	0.859 0.884	D D	0.017 0.013	NO NO	0.859 0.884	D D	0.017 0.013	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.039	F F	1.043 1.051	F F	0.011 0.012	NO NO	1.043 1.051	F F	0.011 0.012	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.044 1.141	F F	1.056 1.151	F F	0.012 0.010	NO NO	1.056 1.151	F F	0.012 0.010	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.220 1.290	F F	1.230 1.298	F F	0.010 0.008	NO NO	1.230 1.298	F F	0.010 0.008	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.635	C E **	0.803 0.645	D E **	0.012 0.010	NO YES	0.785 0.627	C E **	-0.006 -0.008	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.976 0.965	E E	0.996 0.976	E E	0.020 0.011	YES YES	0.978 0.959	E E	0.002 -0.006	NO NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.045	D F	0.890 1.061	D F	0.012 0.016	NO YES	0.873 1.039	D F	-0.005 -0.006	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.818	D F **	0.836 0.826	D F **	0.006 0.008	NO NO	0.818 0.805	D F **	-0.012 -0.013	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.200	F F	1.049 1.207	F F	0.005 0.007	NO NO	1.032 1.186	F F	-0.012 -0.014	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.830 0.868	D D	0.850 0.879	D D	0.020 0.011	NO NO	0.850 0.879	D D	0.020 0.011	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.752	B C	0.662 0.757	B C	0.000 0.005	NO NO	0.662 0.757	B C	0.000 0.005	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

ATTACHMENT C
WLA11-028TA

TABLE H-14
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M.	1.245	F	1.251	F	0.006	NO	1.241	F	-0.004	NO
			P.M.	1.219	F	1.229	F	0.010	YES	1.219	F	0.000	NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M.	0.768	C	0.794	C	0.026	NO	0.769	C	0.001	NO
			P.M.	0.779	C	0.783	C	0.004	NO	0.765	C	-0.014	NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M.	0.856	D	0.891	D	0.035	YES	0.866	D	0.010	NO
			P.M.	0.877	D	0.901	E	0.024	YES	0.875	D	-0.002	NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M.	0.622	B	0.633	B	0.011	NO	0.609	B	-0.013	NO
			P.M.	0.633	B	0.659	B	0.026	NO	0.634	B	0.001	NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M.	0.628	B	0.666	B	0.038	NO	0.656	B	0.028	NO
			P.M.	0.573	A	0.581	A	0.008	NO	0.556	A	-0.017	NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M.	0.746	C	0.779	C	0.033	NO	0.769	C	0.023	NO
			P.M.	0.573	A	0.603	B	0.030	NO	0.588	A	0.015	NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M.	1.293	F	1.303	F	0.010	NO	1.298	F	0.005	NO
			P.M.	1.255	F	1.257	F	0.002	NO	1.247	F	-0.008	NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M.	1.047	F	1.059	F	0.012	NO	1.059	F	0.012	NO
			P.M.	0.992	E	0.995	E	0.003	NO	0.995	E	0.003	NO
9.	LA	Century Park West & Constellation Boulevard	A.M.	0.461	A	0.586	A	0.125	NO	0.553	A	0.092	NO
			P.M.	0.224	A	0.259	A	0.035	NO	0.237	A	0.013	NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M.	0.560	A	0.676	B	0.116	NO	0.654	B	0.094	NO
			P.M.	0.460	A	0.535	A	0.075	NO	0.525	A	0.065	NO
11.	LA	Century Park East & Constellation Boulevard	A.M.	0.333	A	0.505	A	0.172	NO	0.471	A	0.138	NO
			P.M.	0.424	A	0.468	A	0.044	NO	0.434	A	0.010	NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M.	1.056	F	1.082	F	0.026	YES	1.065	F	0.009	NO
			P.M.	0.989	E	1.000	E	0.011	YES	0.983	E	-0.006	NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M.	1.015	F	1.037	F	0.022	YES	1.019	F	0.004	NO
			P.M.	0.972	E	0.985	E	0.013	YES	0.969	E	-0.003	NO
14.	LA	Century Park West & Olympic Boulevard	A.M.	0.711	C	0.740	C	0.029	NO	0.717	C	0.006	NO
			P.M.	0.799	C	0.826	D	0.027	YES	0.804	D	0.005	NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M.	0.441	A	0.481	A	0.040	NO	0.471	A	0.030	NO
			P.M.	0.217	A	0.231	A	0.014	NO	0.221	A	0.004	NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M.	0.505	A	0.539	A	0.034	NO	0.529	A	0.024	NO
			P.M.	0.239	A	0.253	A	0.014	NO	0.243	A	0.004	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.673 0.699	B B	0.714 0.741	C C	0.041 0.042	YES YES	0.685 0.731	B C	0.012 0.032	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.047 0.921	F E	1.069 0.940	F E	0.022 0.019	YES NO	1.062 0.932	F E	0.015 0.011	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.293	A A	0.301 0.307	A A	0.000 0.014	NO NO	0.291 0.297	A A	-0.010 0.004	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	0.964 1.096	E F	0.978 1.115	E F	0.014 0.019	YES YES	0.968 1.093	E F	0.004 -0.003	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.825 0.764	D C	0.838 0.774	D C	0.013 0.010	NO NO	0.828 0.764	D C	0.003 0.000	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.808 0.851	D D	0.810 0.861	D D	0.002 0.010	NO NO	0.789 0.851	C D	-0.019 0.000	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.734 1.008	C F	0.749 1.021	C F	0.015 0.013	NO YES	0.739 1.003	C F	0.005 -0.005	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.591 0.689	A B	0.612 0.711	B C	0.021 0.022	NO NO	0.594 0.701	A C	0.003 0.012	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.650 0.704	B C	0.673 0.718	B C	0.023 0.014	NO NO	0.663 0.700	B B	0.013 -0.004	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.611 0.579	B A	0.619 0.583	B A	0.008 0.004	NO NO	0.609 0.573	B A	-0.002 -0.006	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.681 0.838	B D	0.690 0.846	B D	0.009 0.008	NO NO	0.680 0.836	B D	-0.001 -0.002	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.949 0.968	E E	0.950 0.969	E E	0.001 0.001	NO NO	0.940 0.959	E E	-0.009 -0.009	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.803 0.946	D E	0.803 0.949	D E	0.000 0.003	NO NO	0.793 0.939	C E	-0.010 -0.007	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.374 0.413	A A	0.380 0.414	A A	0.006 0.001	NO NO	0.370 0.404	A A	-0.004 -0.009	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.448 0.458	A A	0.454 0.462	A A	0.006 0.004	NO NO	0.444 0.452	A A	-0.004 -0.006	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	0.936 0.999	E E	0.950 1.003	E F	0.014 0.004	YES NO	0.940 0.993	E E	0.004 -0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M.	0.654	B	0.654	B	0.000	NO	0.638	B	-0.016	NO
			P.M.	0.857	D	0.878	D	0.021	YES	0.868	D	0.011	NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M.	0.925	E	0.940	E	0.015	YES	0.915	E	-0.010	NO
			P.M.	0.965	E	0.968	E	0.003	NO	0.950	E	-0.015	NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M.	0.752	C	0.760	C	0.008	NO	0.742	C	-0.010	NO
			P.M.	0.780	C	0.797	C	0.017	NO	0.771	C	-0.009	NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M.	1.077	F	1.105	F	0.028	YES	1.080	F	0.003	NO
			P.M.	1.080	F	1.083	F	0.003	NO	1.065	F	-0.015	NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M.	0.943	E	0.949	E	0.006	NO	0.931	E	-0.012	NO
			P.M.	1.086	F	1.088	F	0.002	NO	1.070	F	-0.016	NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M.	0.689	B	0.697	B	0.008	NO	0.679	B	-0.010	NO
			P.M.	0.960	E	0.966	E	0.006	NO	0.948	E	-0.012	NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M.	0.894	D	0.905	E	0.011	YES	0.887	D	-0.007	NO
			P.M.	0.995	E	1.001	F	0.006	NO	0.985	E	-0.010	NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M.	0.643	B	0.661	B	0.018	NO	0.644	B	0.001	NO
			P.M.	0.780	C	0.789	C	0.009	NO	0.773	C	-0.007	NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M.	1.151	F	1.170	F	0.019	YES	1.152	F	0.001	NO
			P.M.	1.155	F	1.165	F	0.010	YES	1.149	F	-0.006	NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M.	0.947	E	0.970	E	0.023	YES	0.963	E	0.016	NO
			P.M.	0.917	E	0.935	E	0.018	NO	0.928	E	0.011	NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M.	1.227	F	1.230	F	0.003	NO	1.220	F	-0.007	NO
			P.M.	1.252	F	1.253	F	0.001	NO	1.235	F	-0.017	NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M.	0.783	C	0.783	C	0.000	NO	0.765	C	-0.018	NO
			P.M.	1.060	F	1.063	F	0.003	NO	1.053	F	-0.007	NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M.	0.919	E	0.931	E	0.012	YES	0.921	E	0.002	NO
			P.M.	1.139	F	1.147	F	0.008	NO	1.129	F	-0.010	NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M.	0.541	A	0.542	A	0.001	NO	0.521	A	-0.020	NO
			P.M.	0.513	A	0.515	A	0.002	NO	0.505	A	-0.008	NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M.	0.773	C	0.778	C	0.005	NO	0.768	C	-0.005	NO
			P.M.	0.941	E	0.945	E	0.004	NO	0.935	E	-0.006	NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M.	0.514	A	0.526	A	0.012	NO	0.516	A	0.002	NO
			P.M.	0.449	A	0.459	A	0.010	NO	0.449	A	0.000	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M. P.M.	0.814 0.778	D C	0.827 0.781	D C	0.013 0.003	NO NO	0.817 0.759	D C	0.003 -0.019	NO NO
50.	LA	Overland Avenue & Ashby Avenue	A.M. P.M.	0.795 0.773	C C	0.817 0.788	D C	0.022 0.015	YES NO	0.807 0.778	D C	0.012 0.005	NO NO
51.	LA	Overland Avenue & Coventry Place	A.M. P.M.	0.688 0.728	B C	0.703 0.739	C C	0.015 0.011	NO NO	0.693 0.729	B C	0.005 0.001	NO NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M. P.M.	1.311 1.297	F F	1.312 1.304	F F	0.001 0.007	NO NO	1.302 1.294	F F	-0.009 -0.003	NO NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M. P.M.	0.733 0.618	C D **	0.739 0.621	C D **	0.006 0.003	NO NO	0.729 0.611	C D **	-0.004 -0.007	NO NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M. P.M.	0.788 0.734	C E **	0.800 0.739	C E **	0.012 0.005	NO NO	0.790 0.729	C E **	0.002 -0.005	NO NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M. P.M.	0.656 0.471	B C **	0.668 0.473	B C **	0.012 0.002	NO NO	0.658 0.463	B C **	0.002 -0.008	NO NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M. P.M.	0.802 0.844	D D	0.832 0.871	D D	0.030 0.027	YES YES	0.814 0.861	D D	0.012 0.017	NO NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.827 0.811	D D	0.849 0.818	D D	0.022 0.007	NO NO	0.839 0.797	D C	0.012 -0.014	NO NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.673 0.616	B B	0.677 0.619	B B	0.004 0.003	NO NO	0.677 0.619	B B	0.004 0.003	NO NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.873 0.802	D D	0.891 0.817	D D	0.018 0.015	NO NO	0.881 0.806	D D	0.008 0.004	NO NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.686 0.739	B C	0.689 0.742	B C	0.003 0.003	NO NO	0.689 0.742	B C	0.003 0.003	NO NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.950 1.030	E F	0.969 1.044	E F	0.019 0.014	NO NO	0.958 1.033	E F	0.008 0.003	NO NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.874 0.919	D E	0.878 0.922	D E	0.004 0.003	NO NO	0.878 0.922	D E	0.004 0.003	NO NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M. P.M.	0.898 1.020	D F	0.915 1.031	E F	0.017 0.011	NO NO	0.905 1.021	E F	0.007 0.001	NO NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M. P.M.	0.816 0.888	D D	0.819 0.891	D D	0.003 0.003	NO NO	0.819 0.891	D D	0.003 0.003	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE H-14 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2015)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2015)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	0.994 1.104	E F	1.009 1.114	F F	0.015 0.010	NO NO	0.998 1.103	E F	0.004 -0.001	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	197.4 176.7	F F	202.5 179.7	F F	5.1 3.0	NO NO	202.5 179.7	F F	5.1 3.0	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	65.8 197.1	F F	72.0 198.2	F F	6.2 1.1	NO NO	72.0 198.2	F F	6.2 1.1	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.584 0.573	A A	0.586 0.576	A A	0.002 0.003	NO NO	0.586 0.576	A A	0.002 0.003	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.900 0.993	D E	0.902 0.994	E E	0.002 0.001	NO NO	0.902 0.994	E E	0.002 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.823 0.841	D D	0.848 0.859	D D	0.025 0.018	NO NO	0.841 0.852	D D	0.018 0.011	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.007 0.999	F E	1.024 1.016	F F	0.017 0.017	NO NO	1.024 1.009	F F	0.017 0.010	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.017 1.106	F F	1.035 1.120	F F	0.018 0.014	NO NO	1.035 1.120	F F	0.018 0.014	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.212 1.263	F F	1.227 1.275	F F	0.015 0.012	NO NO	1.227 1.275	F F	0.015 0.012	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.753 0.605	C E **	0.771 0.619	C E **	0.018 0.014	NO YES	0.753 0.602	C D **	0.000 -0.003	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.934 0.922	E E	0.962 0.940	E E	0.028 0.018	YES YES	0.945 0.922	E E	0.011 0.000	YES NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.837 0.999	D E	0.855 1.024	D F	0.018 0.025	NO YES	0.806 1.002	D F	-0.031 0.003	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.791 0.783	C F **	0.800 0.795	C F **	0.009 0.012	NO YES	0.775 0.763	C F **	-0.016 -0.020	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.000 1.152	E F	1.008 1.162	F F	0.008 0.010	NO YES	0.990 1.128	E F	-0.010 -0.024	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.821 0.826	D D	0.851 0.842	D D	0.030 0.016	YES NO	0.840 0.821	D D	0.019 -0.005	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.640 0.736	B C	0.641 0.743	B C	0.001 0.007	NO NO	0.641 0.743	B C	0.001 0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE H-16
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
1.	LA	Beverly Glen Boulevard & Wilshire Boulevard	A.M. P.M.	1.294 1.277	F F	1.300 1.286	F F	0.006 0.009	NO NO	1.290 1.276	F F	-0.004 -0.001	NO NO
2.	LA	Overland Avenue & Santa Monica Boulevard (N & S)	A.M. P.M.	0.790 0.817	C D	0.816 0.821	D D	0.026 0.004	YES NO	0.790 0.803	C D	0.000 -0.014	NO NO
3.	LA	Beverly Glen Boulevard & Santa Monica Boulevard	A.M. P.M.	0.885 0.913	D E	0.920 0.936	E E	0.035 0.023	YES YES	0.895 0.911	D E	0.010 -0.002	NO NO
4.	LA	Century Park West & Santa Monica Boulevard	A.M. P.M.	0.650 0.654	B B	0.661 0.681	B B	0.011 0.027	NO NO	0.637 0.656	B B	-0.013 0.002	NO NO
5.	LA	Avenue of the Stars & Santa Monica Boulevard	A.M. P.M.	0.662 0.602	B B	0.700 0.610	B B	0.038 0.008	NO NO	0.690 0.585	B A	0.028 -0.017	NO NO
6.	LA	Century Park East & Santa Monica Boulevard	A.M. P.M.	0.791 0.593	C A	0.823 0.623	D B	0.032 0.030	YES NO	0.813 0.607	D B	0.022 0.014	YES NO
7.	BH	Santa Monica Boulevard (N) & Wilshire Boulevard	A.M. P.M.	1.308 1.306	F F	1.318 1.308	F F	0.010 0.002	NO NO	1.312 1.297	F F	0.004 -0.009	NO NO
8.	BH	Santa Monica Boulevard (S) & Wilshire Boulevard	A.M. P.M.	1.061 1.026	F F	1.072 1.028	F F	0.011 0.002	NO NO	1.072 1.028	F F	0.011 0.002	NO NO
9.	LA	Century Park West & Constellation Boulevard	A.M. P.M.	0.448 0.249	A A	0.574 0.285	A A	0.126 0.036	NO NO	0.541 0.262	A A	0.093 0.013	NO NO
10.	LA	Avenue of the Stars & Constellation Boulevard	A.M. P.M.	0.559 0.477	A A	0.675 0.563	B A	0.116 0.086	NO NO	0.653 0.541	B A	0.094 0.064	NO NO
11.	LA	Century Park East & Constellation Boulevard	A.M. P.M.	0.312 0.435	A A	0.448 0.479	A A	0.136 0.044	NO NO	0.414 0.445	A A	0.102 0.010	NO NO
12.	LA	Overland Avenue & Olympic Boulevard	A.M. P.M.	1.099 1.045	F F	1.125 1.056	F F	0.026 0.011	YES YES	1.108 1.039	F F	0.009 -0.006	NO NO
13.	LA	Beverly Glen Boulevard & Olympic Boulevard	A.M. P.M.	1.045 1.093	F F	1.067 1.107	F F	0.022 0.014	YES YES	1.049 1.091	F F	0.004 -0.002	NO NO
14.	LA	Century Park West & Olympic Boulevard	A.M. P.M.	0.721 0.842	C D	0.750 0.869	C D	0.029 0.027	NO YES	0.727 0.846	C D	0.006 0.004	NO NO
15.	LA	Avenue of the Stars & Olympic Boulevard WB Ramps	A.M. P.M.	0.495 0.225	A A	0.536 0.243	A A	0.041 0.018	NO NO	0.526 0.233	A A	0.031 0.008	NO NO
16.	LA	Avenue of the Stars & Olympic Boulevard EB Ramps	A.M. P.M.	0.527 0.255	A A	0.561 0.269	A A	0.034 0.014	NO NO	0.551 0.259	A A	0.024 0.004	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
17.	LA	Century Park East & Olympic Boulevard	A.M. P.M.	0.671 0.722	B C	0.711 0.749	C C	0.040 0.027	YES NO	0.682 0.739	B C	0.011 0.017	NO NO
18.	BH	Spalding Drive & Olympic Boulevard	A.M. P.M.	1.073 0.951	F E	1.096 0.969	F E	0.023 0.018	YES NO	1.088 0.962	F E	0.015 0.011	NO NO
19.	LA	Avenue of the Stars & Galaxy Way	A.M. P.M.	0.301 0.309	A A	0.301 0.324	A A	0.000 0.015	NO NO	0.291 0.314	A A	-0.010 0.005	NO NO
20.	LA	Overland Avenue & Pico Boulevard	A.M. P.M.	1.002 1.154	F F	1.016 1.172	F F	0.014 0.018	YES YES	1.006 1.150	F F	0.004 -0.004	NO NO
21.	LA	Patricia Avenue & Pico Boulevard	A.M. P.M.	0.857 0.805	D D	0.870 0.816	D D	0.013 0.011	NO NO	0.860 0.806	D D	0.003 0.001	NO NO
22.	LA	Beverly Glen Boulevard & Pico Boulevard	A.M. P.M.	0.838 0.896	D D	0.841 0.907	D E	0.003 0.011	NO YES	0.819 0.897	D D	-0.019 0.001	NO NO
23.	LA	Motor Avenue & Pico Boulevard	A.M. P.M.	0.762 1.061	C F	0.776 1.075	C F	0.014 0.014	NO YES	0.766 1.057	C F	0.004 -0.004	NO NO
24.	LA	Avenue of the Stars & Pico Boulevard	A.M. P.M.	0.609 0.720	B C	0.629 0.742	B C	0.020 0.022	NO NO	0.611 0.732	B C	0.002 0.012	NO NO
25.	LA	Century Park East & Pico Boulevard	A.M. P.M.	0.681 0.742	B C	0.707 0.755	C C	0.026 0.013	NO NO	0.697 0.737	B C	0.016 -0.005	NO NO
26.	LA	Motor Avenue & Manning Avenue	A.M. P.M.	0.639 0.607	B B	0.648 0.611	B B	0.009 0.004	NO NO	0.638 0.601	B B	-0.001 -0.006	NO NO
27.	LA	Beverly Glen Boulevard & Wyton Drive/Comstock Avenue	A.M. P.M.	0.711 0.874	C D	0.719 0.882	C D	0.008 0.008	NO NO	0.709 0.872	C D	-0.002 -0.002	NO NO
28.	LA	Warner Avenue & Wilshire Boulevard	A.M. P.M.	0.962 1.014	E F	0.963 1.014	E F	0.001 0.000	NO NO	0.953 1.004	E F	-0.009 -0.010	NO NO
29.	LA	Comstock Avenue & Wilshire Boulevard	A.M. P.M.	0.817 0.991	D E	0.823 0.994	D E	0.006 0.003	NO NO	0.813 0.984	D E	-0.004 -0.007	NO NO
30.	LA	Beverly Glen Boulevard & Ashton Avenue	A.M. P.M.	0.396 0.436	A A	0.402 0.437	A A	0.006 0.001	NO NO	0.392 0.427	A A	-0.004 -0.009	NO NO
31.	LA	Beverly Glen Boulevard & Rochester Avenue	A.M. P.M.	0.473 0.482	A A	0.479 0.486	A A	0.006 0.004	NO NO	0.469 0.476	A A	-0.004 -0.006	NO NO
32.	LA	Beloit Avenue & Santa Monica Boulevard	A.M. P.M.	1.008 1.002	F F	1.022 1.005	F F	0.014 0.003	YES NO	1.012 0.995	F E	0.004 -0.007	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
33.	LA	Cotner Avenue & Santa Monica Boulevard	A.M. P.M.	0.664 0.860	B D	0.665 0.881	B D	0.001 0.021	NO YES	0.650 0.870	B D	-0.014 0.010	NO NO
34.	LA	Sepulveda Boulevard & Santa Monica Boulevard	A.M. P.M.	0.933 1.014	E F	0.948 1.017	E F	0.015 0.003	YES NO	0.923 0.998	E E	-0.010 -0.016	NO NO
35.	LA	Veteran Avenue & Santa Monica Boulevard	A.M. P.M.	0.725 0.830	C D	0.732 0.848	C D	0.007 0.018	NO NO	0.714 0.822	C D	-0.011 -0.008	NO NO
36.	LA	Westwood Boulevard & Santa Monica Boulevard	A.M. P.M.	1.050 1.109	F F	1.077 1.114	F F	0.027 0.005	YES NO	1.052 1.096	F F	0.002 -0.013	NO NO
37.	LA	Sawtelle Boulevard & Olympic Boulevard	A.M. P.M.	0.989 1.140	E F	0.995 1.141	E F	0.006 0.001	NO NO	0.977 1.123	E F	-0.012 -0.017	NO NO
38.	LA	Cotner Avenue & Olympic Boulevard	A.M. P.M.	0.723 1.008	C F	0.731 1.014	C F	0.008 0.006	NO NO	0.713 0.996	C E	-0.010 -0.012	NO NO
39.	LA	Sepulveda Boulevard & Olympic Boulevard	A.M. P.M.	0.881 1.030	D F	0.892 1.035	D F	0.011 0.005	NO NO	0.874 1.019	D F	-0.007 -0.011	NO NO
40.	LA	Veteran Avenue & Olympic Boulevard	A.M. P.M.	0.665 0.816	B D	0.677 0.825	B D	0.012 0.009	NO NO	0.660 0.809	B D	-0.005 -0.007	NO NO
41.	LA	Westwood Boulevard & Olympic Boulevard	A.M. P.M.	1.190 1.174	F F	1.209 1.184	F F	0.019 0.010	YES YES	1.191 1.169	F F	0.001 -0.005	NO NO
42.	BH	Roxbury Drive & Olympic Boulevard	A.M. P.M.	0.971 0.950	E E	0.994 0.968	E E	0.023 0.018	YES NO	0.986 0.961	E E	0.015 0.011	NO NO
43.	LA	Sawtelle Boulevard & Pico Boulevard	A.M. P.M.	1.285 1.306	F F	1.288 1.307	F F	0.003 0.001	NO NO	1.278 1.289	F F	-0.007 -0.017	NO NO
44.	LA	Cotner Avenue & Pico Boulevard	A.M. P.M.	0.821 1.109	D F	0.821 1.111	D F	0.000 0.002	NO NO	0.804 1.101	D F	-0.017 -0.008	NO NO
45.	LA	Sepulveda Boulevard & Pico Boulevard	A.M. P.M.	0.922 1.134	E F	0.933 1.138	E F	0.011 0.004	YES NO	0.923 1.128	E F	0.001 -0.006	NO NO
46.	LA	Veteran Avenue & Pico Boulevard	A.M. P.M.	0.558 0.545	A A	0.559 0.547	A A	0.001 0.002	NO NO	0.538 0.537	A A	-0.020 -0.008	NO NO
47.	LA	Westwood Boulevard & Pico Boulevard	A.M. P.M.	0.791 0.997	C E	0.796 1.000	C E	0.005 0.003	NO NO	0.786 0.985	C E	-0.005 -0.012	NO NO
48.	LA	Motor Avenue & Cheviot Hills Recreation Center Driveway	A.M. P.M.	0.540 0.473	A A	0.552 0.483	A A	0.012 0.010	NO NO	0.542 0.473	A A	0.002 0.000	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
49.	LA	Manning Avenue & Pico Boulevard	A.M.	0.844	D	0.856	D	0.012	NO	0.846	D	0.002	NO
			P.M.	0.824	D	0.827	D	0.003	NO	0.805	D	-0.019	NO
50.	LA	Overland Avenue & Ashby Avenue	A.M.	0.836	D	0.858	D	0.022	YES	0.848	D	0.012	NO
			P.M.	0.812	D	0.827	D	0.015	NO	0.817	D	0.005	NO
51.	LA	Overland Avenue & Coventry Place	A.M.	0.725	C	0.740	C	0.015	NO	0.730	C	0.005	NO
			P.M.	0.764	C	0.776	C	0.012	NO	0.766	C	0.002	NO
52.	LA	Overland Avenue & National Boulevard/I-10 Ramps	A.M.	1.372	F	1.373	F	0.001	NO	1.363	F	-0.009	NO
			P.M.	1.352	F	1.360	F	0.008	NO	1.350	F	-0.002	NO
53.	LA	Overland Avenue & I-10 Eastbound Onramp	A.M.	0.768	C	0.775	C	0.007	NO	0.765	C	-0.003	NO
			P.M.	0.647	D **	0.650	D **	0.003	NO	0.640	D **	-0.007	NO
54.	LA	Overland Avenue & National Place/National Boulevard	A.M.	0.828	D	0.840	D	0.012	NO	0.830	D	0.002	NO
			P.M.	0.771	E **	0.776	E **	0.005	NO	0.766	E **	-0.005	NO
55.	LA	I-10 Eastbound Offramp & National Boulevard	A.M.	0.690	B	0.702	C	0.012	NO	0.692	B	0.002	NO
			P.M.	0.495	C **	0.497	C **	0.002	NO	0.487	C **	-0.008	NO
56.	LA	Moreno Drive & Santa Monica Boulevard (N & S)	A.M.	0.826	D	0.855	D	0.029	YES	0.837	D	0.011	NO
			P.M.	0.876	D	0.903	E	0.027	YES	0.893	D	0.017	NO
57.	BH	Roxbury Drive & Santa Monica Boulevard (N)	A.M.	0.862	D	0.884	D	0.022	NO	0.873	D	0.011	NO
			P.M.	0.854	D	0.860	D	0.006	NO	0.839	D	-0.015	NO
58.	BH	Roxbury Drive & Santa Monica Boulevard (S)	A.M.	0.695	B	0.699	B	0.004	NO	0.699	B	0.004	NO
			P.M.	0.646	B	0.650	B	0.004	NO	0.650	B	0.004	NO
59.	BH	Bedford Drive & Santa Monica Boulevard (N)	A.M.	0.907	E	0.926	E	0.019	NO	0.915	E	0.008	NO
			P.M.	0.817	D	0.832	D	0.015	NO	0.821	D	0.004	NO
60.	BH	Bedford Drive & Santa Monica Boulevard (S)	A.M.	0.709	C	0.713	C	0.004	NO	0.713	C	0.004	NO
			P.M.	0.776	C	0.780	C	0.004	NO	0.780	C	0.004	NO
61.	BH	Beverly Drive & Santa Monica Boulevard (N)	A.M.	0.979	E	0.998	E	0.019	NO	0.987	E	0.008	NO
			P.M.	1.088	F	1.102	F	0.014	NO	1.091	F	0.003	NO
62.	BH	Beverly Drive & Santa Monica Boulevard (S)	A.M.	0.876	D	0.880	D	0.004	NO	0.880	D	0.004	NO
			P.M.	0.966	E	0.969	E	0.003	NO	0.969	E	0.003	NO
63.	BH	Canon Drive & Santa Monica Boulevard (N)	A.M.	0.912	E	0.929	E	0.017	NO	0.918	E	0.006	NO
			P.M.	1.021	F	1.032	F	0.011	NO	1.022	F	0.001	NO
64.	BH	Canon Drive & Santa Monica Boulevard (S)	A.M.	0.839	D	0.843	D	0.004	NO	0.843	D	0.004	NO
			P.M.	0.927	E	0.930	E	0.003	NO	0.930	E	0.003	NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

TABLE H-16 (continued)
FUTURE WITH MODIFIED PROJECT WITH PUBLISHED RATES WITH MITIGATION CONDITIONS (YEAR 2021)
COMPARED TO FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2021)
INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	City	Intersection	Peak Hour	Future without Project		Future with Modified Project with Published Rates				Future with Modified Project with Published Rates with Mitigation			
				V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?
65.	BH	Palm Drive/Beverly Boulevard & Santa Monica Boulevard	A.M. P.M.	1.031 1.143	F F	1.046 1.154	F F	0.015 0.011	NO NO	1.035 1.143	F F	0.004 0.000	NO NO
66.	WH	Doheny Drive & Santa Monica Boulevard/Melrose Avenue	A.M. P.M.	212.9 194.9	F F	217.7 199.7	F F	4.8 4.8	NO NO	217.7 199.7	F F	4.8 4.8	NO NO
67.	WH	Robertson Boulevard & Santa Monica Boulevard	A.M. P.M.	78.9 219.3	F F	83.5 221.7	F F	4.6 2.4	NO NO	83.5 221.7	F F	4.6 2.4	NO NO
68.	BH	Roxbury Drive/Brighton Way & Wilshire Boulevard	A.M. P.M.	0.597 0.600	A A	0.600 0.602	A B	0.003 0.002	NO NO	0.600 0.602	A B	0.003 0.002	NO NO
69.	BH	Beverly Drive & Wilshire Boulevard	A.M. P.M.	0.893 1.025	D F	0.896 1.026	D F	0.003 0.001	NO NO	0.896 1.026	D F	0.003 0.001	NO NO
70.	BH	Camden Drive & Olympic Boulevard	A.M. P.M.	0.842 0.871	D D	0.867 0.888	D D	0.025 0.017	NO NO	0.860 0.881	D D	0.018 0.010	NO NO
71.	BH	Beverly Drive/Beverwil Drive & Olympic Boulevard	A.M. P.M.	1.032 1.039	F F	1.049 1.056	F F	0.017 0.017	NO NO	1.049 1.048	F F	0.017 0.009	NO NO
72.	BH	Doheny Drive & Olympic Boulevard	A.M. P.M.	1.044 1.141	F F	1.062 1.155	F F	0.018 0.014	NO NO	1.062 1.155	F F	0.018 0.014	NO NO
73.	BH	Robertson Boulevard & Olympic Boulevard	A.M. P.M.	1.220 1.290	F F	1.235 1.302	F F	0.015 0.012	NO NO	1.235 1.302	F F	0.015 0.012	NO NO
74.	LA	Roxbury Drive & Pico Boulevard	A.M. P.M.	0.791 0.635	C E **	0.809 0.649	D E **	0.018 0.014	NO YES	0.791 0.632	C E **	0.000 -0.003	NO NO
75.	LA	Beverwil Drive & Pico Boulevard	A.M. P.M.	0.976 0.965	E E	1.006 0.984	F E	0.030 0.019	YES YES	0.988 0.966	E E	0.012 0.001	YES NO
76.	LA	Beverly Drive & Pico Boulevard	A.M. P.M.	0.878 1.045	D F	0.896 1.069	D F	0.018 0.024	NO YES	0.848 1.046	D F	-0.030 0.001	NO NO
77.	LA	Doheny Drive & Pico Boulevard	A.M. P.M.	0.830 0.818	D F **	0.839 0.829	D F **	0.009 0.011	NO YES	0.814 0.797	D F **	-0.016 -0.021	NO NO
78.	LA	Robertson Boulevard & Pico Boulevard	A.M. P.M.	1.044 1.200	F F	1.052 1.211	F F	0.008 0.011	NO YES	1.034 1.177	F F	-0.010 -0.023	NO NO
79.	BH	Merv Griffin Way & Santa Monica Boulevard (N)	A.M. P.M.	0.830 0.868	D D	0.860 0.884	D D	0.030 0.016	YES NO	0.849 0.863	D D	0.019 -0.005	NO NO
80.	BH	Charleville Boulevard & Santa Monica Boulevard (S)	A.M. P.M.	0.662 0.752	B C	0.663 0.758	B C	0.001 0.006	NO NO	0.663 0.758	B C	0.001 0.006	NO NO

Notes: LA = Los Angeles; BH = Beverly Hills; WH = West Hollywood.

** While the baseline traffic count volumes led to the V/C calculation shown in the table, field observations of these intersections showed that actual operating conditions were worse. The LOS shown is a qualitative assessment of the projected operating LOS.

ATTACHMENT D
WLA11-028TA

Phase-In of Published Rates Mitigation Measures (PM peak hour trips)

At 404 trips, the articulated bus on Santa Monica Boulevard
At 451 trips, the first 40-foot bus on Olympic Boulevard
At 510 trips, the second 40-foot bus on Olympic Boulevard
At 588 trips, the 40-foot bus on Santa Monica Boulevard

West Los Angeles Area Planning Commission

200 North Spring Street, Room 532, Los Angeles, CA 90012-4801 (213) 978-1300
http://www.lacity.org/pln/index.htm

DETERMINATION OF THE WEST LOS ANGELES AREA PLANNING COMMISSION

Mailing Date: December 02, 2002

Case No.: APCW 2002-3884(ZV)(MSC)(SPP)
ZA 1999-0509(CUZ)(PA1)

Location: 2010 Century Park East
Council District: 5
Plan Area: West Los Angeles

CEQA: ENV 2002-3887-CE
ENV 2002-3886-CE

AH Trip Case

Applicant: George S. Crane

At the meeting on November 20, 2002, the West Los Angeles Area Planning Commission followed the Planning Department recommendation and:

Denied the request as filed.
Approved an Alternative Calculation for Trip Generation Factors of 1.48 trips per 1,000 square-feet of net office space for the proposed project, subject to the Conditions attached.
Approved a **Zone Variance** to allow reduced off-street parking for 117 spaces in lieu of 147 parking spaces, subject to the attached Conditions of Approval
Approved a **Plan Approval**, pursuant to Section 12.24.M.1 of the Municipal Code, requesting the continued use of eight wireless cellular antenna's, subject to the attached Conditions of Approval.
Adopted Categorical Exemption No. 2002-3887-CE for APCW 2002-3884 ZV/MISC.
Adopted Categorical Exemption No. 2002-3886-CE for ZA 99-0509 CUZ(PA1)
Adopted the attached Findings.
Advised the Applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee and / or Certificate of Fee Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.
Advised the Applicant that pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

This action was taken by the following vote:

Moved: Krisiloff
Seconded: Ritter Simon
Ayes: Rodman, Moon
Note: There is currently one vacancy on the Commission

Greg Bartz

Greg Bartz, Commission Executive Assistant
West Los Angeles Area Planning Commission

Exhibit 6

Effective Date / Appeals: **There is a 15 day appeal period for the subject case to be appealed to the City Council. The last day to file an appeal is December 17, 2002 and the Commission Determination will be final on December 18, 2002 unless an appeal is filed within that time. All appeals shall be filed on forms provided at the Planning Department's Public Counters at 201 N. Figueroa Street, Third Floor, Los Angeles, or at 6255 Van Nuys Boulevard, First Floor, Van Nuys. Forms are also available on-line at www.lacity.org/pln. Any appeal must be filed on the prescribed forms, accompanied by 1.) the required fee, 2.) a copy of the Zoning Administrator's action, 3.) a copy of the Commission's decision letter. The appeal must be received and receipted at a Public Counter office on or before the final day of the appeal period or the appeal will not be accepted**

NOTE: The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedure Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision by the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that Section is filed no later than the 90th day following the date on which the City's decision became final.

Attachment(s): Findings and Conditions

c: File Distribution

CONDITIONS OF APPROVAL

1. **Use:** The project shall be for fifth floor addition (14,992 net square-feet) to an existing four-story building (59,145 net square-feet), the total building square-footage shall not exceed 74,137 net square-feet. The project shall be limited to 1,100 square-feet of office space. The balance of the buildings floor space shall be used for housing switching equipment or other support hardware equipment only.

2. **Site Plan / Elevations:** The use and development of the subject property shall be in substantial conformance with the site plan and elevations dated November 1, 2002 and labeled "E-3, attached to the administrative file, APCW 2002-3884 ZV/MISC and ZA-1999-0509 CUZ (PA1).

3. **Height:** The project shall not exceed 76-feet in height.

4. **Parking Area:** The parking area/ spaces shall not be used for other than parking.

MISC request:

5. The **Alternative Calculation for the Trip Generation Factor** shall be 1.48 trips per 1,000 square-foot of office space (actual office space used). This is a reduction of the previously used trip generation factor of 14 trips per square-foot of office space. This addition will not add to the Cumulative Automobile Trip Generation Potential (CATGP).

Zone Variances:

6. **Parking:** There shall be 117 parking spaces on site, in lieu of the required 147.

Plan Approval

7. The project may continue to use and maintain the wireless communication facility located at this site.

8. The height and location of the antennas shall be in substantial conformance with the site plan and elevations dated November 1, 2002, and labeled "E-3, attached to the administrative file, APCW 2002-3884 ZV/MISC and ZA-1999-0509 CUZ (PA1).

9. All graffiti on the site shall be removed or painted over in the same color as the surface to which it is applied within 24 hours of its occurrence.

10. The installation shall consist of:

    a. Eight panel antennae to be flush mounted to the walls of the existing building.

    b. One GPS antennae to be located on the rooftop of the building.

    c. A telecommunication shelter to be located on the ground floor adjacent to the northerly side of the building.

d. The panel antennae shall not extend above the height of the fourth floor and shall be painted to match the surface onto which they are attached.

e. All applicable laws, regulations and standards of all local, State, and Federal government agencies shall be observed.

f. The applicant's facility shall not interfere with TV, radio or cordless phone reception or exceed limits established by the FCC.

g. The antennae and other electronic equipment shall be installed and constructed pursuant to a valid City of Los Angeles building permit.

h. Should use of the approved antennas and equipment cabinets cease, they shall be removed to the satisfaction of the Department of Building and Safety.

ADMINISTRATIVE

11. Approval, Verification and Submittals. Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

12. Code Compliance. Area, height and use regulations of the C2-2-0 zone classification of the subject property shall be complied with, except where herein modified .

13. Covenant. Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns. The agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Planning Department for attachment to the file.

14. Definition. Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

15. Enforcement. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

16. Building Plans. Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

FINDINGS

1. **General Plan Land Use Designation.** The subject property is located within the West Los Angeles Community Plan, as adopted by the City Council on November 18, 1997 (Council File 95-0358; CPC 97-0703 CPU). The Plan map designates the subject property for Community Commercial land use, with corresponding zones of CR, C1, C1.5, C2, and P.

2. **Century City North Specific Plan.** The Century City North Specific Plan, effective November 11, 1981 was created to ensure that development is predicated on provision of adequate public service and transportation facilities to service the specific plan area and to provide adequate street capacity to service the intensity of development.

   The proposed project will not add any more trips to the specific plan area and in fact due to the reduction in existing office space will actually reduce the number of trips the project site currently contributes to the area.

3. **Alternative Trip Calculation for Trip Generation Factors:**

   The proposed project expansion submitted a Trip Generation Study. The Department of Transportation reviewed the Trip Generation Study and found the following;

   "*While DOT does not have a standard policy in determining trip generations based on the number of employees and generally does not allow such practice, findings for this unique building and use could be made that the proposed addition would not result in an increase in the number of trips and therefore it is not a Project pursuant to the WLA TIMP, provided that sufficient guarantee be provided by Pacific Bell to demonstrate to the satisfaction of DOT and the Department of City Planning that there will be no increase in the number of personnel at the site, paid or otherwise, including but not limited to any potential lessees and tenants, as a result of the addition.*

   It should be noted that the consideration of analyzing the trip generation based on the number of employees for this project shall not be misconstrued as precedent setting with respect to DOT's standard policy, in that the conditions required for this consideration were site specific and unique."

   Based on the analysis contained in the study and the recommendation of the Department of transportation, the City Planning Department determined that the trip generation factor for the proposed use of a phone switching station should be 1.48 trips per net 1,000 square-feet of net office use. The building will contain approximately 74,137 net square feet, of which only 1,100 square-feet will be used and occupied for office space. The balance of the buildings square-footage will be used to house phone switching equipment and other related hardware.

4. **Variance Findings.** Pursuant to Municipal Code Section 12.27 D:

   In order for a **variance** to be granted, all five of the findings mandated in Section 12.27.D must be made. However, in this case the findings required to support a variance are not supported and the following alternative findings are recommended:

   a. *That the strict application of the provisions of the zoning ordinance **would** result in*

practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of the zoning regulations.

The site in question is currently developed with a four story, 67,257 GSF (59,146 NSF) building used primarily to house technical telephone equipment designed to serve the Century City area. Based on growing demand, Pacific Bell is proposing to expand the existing facility through the addition of a 16,805 GSF (14,991 NSF) fifth floor. The new floor will be used exclusively to house additional telephone equipment.

The provisions of Zoning Code Section 12.21 A 4(c) does not address the parking needs of telephone equipment facilities. In this case, 2010 Century Park East has been classified as office occupancy. Consequently, parking for the equipment space must be provided at office use levels. The reality is, upon completion of the proposed addition, only 1,100 SF of the 84,062 GSF (74,137 NSF) building will be used for offices. The remaining 82,962 GSF (73,037 NSF) of building area will be used strictly to house telephone equipment, none of which creates parking demand.

The site currently provides 117 parking spaces (in a multi-level parking structure) for the existing 8,300 SF of office space. The current parking is in excess of actual use. Additionally, the office area will be reduced to 1,100 SF under the proposed project, further reducing the need for additional on-site parking. In addition, the project site is currently "built-out", substantially limiting the ability of the property owner to add parking in a feasible manner.

b. *That there are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings, that do not apply generally to other property in the same zone and vicinity,*

The property in question is utilized for a unique purpose; the housing of technical telephone operating equipment meant to service the Century City area. The proposed expansion is based on the demand created by growth within the area as well as the new technologies utilizing the equipment housed within the building. Because the vast majority of the floor area within the proposed building (98.6%) will be used to house equipment rather than people, the common parking ratios for office uses do not apply. This circumstance is truly unique for the Century City area as land and lease rates are far too high to accommodate similar uses in the area. It is only by virtue of Pacific Bell having owned the property for nearly 40 years that they are able to accommodate the growth that has occurred and will be occurring in the community.

c. *That such variance is **necessary** for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of such special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.*

The existing telephone equipment facility with ancillary office use is a low-intensity land use which generates significantly less parking demand than office uses. As such, the city's requirement that parking be provided as if the building were being used for standard office space creates a significant hardship and practical difficulty for the applicant/owner.

The granting of the variance is necessary to allow for the feasible expansion of the building/use. Other businesses in the area may expand and are required to provide parking based on the fact that they will attract patrons to their business and thus create trips. The applicant's business does not attract patrons to the site, yet the City is requiring spaces as if they did attract patrons. The reason for the parking requirement fails to look at the actual use. The Department of Transportation has looked at the specific use of the applicant and has determined that the use will in fact generate a low number of trips. The reduction in parking would allow the site to be expanded and provided the necessary parking spaces for the use.

d. *That the granting of such variance **will not** be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.*

The proposed project will reduce the demand for parking spaces due to the decreased office space and subsequent reduction in the number of employees "housed" in the building and the number of mobile service technicians utilizing the site for parking. The granting of the variance from the parking code requirements will not impact the surrounding properties, as the site will provide 117 parking spaces for the 1,110 square-feet of office space that will be occupied. There will be no parking overflow that might disturb or impact any properties or improvements in the same zone or vicinity and as such, the granting of the variance will not be materially detrimental to the public welfare.

e. *That the granting of the variance **will not** adversely affect any element of the General Plan.*

The proposed project will be consistent with all goals, elements, and zoning of the Century City North Specific Plan, Los Angeles Zoning Code, and the City of Los Angeles General Plan. The proposed variance will also be consistent with the intent of the West Los Angeles - Century City - Rancho Park Community Plan by providing for adequate parking to meet the needs of this unique use and circumstance.

The proposed project will adhere to all necessary regulations. The granting of this variance will not detract from these objectives. The proposed use is consistent with surrounding uses and the uses permitted under the C2-2-0 land use designation for the site.

5. **Plan Approval for an existing Conditional Use Permit 12.24 M.1.**. The subject property has a wireless telecommunication facility which was approved and installed pursuant to the approval of ZA Case No. 99-0509(CUZ) on September 15, 1999.

Pursuant to Section 12.24.M.1 of the Municipal Code, the following findings under Section 12.24 and 12.21 A 20 (b) (7) (c) must be made.

a. *The proposed location will be desirable to the public convenience or welfare and is proper in relation to adjacent uses or the development of the community.*

The subject property is located in proximity to Century City, an area where the applicant needs to improve coverage to accommodate increased calling capacity and call quality. The site's location will provide improved service to users. The subject site meets locational and elevation requirements. The location will provide for the highest quality transmission and

will maintain viable cellular telephone service to the surrounding community. Wireless communication systems have become invaluable tools in business communication and every day personal use as well as a service used by several public safety entities. This service has therefore proved to be desirable in the interest of public convenience and welfare.

The subject location is desirable since the site is developed with a Pacific Bell telecommunications building which has adequate height to provide the necessary elevation needed for the proper operation of the proposed facility. A similar facility already exists on the site. The subject property is a commercially zoned lot within a highly developed office and commercial center. The location of the antenna is proper in relation to the immediate area and will not be increased in height.

b. *The use will not be materially detrimental to the character of the development in the immediate neighborhood.*

The installation will consist of twelve panel antennae, which will be attached to the facade of the building in sectors but which will not extend above the existing parapet. One GPS antenna will be placed on the rooftop. An equipment shelter will be located at the ground level along the northerly side of the building and which be screened by existing trees on the subject property. No discernible visual impact will result from the proposed installation as is further corroborated by a photo simulation of the request as viewed from Century Park East. As conditioned, the proposed project is anticipated to not be materially detrimental to the character of development in the immediate neighborhood.

c. *The proposed location will be in harmony with the various elements and objectives of the General Plan.*

The West Los Angeles Plan designates the subject property for Regional Commercial with corresponding zones of C2, C4, P and PB and Height District No. 2-0.

The General Plan does not specifically designate uses permitted by conditional use. Los Angeles Municipal Code Section 12.24 permits the requested use within the zones corresponding to this land use designation. The overall goal of the Plan is to promote an arrangement of land uses, circulation and services which will encourage and contribute to the economic, social, physical health, safety, welfare, and convenience of the people who live and work in the plan area and to guide the development of the district to meet existing and anticipated needs and conditions. Construction of the new facility appears likely to improve the region's telecommunications service without creating significant adverse impacts to any surrounding properties, and such, should be consistent with the spirit, intent and objectives of the General Plan.

6. The City Planning Department on July 11, 2002, determined that the proposed project would not have any environmental impacts and issued a Categorical Exemption, Class I Category 22. , ENV 2002-3887 CE for APCW 2002-3884 ZV-MISC.

7. The City Planning Department on July 11, 2002, determined that the proposed project would not have any environmental impacts and issued a Categorical Exemption, Class 11 Category 6, ENV 2002-3886-CE for ZA-1999-0509 CUZ-PA1.

8. Fish and Game. The subject project, which is located in Los Angeles County, will not have an impact on fish or wildlife resources or habitat upon which fish and wildlife depend, as defined by California Fish and Game Code Section 711.2.

9. The action has been further restricted by the conditions imposed herein. Such limitations are necessary to protect the best interests of and to assure a development more compatible with the surrounding property, to secure an appropriate development in harmony with the General Plan and with the purpose and intent of the Specific Plan.

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET / LOS ANGELES, CALIFORNIA 90012
PHONE (213) 974-3333 / FAX (213) 625-7360
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ZEV YAROSLAVSKY
SUPERVISOR, THIRD DISTRICT

February 14, 2013

Terri Tippit
10967 Ayres Avenue
Los Angeles, CA 90064

Dear Terri:

I am responding to your e-mail asking for my recollection of the purpose of Section 6 of the Century City Specific Plan (Plan). The process and availability of Section 6 speaks for itself. The purpose was to ensure that the trip counts used to regulate development within the Plan would be based on the most accurate trip generation figures possible. The mechanism was codified in Section 6 in anticipation of any changes in circumstance, or the development of site-specific data, that would justify a modification to the trip generation factor (CATGP) set forth in Section 2 of the Plan.

It was our intent that any modification to the CATGP could only be justified by a rigorous traffic analysis by competent professionals. In this regard, Section 6 calls for, in part, that "a traffic generation study [be] prepared by a registered traffic engineer, for review by the City of Los Angeles Department of Transportation."

The trip generation factor for the Century City Shopping Center illustrates the kind of rigorous, real-world study that would justify the use of Section 6:

At the time of the Plan's initial writing, the shopping center made the argument that the CATGP for retail in the draft plan did not reflect the actual number of vehicles being generated by their project because, they argued, their center did not generate average daily trips like a typical regional center. Specifically, they argued that the center primarily served the Century City area, which was principally characterized by office buildings at that time. Unlike typical centers, this one catered to lunch time crowds emanating from those office buildings. There was less than average evening business at the center and less than average weekend business as well.

In justifying their position, shopping center owners actually counted the number of vehicles entering and leaving their complex over a period of time, and they were able to demonstrate that it was appropriate for the CATGP to be reduced for their project because of its unique traffic generating characteristics. This was an important element in the decision to grant the center's request, because any decision to modify the CATGP would be a precedent-setting decision for all other properties in the plan area. In short, the analysis for the shopping center was based on real facts on the ground, not hypothetical assumptions.

Exhibit 7

Ultimately, we put Section 6 into the plan to mirror the analytical process used to develop the trip generation numbers for the Century City Shopping Center. It was put in: 1) out of fairness to the owners of other properties who could similarly justify that their proposed uses would generate a different number of trips than those listed in the CATGP; and, 2) to ensure that the Plan would govern development based on real-world data rather than trip generation estimates that did not accurately apply to a given site.

Going forward, it would seem to me that any future utilization of Section 6 would require that same level of rigorous analysis.

I hope this adequately responds to your e-mail.

Sincerely,

ZEV YAROSLAVSKY
Supervisor, Third District

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

by and between

THE CITY OF LOS ANGELES

and

CENTURY CITY REALTY, LLC.

dated as of

_____

Exhibit A

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

This First Amendment to Development Agreement ("First Amendment") is executed this _____ day of _____, 2014, by and between the CITY OF LOS ANGELES, a municipal corporation ("City"), and Century City Realty, LLC, a Delaware limited liability company ("Century City Realty" or the "Property Owner"), pursuant to California Government Code Section 65864 *et seq.*, and the implementing procedures of the City, with respect to the following:

RECITALS

WHEREAS, the City and Century City Realty entered into a Development Agreement dated September 16, 2009 (CPC-2009-817-DA / Council File 09-1164), and recorded in the Official Records of Los Angeles County, California as Instrument No. 20091429410 on September 18, 2009, after adoption by the Los Angeles City Council as Ordinance No. 180,765 (the "Agreement"), pursuant to California Government Code Section 65864 *et seq.*, and the implementing procedures of the City; and

WHEREAS, the Agreement governed the development of certain real property in the City of Los Angeles, County of Los Angeles, State of California, commonly known as 10131 Constellation Boulevard and/or 1950 Avenue of the Stars, as more fully described in Exhibit E of the Agreement (the "Property"), and contemplated development of a high density residential complex known as Constellation Park on the Property, as described in Exhibit C of the Agreement (the "Approved Project"); and

WHEREAS, Century City Realty has requested pursuant to Section 6.8 of the Agreement that the City modify the Agreement to enable the development of a 37-story office tower and ancillary commercial facilities, as described on Exhibit 1 attached hereto and incorporated herein by reference (the "Modified Project") as an alternative to the Approved Project; accordingly, proceedings to amend the Agreement have been undertaken in accordance with California Government Code Section 65868 and all other applicable laws; and

WHEREAS, development of either the Approved Project or the Modified Project, in close proximity to jobs, public transit, shops, restaurants and entertainment uses will build upon the existing mixed-use nature of Century City and provide either housing or commercial office space within an existing regional center; and

WHEREAS, Century City Realty wishes to obtain reasonable assurances that the Property may be developed in accordance with the Project Approvals, as defined below, and the terms of the Agreement as amended by this First Amendment; and

WHEREAS, the Agreement as amended by this First Amendment is necessary to assure the Property Owner that the Approved Project and/or the Modified Project will not be reduced in density, intensity or use or be subjected to new rules, regulations, ordinances or policies unless otherwise allowed by the Agreement as amended by this First Amendment; and

WHEREAS, the implementation of the Project Approvals and related actions will allow further development of either the Modified Project or the Approved Project consistent with the objectives of the respective projects;

FIRST AMENDMENT

NOW, THEREFORE, pursuant to the authority contained in the Development Agreement Act, as it applies to the City, and in consideration of the mutual promises and covenants herein contained and other valuable consideration the receipt and adequacy of which the Parties hereby acknowledge, the Parties agree as follows:

1. Incorporation into Agreement. This First Amendment is hereby incorporated into the Agreement such that references to the "Agreement" or the "Development Agreement" in the Agreement's text shall hereafter also include this First Amendment. Unless otherwise set forth or modified herein, all capitalized terms used in this First Amendment shall have the same meaning as provided in the Agreement.

2. Definitions. The following definitions shall apply in the Agreement and this First Amendment:

a) Amendment Date. The "Amendment Date" means the date on which this First Amendment is attested by the City Clerk of the City of Los Angeles after execution by the Property Owner and the Mayor of the City of Los Angeles.

b) Project. The "Project" as originally defined in Section 1.22 of the Agreement and described in Exhibit C of the Agreement is hereby augmented also to allow, as an alternative to the Project so defined, the development of the Modified Project described in Exhibit 1 attached hereto and incorporated herein by reference.

c) FSEIR. "FSEIR" means the Final Subsequent Environmental Impact Report for the Modified Project, State Clearing House No. 2005051145, certified by the City in accordance with the requirements of CEQA.

d) Project Approvals. The "Project Approvals" as originally defined in Section 1.23 of the Agreement is hereby augmented also to mean, as applied to the Modified Project, those Discretionary Actions authorizing the Modified Project which have been approved by the City on or before the Amendment Date. These Project Approvals include, but are not limited to, certification of the Modified Project's FSEIR and approval of Site Plan Review, Project Permit Compliance Review, and Alternative Calculation of Trip Generation Factors pursuant to Section 6 of the Century City North Specific Plan, all as adopted by the City. These Project Approvals are listed in Exhibit 2, Modified Project Approvals.

e) Applicable Rules. The "Applicable Rules" as originally defined in Section 1.2 of the Agreement is hereby augmented also to mean, as applied to the Modified Project, the rules, regulations, ordinances and officially adopted policies of the City in full force and effect as of the Amendment Date which are generally applicable to

all or some properties within the City. The "Applicable Rules" as defined in this First Amendment shall apply only to the Modified Project, the Project Approvals defined in this First Amendment, and any subsequent discretionary actions which are necessary for implementation of the Modified Project.

f) Conditions of Approval. The "Conditions of Approval" as originally defined in Section 1.7 of the Agreement shall be applicable only to the Approved Project if the Property Owner elects to develop the Approved Project. If the Property Owner elects to develop the Modified Project, "Conditions of Approval" shall refer only to the Conditions of Approval for the Modified Project, including those contained in CPC 2013-[XXXX]-SPP-SPR, approved by the City Planning Commission at the hearing held on [DATE] and by the City Council on [DATE], and attached hereto as Exhibit 3, Modified Project Conditions of Approval.

g) Impact Fees. The "Impact Fees" as originally defined in Section 1.14 of the Agreement is hereby augmented also to mean, as applied to the Modified Project, those Impact Fees in full force and effect as of the Amendment Date.

h) Mitigation Measures. The "Mitigation Measures" as originally defined in Section 1.16 of the Agreement is hereby augmented also to mean, as applied to the Modified Project, the mitigation measures described in the FSEIR and in the Mitigation Monitoring Program for the Modified Project which is attached hereto as Exhibit 4, Modified Project Mitigation Monitoring Program.

i) Processing Fees. The "Processing Fees" as originally defined in Section 1.21 of the Agreement, is hereby augmented also to expressly exempt, as applied to the Modified Project, all Impact Fees which may be imposed by the City on development projects pursuant to rules, regulations, ordinances, and policies enacted after the Amendment Date, except as specifically provided for in this First Amendment.

j) Term. The "Term" as originally defined in Sections 1.28 and 6.2 of the Agreement is hereby augmented to mean the period of time for which this Agreement shall be effective in accordance with Section 9 of this First Amendment.

3. City Procedures and Actions.

a) City Planning Commission Action. The City Planning Commission held a duly noticed public hearing on [DATE] and recommended approval of the First Amendment.

b) City Council Action. The City Council on [DATE], after conducting a duly-noticed public hearing, adopted Ordinance No. [XXXX], to become effective on the thirty-first day after publication, or on the forty-first day after posting, approving the First Amendment, found that its provisions are consistent with the City's General Plan, the West Los Angeles Community Plan, the Century City North Specific Plan, and the Municipal Code, and authorized the execution of the First Amendment.

4. **Applicability of the First Amendment**. This First Amendment does not: (1) grant density or intensity in excess of that otherwise established in the Project Approvals or Applicable Rules; (2) eliminate future Discretionary Actions relating to the Project if applications requiring such Discretionary Action are initiated and submitted by the owner of the Property after the Amendment Date; (3) guarantee that Property Owner will receive any profits from the Project; or (4) amend the City's General Plan. The Agreement as amended by this First Amendment has a fixed Term. Furthermore, in any subsequent actions applicable to the Property, the City may apply such new rules, regulations and official policies as are contained in its Reserved Powers.

5. **Obligations and Public Benefits.** If the Property Owner elects to develop the Approved Project, the obligations of the Property Owner contained in Section 3.1.3 of the Agreement shall apply to the Approved Project, and no other obligations or public benefits shall be required. If the Property Owner elects to develop the Modified Project, Section 3.1.3 shall be augmented to include the following additional obligations and community benefit fund payments:

a) Planning, Transportation Planning and Improvements Funds: Property Owner shall contribute a total of **$4,000,000** of community benefit funds to be dedicated to planning studies, regional transportation planning and the construction and development of transportation improvements in the West Los Angeles area, as follows:

i. Property Owner shall contribute $1,500,000 of the community benefit funds into a City designated fund account for regional transportation planning and the construction and development of transportation improvements in the South Robertson Boulevard (south of Pico Boulevard and north of the I-10 Freeway) and Beverlywood community areas, as determined by the Office of Council District 5 in consultation with the Department of Transportation, Property Owner, the South Robertson Neighborhood Council and the Beverlywood community. Of the total $1,500,000 amount, Property Owner shall contribute $250,000 into the fund account within 30 days of the execution of this First Amendment, and $1,250,000 into the fund account upon the issuance of the building permit (structural) for the 37-story tower element of the Modified Project.

ii. Property Owner shall contribute $500,000 of the community benefit funds to the City Planning Department for regional transportation planning studies to improve mobility and the quality of life for all residents in Council District 5 and adjacent areas, upon the issuance of a certificate of occupancy for the 37-story tower element of the Modified Project.

~~iii.~~ Property Owner shall contribute $2,000,000 of the community benefit funds to the City Planning Department for planning studies for the West Los Angeles area. ~~including Council District 5. Of those funds, $500,000 shall be directed to planning studies (e.g., community design overlays, historic preservation overlays, etc.) requested by the Office of Council District 5. Of the total $2,000,000 amount,~~ Property Owner shall contribute ~~$1,000,000 of the funds~~ $2,000,000 of the funds ~~upon the issuance of the building permit (structural)~~ within 30 days of the execution of this First Amendment. ~~for the 37-story tower element of the Modified Project., and $1,000,000 of the funds upon the issuance of a certificate of occupancy for the 37-story tower element of the Modified Project.~~

b) Shuttle Service: Property Owner shall establish a private shuttle connection between the Modified Project and the Westwood/Rancho Park station of the Metropolitan Transportation Authority's Expo Line ~~following~~ upon the issuance of a temporary certificate of occupancy for the 37-story tower element of the Modified Project. This private shuttle shall remain in operation until (i) a public agency operated shuttle is established between Century City and the Expo Line's Westwood/Rancho Park station, (ii) the Metropolitan Transportation Authority's Purple Line is extended to Century City, or (iii) for five (5) years, whichever is earlier. The private shuttle will provide a connection for commuters between Century City and the Expo Line during the morning and afternoon peak hours.

c) "Trip" Covenant: In recognition of the alternative "Trip" generation factor recommended by the Department of Transportation for the Modified Project, Property Owner shall record a covenant on the Property relinquishing 52.871 "Replacement Trips" upon the issuance of the building permit (structural) for the 37-story tower element of the Modified Project. Those "Replacement Trips" relate to the previously demolished Bank Building Second Floor Office space on the Property, which were previously calculated using a "Trip" generation factor that is higher than the Department of Transportation's recommended factor.

d) Other Public Benefits: Property Owner shall provide additional public benefits, including:

~~i. Bicycle Amenities: The Modified Project shall provide bicycle amenities for the Century City community, such as racks, lockers, and a bicycle rental facility, to promote the use of alternative forms of transit.~~

Reason for change - Stricken because Bicycle Amenities are already part of the project design.

ii. Pedestrian Walkway: The Modified Project shall provide an additional pedestrian walkway along the northern perimeter of the Project Site that

is not otherwise required by the Century City North Specific Plan (CCNSP), in addition to the pedestrian walkway required by the CCNSP, in order to facilitate the goals of establishing a network of mid-block pedestrian pathways and promoting the policies and principles of the Greening of 21st Century City Pedestrian Connectivity Plan.

iii. ~~Publicly Accessible Open Space: The Modified Project shall include an approximately 35,000 square foot Transit Plaza on the corner of Avenue of the Stars and Constellation Boulevard that is accessible to the public, includes seating areas for public gathering, and is designed to facilitate pedestrian connections throughout the Project Site.~~

Reason for Change - Stricken because this item is part of the project description and project design.

iv. Subway Portal: The Modified Project's Transit Plaza shall be designed to accommodate a portal for the Metropolitan Transportation Authority's Century City Purple Line station, if the Metropolitan Transportation Authority ultimately selects the Project Site as the station portal location.

6. **Entitlement to Develop.** The following sentence in Section 3.2.1 of the Agreement shall apply only to the Approved Project: "In the event that it becomes desirable for the Project to be used in part or in full as a rental project, the City shall agree to expeditiously process any application to modify any Project entitlements, if necessary, pursuant to any fee agreement or expedited processing that may be negotiated between the City and Property Owner."

7. **Consistency in Applicable Rules.** Based upon all information made available to the City up to or concurrently with the execution of this First Amendment, the City finds and certifies that no Applicable Rules prohibit or prevent the full completion and occupancy of the Modified Project in accordance with the uses, intensities, densities, designs and heights, permitted demolition, and other development entitlements incorporated and agreed to herein and in the Project Approvals.

8. **Nonapplication of Changes in Applicable Rules.** For purposes of the Modified Project, any change in, or addition to, the Applicable Rules, including, without limitation, any change in any applicable general or specific plan, zoning or building regulation, adopted or becoming effective after the Amendment Date, including, without limitation, any such change by means of ordinance, City Charter amendment, initiative, referendum, resolution, motion, policy, order or moratorium, initiated or instituted for any reason whatsoever and adopted by the City, the Mayor, City Council, Planning Commission or any other Board, Commission, Department or Agency of the City, or any officer or employee thereof, or by the electorate, as the case may be, which would, absent this First Amendment, otherwise be applicable to the Modified Project and which would conflict in any way with the Applicable Rules, Project Approvals, or the Agreement as amended by this First Amendment, shall not be applied to the Modified Project unless such changes represent an exercise of the City's Reserved Powers, or are otherwise agreed to in this First Amendment. Notwithstanding the foregoing, Property Owner may, in its sole

discretion, consent to the application to the Modified Project of any change in the Applicable Rules.

9. Impact Fees. Impact Fees imposed by the City with respect to the Modified Project shall be only those Impact Fees in full force and effect as of the Amendment Date, the amounts of which are subject to ongoing annual increases which shall be calculated at time of payment. The installation of improvements identified in the Mitigation Measures and/or the Conditions of Approval implemented in connection with the Modified Project shall be accepted by the City in lieu of otherwise applicable Impact Fees. The Agreement as amended by this First Amendment shall not limit any impact fees, linkage fees, exaction, assessments or fair share charges or other similar fees or charges imposed by other governmental entities and which the City is required to collect or assess pursuant to applicable law (e.g., school district impact fees pursuant to Government Code Section 65995).

10. Term. The Term as provided in Section 6.2 of the Agreement is hereby modified to extend until September 18, 2021, unless said Term is otherwise terminated, modified or extended by circumstances set forth in the Agreement or by mutual consent of the Parties hereto pursuant to Government Code Section 65868.

11. Covenants. The provisions of this First Amendment shall constitute covenants which shall run with the land comprising the Property for the benefit thereof, and the burdens and benefits hereof shall bind and inure to the benefit of all assignees, transferees, and successors to the Parties hereto.

12. Recordation. As provided in Government Code Section 65868.5, a copy of this First Amendment shall be recorded with the Registrar-Recorder of the County of Los Angeles within ten (10) days following the Amendment Date. Property Owner shall provide the City Clerk with the fees for such recording prior to or at the time of such recording should the City Clerk record the First Amendment.

13. Entire Agreement. The Agreement and this First Amendment set forth and contain the entire understanding and agreement of the Parties and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements which are not contained or expressly referred to herein (or any such representations, understandings or ancillary covenants, undertakings or agreements are integrated in the Agreement and this First Amendment) and no testimony or evidence of any such representations, understandings, or covenants shall be admissible in any proceedings of any kind or nature to interpret or determine the provisions or conditions of the Agreement and this First Amendment. Except as augmented by this First Amendment, the Agreement remains in full force and effect. To the extent of a conflict between the Agreement and this First Amendment, this First Amendment shall control.

14. Counterparts. This First Amendment is executed in duplicate originals, each of which is deemed to be an original. This First Amendment, not counting the Cover Page, Table of Contents or Index, consists of 6 pages and four (4) Exhibits.

IN WITNESS WHEREOF, the Parties hereto have executed this Amended Agreement as of the date first written above.

CITY OF LOS ANGELES, a municipal corporation of the State of California

By: _____

Eric Garcetti, Mayor

DATE:

APPROVED AS TO FORM:
MIKE FEUER, City Attorney

By: _____

, Deputy City Attorney

DATE:

ATTEST:
HOLLY L. WOLCOTT, Interim City Clerk

By: _____

Deputy

DATE:

CENTURY CITY REALTY, LLC, a Delaware limited liability company

By: _____

Name:
Title:

By: _____

Name:
Title:

APPROVED AS TO FORM:

By: _____

Exhibit 1:

Modified Project Description

The Modified Project, also called the Century City Center Project, involves the development of a sustainably designed 37-story, approximately 700,000 square foot office tower; approximately 25,830 square feet of one- and two-story creative office space; a Transit Plaza including approximately 35,000 square feet of public open space at the corner of Avenue of the Stars and Constellation Boulevard, designed to accommodate the potential Century City Westside Subway Extension station, along with approximately 4,120 square feet of ancillary retail uses; and an approximately 1,300 square foot Mobility Hub. The total floor area for the Modified Project would be approximately 731,250 square feet.

The Modified Project would also include 1,579 parking spaces in a parking garage consisting of three subterranean levels and two aboveground levels, with an approximately 2.14 acre landscaped deck on the roof of the parking garage for Modified Project tenants.

Exhibit 2:

Modified Project Approvals

The Project Approvals for the Modified Project include, without limitation, those Discretionary Actions approved by the City Council on [DATE], as described in the City Council approval dated [DATE] under Council File No. [XXXX], subject to the Conditions of Approval and Mitigation Measures in the City Council Approval dated [DATE]. The attached document is a portion of the Modified Project's City Council approval dated [DATE], which lists those Discretionary Actions approved by the City Council on [DATE]. The City Council approval also includes Conditions of approval, which have been omitted and included as Exhibit 3 of this First Amendment; Mitigation Measures, which have been omitted and included as Exhibit 4 of this First Amendment, and associated findings, which have been omitted.

Exhibit 3:

Modified Project Conditions of Approval

[TO BE ADDED]

Exhibit 4:

Modified Project Mitigation Monitoring Program

[TO BE ADDED]

REVISED JANUARY 1, 2011

CENTURY CITY TRIP ALLOCATIONS
CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING

CUMULATIVE ACCOUNT OF PHASE 1 TRIPS UTILIZED			CUMULATIVE ACCOUNT OF PHASE 2 TRIGGER TRIPS UTILIZED (Sec. 3A)	
Year	Parcel/Building	Phase 1 Trips		Phase 2 Trigger Trips
1982	1 - Northrup	4,200.000		3,625.606
	11-Century Plaza Tower/St. Regis			
	(3,220.000 - 2,000.000 Transferred			
1983	Trips - 2.343 Replacement Trips)	1,217.657		1,217.657
	10 - 1999 Avenue of the Stars			
	(10,132.444 - 143.444 Transferred			
1988	Trips)	9,989.000		9,305.059
	4/9 - Constellation Place			
2001	10250 Constellation Blvd.	1,077.284		1,077.284
	13 - Shopping Center			
1982	Vegetable Center and Newsstand	20.160		
1985	Gelson's	44.618		
1986	Theater/Food Court	1,606.136		
1993	Broadway	50.288		
2004	Expansion & theater relocation	1,766.100		
	TOTAL PHASE 1 TRIPS USED:	19,971.243	TOTAL PHASE 2 TRIGGER TRIPS USED:	15,225.606
REMAINING UNUTILIZED PHASE 1 TRIPS			**REMAINING UNUTILIZED TRIGGER TRIPS:**	0.000
	Parcel 13 (Shopping Center)	28.757		
TOTAL PHASE 1 TRIPS:		**20,000.000**	**TOTAL PHASE 2 TRIGGER TRIPS**	**15,225.606**

Replacement trips balances and transfers are shown in the attached individual parcel accounts.

Revised: **12/07/90**
02/11/91
10/23/91
11/13/97
09/02/98
10/02/01
03/01/04
06/01/04
11/01/04
03/01/05
05/01/05
08/01/05
03/23/06
08/01/06
12/01/06
02/01/07
08/01/07
05/01/08
09/01/08
08/01/09
01/01/10
01/01/11

Exhibit B

CENTURY CITY NORTH
PARCEL 1 (Parcel B, P.M. L.A. No. 1483)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	574.394	1		Original trip allocation in Specific Plan	363.540
2	01/06/82	CPC 30257 Transfer of 3,625.606 from Parcels 4/9	4,200.000	2	01/06/82	CPC 30257; 82-10513 Transfer of 363.540 trips to Parcels 4/9	0.000
3	01/06/82	CPC 30257 Northrop Office Building No. 2 constructed 4,200.000 Phase I trips utilized	0.000				

CENTURY CITY NORTH
PARCEL 2 (Portion of Lot 4, Tract 26196)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	38.094	1		Original trip allocation in Specific Plan	24.110
2	02/03/88	CPC 85-420; 88-159096 Transfer of 38.094 trips to Parcel 10	0.000	2	06/20/91	Doc. # 91-1010260 (recorded 7/2/91) Transfer of 24.110 trips to Parcel 8	0.000

CENTURY CITY NORTH
PARCEL 3 (Lot 5, Tract 26196)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	630.787	1		Original trip allocation in Specific Plan	399.232
2	02/03/88	CPC 85-420; 88-159096 Transfer of 630.787 trips to Parcel 10	0.000	2	06/20/91	Doc. # 91-1010260 (recorded 7/2/91) Transfer of 399.232 trips to Parcel 8	0.000

CENTURY CITY NORTH
PARCEL 4 (Buffer protion of C of C No. 81-29)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
COMBINED WITH PARCEL 9							

CENTURY CITY NORTH
PARCEL 5 (Buffer of Parcel A of P.M. L.A. No. 3635)
PARCEL 12 (Core Portion of Parcel A, P.M. L.A. No. 3635)

PHASE I			
No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan, Parcel 5 - 400.358	
2		Original trip allocation in Specific Plan, Parcel 12 - 299.970	700.328
3	02/03/88	CPC 85-420; 88-159097 Transfer of 376.956 trips from Parcel 8	1,077.284
4	06/20/91	Doc. # 91-1010261 (recorded 7/2/91) Transfer of 1,077.284 trips to Parcel 8	0.000

PHASE II			
No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan, Parcel 5 - 253.391	
2		Original trip allocation in Specific Plan, Parcel 12 - 164.035	417.426
3	06/20/91	Doc. # 91-1010260 (recorded 7/2/91) Transfer of 417.426 trips to Parcel 8	0.000

REPLACEMENT TRIPS			
No.	DATE	ACTION	TRIP BALANCE
1	01/15/09	Covenant No. 20090060550 Transfer of 91 Replacement Trips from Parcel 11	91.000

CENTURY CITY NORTH
PARCEL 6 (Parcel 4B, Div of Land Map No. 18)

PHASE I			PHASE II		
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	0.000	1		Original trip allocation in Specific Plan	156.789

POTENTIAL REPLACEMENT TRIPS*			
No.	DATE	ACTION	TRIP BALANCE
1		Existing trips for Auto Club Building per original trip allocation calculations	260.951

* Potential Replacement Trips are subject to further verification

CENTURY CITY NORTH
PARCEL 7 (Parcel C, P.M. Ex. No. 2122)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	2,088.043	1		Original trip allocation in Specific Plan	1,141.819
2	02/03/88	CPC 85-420; 88-159096 Transfer of 2088.043 trips to Parcel 10	0.000	2	12/19/96	C & A # 96-2053618 Transfer of 1,141.819 trips to Parcels 4/9	0.000
				3	03/01/04	Doc. # 04-0484335 Transfer of 1,541.190 trips from Parcels 4/9	1,541.190

CENTURY CITY NORTH
PARCEL 8 (Parcel D, P.M. Ex. No. 2122)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	830.688	1		Original trip allocation in Specific Plan	1,609.713
2	02/03/88	CPC 85-420; 88-159097 Transfer of 453.732 trips to Parcel 10	376.956	2	06/20/91	Doc. # 91-1010260 (recorded 7/2/91) Transfer of 7,248.468 trips from Parcel 2, 3, 4 & 9, and 5 & 12	8,858.181
3	02/03/88	CPC 85-420; 88-159097 Transfer of 376.956 trips to Parcels 5/12	0.000	3	12/19/96	C & A # 96-2053617 Transfer of 8,858.181 trips to Parcels 4/9	0.000
4	06/20/91	Doc. # 91-1010261 (recorded 7/2/91) Transfer of 1,077.284 trips from Parcel 5/12	1,077.284				
5	12/19/96	C & A # 96-2053616 Transfer of 1,077.284 trips to Parcels 4/9	0.000				

REPLACEMENT TRIPS			
No.	DATE	ACTION	TRIP BALANCE
1	04/24/08	Covenant No. 20070905495 Demolition of existing bank building (8,251 sq. ft. of drive-through bank and 5,855 sq. ft. of office) and Century Club restaurant (20,169 sq. ft.) 2,573.767 replacement trips created	2,573.767

CENTURY CITY NORTH
PARCEL 4 (Buffer protion of C of C No. 81-29)
PARCEL 9 (Core protion of C of C No. 81-029)

PHASE I			
No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan, Parcel 9 - 4,235.717	
2		Original trip allocation in Specific Plan, Parcel 4 - 732.370	4,968.087
3	01/06/82	CPC 30257 Transfer of 3,625.606 trips to Lot 1	1,342.481
4	02/03/88	# 88-159096 Transfer of 610.111 trips to Parcel 10	732.370
5	02/03/88	# 85-420 and # 88-159096 Transfer of 732.370 trips to Parcel 10	0.000
6	12/19/96	C & A # 96-2053616 Transfer of 1,077.284 trips from Parcel 8	1,077.284
7	01/24/01	Building Permit 00101000001671 CPC 97-0284 PP/98-0054 SPE Constellation Place (704,000 sq-ft) 1,077.284 Phase I trips utilized	0.000

PHASE II			
No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan, Parcel 9 - 2,316.247	
2		Original trip allocation in Specific Plan, Parcel 4 - 463.526	2,779.773
3	01/06/82	CPC 30257; 82-10513 Transfer of 363.540 trips from Parcel 1	3,143.313
4	04/20/83	CPC 83-021; 83-453232 Transfer of 1,895.785 trips from Parcel 11	5,039.098
5	04/20/88	Doc. # 88-539862 Transfer of 1,368.602 from Parcel 10	6,407.700
6	06/20/91	Doc. # 91-1010260 (recorded 07/02/91) Transfer of 6,407.700 trips to Parcel 8	0.000
7	12/19/96	C & A # 96-2053618 Transfer of 1,141.819 trips from Parcel 7	1,141.819
8	12/19/96	C & A # 96-2053617 Transfer of 8,858.181 trips from Parcel 8	10,000.000
9	01/24/01	Building Permit 00101000001671 CPC 97-0284 PP/98-0054 SPE Constellation Place (704,000 sq-ft) 8,458.810 Phase II trips utilized	1,541.190
10	03/01/04	Doc. # 04-0484335 Transfer of 1,541.190 trips to Parcel 7	0.000

TRANSFERRED TRIPS			
No.	DATE	ACTION	TRIP BALANCE
1	04/04/89	Doc # 89-519458 Transfer of 319.906 trips from CCS Plan Parcel 16 (R4 Parcel North of Olympic)	319.906
2	01/24/01	Building Permit 00101000001671 Constelation Place 319.906 transferred trips utilized.	0.000

CENTURY CITY NORTH
PARCEL 10 (Parcel B, P.M. L.A. No. 3784)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	2,502.760	1		Original trip allocation in Specific Plan	1,368.602
2	02/24/83	CPC 83-077; 83-245643 Transfer of 683.941 unrestricted trips from Parcel 13 (Shopping Center)	3,186.701	2	04/20/88	Doc. # 88-539862 Transfer of 1,368.602 trips to Lot 7B, Parcels 4/9	0.000
3	4/20/1983	CPC 83-021; 83-453231 Transfer of 2,249.162 trips from Parcel 11	5,435.863				
4	02/03/88	CPC 85-420; 88-159096 Transfer of 4,553.137 trips from Parcels 2, 3, 7, 8, &4/9	9,989.000				
5	02/17/88	CPC 85-310PA Construction of the 1999 Avenue of the Stars Building 9,989.000 Phase I trips utilized	0.000				

TRANSFERRED TRIPS			
No.	DATE	ACTION	TRIP BALANCE
1	04/04/89	Doc # 89-519458 Transfer of 143.444 trips from CCS Plan Parcel 16 (R4 Parcel North of Olympic)	143.444
2	05/22/89	CPC 85-310 Addition to 1999 Avenue of the Stars Building (Worksheet No. 89-1596, Building Permit LA 32693) 143.444 trips utilized	0.000

CENTURY CITY NORTH
PARCEL 11 (Tract 63701)
THE CENTURY (FORMER ST. REGIS HOTEL SITE)

PHASE I			
No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	3,466.819
2	04/20/83	CPC 83-021; 83-453231 Transfer of 2,249.162 trips to Parcel 10	1,217.657
3	10/06/83	CPC 83-021 Century Plaza Hotel Tower built 1,217.657 Phase I trips utilized	0.000

PHASE II			
No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	1,895.785
2	04/20/83	CPC 83-021; 83-453232 Transfer of 1,895.785 trips to Parcels 4 and 9	0.000

TRANSFERRED TRIPS			
No.	DATE	ACTION	TRIP BALANCE
1	11/30/82	CPC 30791 Transfer of 2,000.000 trips from Parcel 17 (CCS) to Parcels 11 & 19 jointly	2,000.000
2	04/20/83	CPC 83-021; Covenant 83-453233 Transfer of 2,000.000 "Transferred Trips" from Parcels 11 & 19 jointly to Parcel 11	2,000.000
3	10/06/83	CPC 83-021 Century Plaza Hotel Tower built 2,000.000 "Transferred Trips" utilized	0.000

REPLACEMENT TRIPS			
No.	DATE	ACTION	TRIP BALANCE
1	04/20/83	CPC 83-021; Covenant 83-453233 2.343 replacement trips transferred from Century Plaza Hotel site, Parcel 19.	2.343
2	10/06/83	CPC 83-021 Century Plaza Hotel Tower built, 2.343 "Replacement Trips" utilized	0.000
3	12/05/06	Covenant No. 06-1385924 Partial demolition of St. Regis Hotel 250 replacement trips created	250.000
4	01/05/07	Covenant No. 20070029808 Transfer of 250 replacement trips to Parcel 19	0.000
5	05/17/07	Covenant 06-1385924 - Demolition of remainder of St. Regis Hotel 2,970 Replacement Trips created	2,970.000
6	05/30/07	Covenant No. 20071278393 Construction of 147 residential units and associated amenities, and a 5,444 square-foot sit-down restaurant 1,354.830 Replacement Trips utilized	1,615.170
7	01/15/09	Covenant No. 20090060550 Transfer of 91 Replacement Trips to Parcels 5/12	1,524.170
8	07/22/09	Covenant No. 20091113025 Detailing ownership of Trips within Parcel 11 (Tract 63701): Lot 1 (Master Lot - Ground) = 0.00 Lot 2 (Airspace) = 0.00 Lot 3 (Airspace) = 1,524.170 Lot 4 (Airspace) = 0.00 No change in number of Trips	1,524.170 **
9	10/20/09	Covenant No. 20091587811 Construction of 50-sq. ft. gate house; 0.700 Replacement Trips utilized	1,523.470 **

** Trips owned and controlled exclusively by Lot 3 of Tract 63701

CENTURY CITY NORTH
PARCEL 12 (Core Portion of Parcel A, P.M. L.A. No. 3635)
EAST PORTION OF MOAT

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
COMBINED WITH PARCEL 5 - SEE PARCEL 5							

CENTURY CITY NORTH
PARCEL 13 (Parcel A, P.M. L.A. No. 3784)
SHOPPING CENTER

PHASE I				PHASE II		
No.	DATE	ACTION	TRIP BALANCE	No. DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	4,200.000	1	Original trip allocation in Specific Plan	0.000
2	07/01/82	Rosebrook Vegetable Center 320 sq-ft addition 8.960 Phase I trips utilized	4,191.040			
3	07/01/82	Newsstand 400 sq-ft addition 11.200 Phase I trips utilized	4,179.840			
4	02/24/83	CPC 83-077; 83-245643 Transfer of 683.941 unrestricted trips to Parcel 10	3,495.899			
5	08/13/85	CPC 85-100 Remodeling of Gelson's Market (1,593.5 sq-ft) 44.618 Phase I trips utilized	3,451.281			
6	09/10/86	CPC 85-734 Theater and Food Court (57,362 sq-ft) 1,606.136 Phase I trips utilized	1,845.145			
7	01/21/93	Affidavit 93-129555 Shopping Center Expansion (Broadway - 1,796 sq-ft) 50.288 Phase I trips utilized	1,794.857			
8	05/28/04	Affidavit 04-1418128 Addition of 63,075 s.f. and theater relocation. Permit 03014-10000-09326 1,766.100 trips utilized	28.757			

REPLACEMENT TRIPS*			
No.	DATE	ACTION	TRIP BALANCE
1	10/13/83	Demolition of restaurant 7,000 sq-ft 196.000 replacement trips created	196.000
2	05/15/85	CPC 85-281 Demolition of 240' X 14' overhang (3,719 sq-ft) 104.132 replacement trips created	300.132
3	01/03/86	CPC 85-281 Various addition & demolitions (net reduction of 3,471 sq-ft) 97.188 replacement trips created	397.320
4	06/20/86	CPC 85-281.1 Bullocks addition & Building F addition and demolition (net addition of 3,065 sq-ft) 85.820 replacement trips utilized	311.500
5	09/16/86	CPC 85-281.2 Merrit Photo Lab (623 sq-ft) 17.440 replacement trips utilized	294.060

		CPC 85-281 Stage Deli Expansion (565 sq-ft)	
6	08/09/88	15.820 replacement trips utilized	278.240
		Affidavit 93-2144903 RREEF USA Fund II Project (Ann Taylor - 1,607 sq-ft)	
7	11/02/93	44.968 replacement trips utilized	233.272
		Affidavit 97-762703 Ames Reid Ltd. (Candy) & Men's Clothing (Signature) expansion (620 sq-ft)	
8	05/21/97	17.360 replacement trips utilized	215.912
		C & A # 97-1779448 Bank of America ATM teller machine (47 sq-ft)	
9	11/07/97	1.316 replacement trips utilized	214.596
		Affidavit 05-0984933 Space #115-116 - Relocate storefront, expand tenant space (64 sq. ft.)	
10	04/27/05	1.792 replacement trips utilized	212.804
		Affidavit 05-1826827 Food court infill and minor additions to mall. Permit No. 03014-10008-09326 (1,308 sq. ft.)	
11	08/01/05	36.624 replacement trips utilized	176.180
		Covenant No. 06-0578803 Removal of canopies on Building F (removed 2,941 sq. ft. of floor area)	
12	03/17/06	82.348 replacement trips created	258.528
		Covenant No. 06-0578804 Partial demolition of Dive restaurant (removed 2,533 sq. ft. of floor area)	
13	03/17/06	70.924 replacement trips created	329.452
		Covenant No. 06-2473540 Addition adjacent to Bloomingdales (added 2,843 sq. ft. of floor area)	
14	11/07/06	79.604 replacement trips utilized	249.848
		Covenant No. 20081119573 Transfer of 4,272.432 replacement trips	
15	06/24/08	(unrestricted) from Parcel 14	4,522.280
		Covenant No. 20090861070 Addition adjacent to tenant space B8 (added 1,149 sq. ft. of floor area)	
16	06/10/09	32.172 replacement trips utilized	4,490.108
		Covenant No. 20101847412 Addition to Tenant Space #616 (added 698 sq. ft. of floor area)	
17	12/22/10	19.544 replacement trips utilized	4,470.564 **

* Replacement trips on this parcel are restricted to retail commercial uses unless otherwise indicated

** 198.132 replacement trips are limited to retail commercial uses

CENTURY CITY NORTH
PARCEL 14
ABC ENTERTAINMENT CENTER
2000 (formerly 2020 and 2040) Avenue of the Stars
Lots 3 and 4, Tract No. 51450-A

PARCEL 14

REPLACEMENT TRIPS

No.	DATE	ACTION	TRIP BALANCE
		No trips originally allocated by Specific Plan	0.000
1	06/25/86	CPC 86-018 (covenant re: Changes of use in 8 suites) Doc. # 86-790452 (recorded 6/24/86) ABC Entertainment Center (Retail to office: 110, 144, 204, 210, 212, 214 created 253.995 trips) (Retail to restaurant: 116, 118, used 98.440 trips)	155.555
2	01/27/93	Affidavit 93-165147 (covenant re: Shubert Theater expansion) Doc. # 93-165147 (recorded 1/27/93) Shubert Organization, Inc. (-70.000 trips)	85.555
3	06/07/96	Swap 2,253 sq-ft restaurant from (space 220) 2020 Club to space 116 (retail) for Fiesta Grill and vice versa. (no recorded copy). NO NET CHANGE IN TRIPS	85.555
4	11/13/96	Covenant to swap trips from 1,380 sq-ft of restaurant space from 2020 Club (c-220) to proposed restaurant (Mrs. Winston's) (P-132-00) and vice versa (no recorded copy). NO NET CHANGE IN TRIPS	85.555
5	08/16/04	Demolish ABC Entertainment Center (created 19,160.949 new replacement trips); and construct new office building (2000 Avenue of the Stars -- utilized 11,930.072 replacement trips) Covenant Nos. 04-2108702 and 04-2108703 NET CHANGE: Created 7,230.877 additional replacement trips	7,316.432
6	06/24/08	Covenant No. 20081119573 Transfer of 4,272.432 replacement trips to Parcel 13 and 1,644 replacement trips to Parcel 24	1,400.000

CENTURY CITY NORTH
PARCEL 19 (C of C No. 81-028)
CENTURY PLAZA HOTEL TOWER (ORIGINAL)

PHASE I				PHASE II			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE

TRANSFERRED TRIPS				REPLACEMENT TRIPS			
No.	DATE	ACTION	TRIP BALANCE	No.	DATE	ACTION	TRIP BALANCE
1	11/30/82	CPC 30791 Transfer of 2,000.000 trips from Parcel 17 (CCS) to Parcels 11 & 19 jointly	2,000.000	1	04/20/83	CPC 83-021 Café Plaza Remodeled 2.343 replacement trips generated	2.343
2	04/20/83	CPC 83-021 Transfer of 2,000.000 "Transferred Trips" from Parcels 11 & 19 jointly to Parcel 11	0.000	2	04/20/83	CPC 83-021 Transfer of 2.343 replacement trips to Parcel 11	0.000
				3	07/11/06	Covenant No. 06-1526643 Remodel of lobby area, mezzanine and valet station, to reduce commercial floor area by 159 sq. ft. 5.565 replacement trips generated	5.565
				4	12/08/06	Covenant No. 06-2734000 Partial remodel of north hotel lobby 6.427 replacement trips generated	11.992
				5	12/08/06	Covenant No. 06-2734001 Elimination of two guest rooms and creation of a manager's residence 12.450 replacement trips generated	24.442
				6	01/05/07	Covenant No. 20070029808 Transfer of 250 replacement trips from Parcel 11	274.442
				7	01/18/07	Covenant No. 20070102956 Remodeling and expansion of spa/ fitness area and adjacent hotel areas 98.560 replacement trips used	175.882

CENTURY CITY NORTH
PARCEL 21
1930 Century Park West
Por Lot 1 of Tract 26196

PARCEL 21

REPLACEMENT TRIPS

No.	DATE	ACTION	TRIP BALANCE
		No trips originally allocated by Specific Plan	0.000
1	04/10/01	Covenant (01-0601873) re: change of use from a former drive-through bank at 1930 Century Park West. Area - 7,077 sq-ft; Drive-In Bank (192 trips/1,000 sq-ft) - 1,358.784 replacement trips; Office (14 trips/1,000 sq-ft) - 99.078 replacement trips utilized.	1,259.706

CENTURY CITY NORTH
PARCEL 22
2049 Century Park East
Lot 2 of Tract 51450-A

PARCEL 22

No.	DATE	ACTION	TRIP BALANCE
		No trips originally allocated by Specific Plan	0.000

CUMULATIVE TOTAL OF MINOR PROJECTS			
No.	DATE	ACTION	TRIP BALANCE
		Minor Project allowance per Section 2 of Specific Plan	35.000
1	10/15/04	Removal of tenant elevator and infill floor openings at 2nd/3rd floors, convert 3rd floor mechanical room to office space. Net increase of 359 square feet of office floor area at 14 trips/1,000 sq-ft, utilized 5.026 trips. Covenant No. 04-2657794	29.974

CENTURY CITY NORTH
PARCEL 23
10000 Santa Monica Blvd.
Portion of Lot E of Tract 5609

PARCEL 23

REPLACEMENT TRIPS			
No.	DATE	ACTION	TRIP BALANCE
		No trips originally allocated by Specific Plan	0.000
1	02/18/05	Covenant 05-0385309 re: change of use from restaurant to general office for portion of existing commercial building. Area - 10,997 sq-ft; Restaurant (45 trips/1,000 sq-ft); Office (14 trips/1,000 sq-ft) = 340.907 replacement trips created.	340.907
2	06/09/05	Covenant 05-0385309 - Demolition of existing office building: 128,753.9 sq-ft at 14 trips/1,000 sq-ft. = 1,802.555 replacement trips.	2,143.462

CENTURY CITY NORTH
PARCEL 24
1801 Avenue of the Stars
Portion of Lot 1, Tract 26196

PARCEL 24

REPLACEMENT TRIPS

No.	DATE	ACTION	TRIP BALANCE
		No trips originally allocated by Specific Plan	0.000
1	06/24/08	Covenant No. 20081119573 Transfer of 1,644 replacement trips from Parcel 14	1,644.000

CENTURY CITY SOUTH
TRIP ALLOCATION

PARCEL 15

FOX Plaza
C2
Lot 1, Tract 37916

No.	DATE	ACTION	TRIP BALANCE
		CPC 85-285	
		Covenant recorded 8/22/84	
		Transfer of 1,760.000 trips from Parcel 17 (CCS)	
1	05/15/85	(NOT AVAILABLE FOR USE ON THIS SITE)	1,760.000
		Doc. # 85-655408 (covenant recorded 6/11/85)	
2	06/11/85	Allocation of 9,093.966 trips	10,853.966
		CPC 85-088PA	
		Plans approved for 649,569sq-ft office building	
3	05/15/85	9,093.966 trips utilized	1,760.000
		Doc. # 85-952929 (covenant recorded 8/16/85)	
4	08/16/85	Transfer of 1,760.000 residential trips to Parcel 17	0.000

PARCEL 16

R4 Parcel North of Olympic
(Parcel B, P.M. L.A. No. 3635)

No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	1,090.000
		Century Woods	
2		83 x 7.550 (-626.650)	463.350
		Doc. # 89-519458 (recorded 4/4/89)	
3	04/04/89	Transfer of 143.444 trips to Parcel 10 (CCN)	319.906
		Doc. # 89-519458 (recorded 4/4/89)	
4	04/04/89	Transfer of 319.906 trips to Parcels 4/9 (CCN)	0.000

PARCEL 17

FOX Studios
R4/R5 Parcel South of Olympic

No.	DATE	ACTION	TRIP BALANCE
1		Original trip allocation in Specific Plan	18,120.000
		CPC 30791	
2	11/30/82	Transfer of 2,000.000 trips to Parcel 11 (CCN)	16,120.000
		CPC 85-285; Doc. # 84-1014374 (recorded 8/22/84)	
3	05/15/85	Transfer of 1,760.000 trips to Parcel 15 (CCS)	14,360.000
4	08/16/85	Transfer of 1,7600 trips from Parcel 15 (CCS)	16,120.000
		Ord. 168,862 replaced Trip Balance with Studio Zone.	
		No trip allocation (1,895 million gross sq-ft of studio use)	
5	08/10/93	TRANSFERS PROHIBITED (Sec. 6B(b).)	N/A

PARCEL 18

Hotel
Lot 2, Tract 37916

No.	DATE	ACTION	TRIP BALANCE
1		Approval of Marriott Hotel	0.000

PARCEL 20

C2 FOX Studios
Not Part of Lot 1, Tract 37916

No.	DATE	ACTION	TRIP BALANCE
1	05/15/85	Doc. # 85-655408 (recorded 6/11/85) Trip Allocation	6,034.000
2	08/10/93	See Parcel 17 (Ord. 168,862 replaced trip balance with Studio Z one)	N/A

CUMULATIVE TRANSFERS TO CENTURY CITY NORTH			TRIP BALANCE
1	Date	Permitted in Specific Plan	5,000.000
2	11/30/82	CPC 30791; Doc. # 83-23269 (recorded 1/3/83) Transfer of 2,000.000 trips to Parcels 11 & 19	3,000.000
3	03/20/89	Doc. # 89-519458 (recorded 4/4/89) Transfer of 463.350 trips to Parcels 4/9 & 10	2,536.650
4	08/10/93	Ord. No. 168,862 removed trip balances from Parcels 17 & 20	0.000

CENTURY CITY NORTH SPECIFIC PLAN
SUMMARY OF AVAILABLE TRIPS BY PARCEL
(Revised 05/01/2013)

SUMMARY OF ALL AVAILABLE TRIPS BY PARCEL

Parcel No. - Description	Lot Description	Total Phase I Trips Available	Total Phase II Trips Available	Total Replacement Trips Available	Total Available Trips of All Types
1 - Northrup Office Bldg. #2 1840 Century Park East	Parcel B, PMLA 1483	0.000	0.000	0.000	0.000
2 - Buffer (Drill Site No. 1)	Portion of Lot 4, Tract 26196	0.000	0.000	0.000	0.000
3 - Drill Site No. 1	Lot 5, Tract 26196	0.000	0.000	0.000	0.000
4/9 - Lot 7B Constellation Place	Cert. of Compliance No. 81-029	0.000	0.000	0.000	0.000
5/12 - Moat Lot	Parcel A, PMLA 3635	0.000	0.000	91.000	91.000
6 - Auto Club	Parcel 4B, Div. of Land Map No. 18	0.000	156.789	0.000	156.789
7 - Drill Site No. 2	Parcel C, PM Exemption No. 2122	0.000	1,541.190	0.000	1,541.190
8 - Restaurant, Bank, Drill Site No. 2	Parcel D, PM Exemption No. 2122	0.000	0.000	2,573.767	2,573.767
10 - 1999 Avenue of the Stars	Parcel B, PMLA 3784	0.000	0.000	0.000	0.000
11 - The Century	Cert. of Compliance No. 81-030	0.000	0.000	1,523.470	1,523.470
13 - Westfield Shopping Town (Century City Shopping Center)	Parcel A, PMLA 3784	28.757	0.000	6,887.721	6,916.478
14 - 2000 Avenue of the Stars (former ABC Entertainment Center)	Lots 3 and 4, Tract 51450-A	0.000	0.000	100.000	100.000
19 - Century Plaza Hotel	Cert. of Compliance No. 81-028	0.000	0.000	175.882	175.882
21 - 1930 Century Park West	Portion of Lot 1, Tract 26196	0.000	0.000	0.000	0.000
22 - 2049 Century Park East	Lot 2, Tract 51450-A	0.000	0.000	0.000	0.000
23 - 10000 Santa Monica Blvd.	Portion of Lot E, Tract 5609	0.000	0.000	2,143.462	2,143.462
24 - 1801 Avenue of the Stars	Portion of Lot 1, Tract 26196	0.000	0.000	2,658.000	2,658.000
TOTALS		**28.757**	**1,697.979**	**16,153.302**	**17,880.038**

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04 0484335

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
11:01AM MAR 01 2004

TITLE(S) :

LEAD SHEET

FEE

FEE $	KK
DAF $	
C-20	

D.T.T

CODE
20

CODE
19

CODE
9

Assessor's Identification Number (AIN)
To be completed by Examiner OR Title Company in black ink. Number of AIN's Shown

THIS FORM NOT TO BE DUPLICATED

Exhibit C

Recording requested by and mail to:

George J. Mihlsten, Esq
Latham & Watkins
633 West Fifth Street, Suite 4000
Los Angeles, CA 90071

Space above this line for recorder's use.

COVENANT REGARDING DEVELOPMENT RIGHTS

This Covenant by Constellation Place, LLC, Delaware limited liability company (hereinafter "Constellation Place") and CC Site Two, LLC, a Delaware limited liability company (hereinafter "CC Site Two") is made as of the 29th day of December, 2003.

RECITALS

A. Constellation Place owns certain real property, described as "Parcels 4 and 9" in Exhibits A and B, attached hereto and by reference made a part hereof.

B. CC Site Two owns certain real property, described as "Parcel 7" in Exhibits A and B, attached hereto and by reference made a part hereof.

C. As used herein, "Trips" are units of real property development rights, as defined in the Century City North Specific Plan, City of Los Angeles Ordinance Number 156,122. The number of Trips generated by any proposed project or existing building and/or use are calculated using the Cumulative Automobile Trip Generation Potential, as set forth in Section 2 of the Century City North Specific Plan. Trips may be further classified as "Phase I" or "Phase II" trips, and accordingly can be used in either the first and/or second phase of the Century City North Specific Plan, based on provisions contained therein.

D. As of the date of execution of this covenant, no unused Phase I Trips, and a total of 1,541.190 unused Phase II Trips, remain allocated to subject Parcels 4 and 9, based on the trip allocation records maintained by the Los Angeles City Planning Department in accordance with provisions of the Century City North Specific Plan, and as reflected in the October 2, 2001 Century City Trip Allocations Table issued by the City Planning Department.

E. As of the date of execution of this covenant, no unused Phase I Trips, and no unused Phase II Trips, remain allocated to subject Parcel 7, based on the trip allocation

records maintained by the Los Angeles City Planning Department in accordance with provisions of the Century City North Specific Plan, and as reflected in the October 2, 2001 Century City Trip Allocations Table issued by the City Planning Department.

F. Constellation Place and CC Site Two are executing this covenant in order to transfer all remaining 1,541.190 currently existing Phase II Trips from Parcels 4 and 9, to Parcel 7.

G. The Director of Planning of the City of Los Angeles has approved the execution and recordation of this Covenant in order to transfer the subject Trips, as described in Recital F above.

COVENANT

NOW, THEREFORE, Constellation Place and CC Site Two hereby covenant as follows:

1. Constellation Place hereby transfers 1,541.190 currently existing Phase II Trips from Parcels 4 and 9, to Parcel 7. Constellation Place hereby covenants that, as the result of this transfer, the number of Trips that remain allocated and available for use on Parcels 4 and 9, pursuant to the Century City North Specific Plan, are hereby reduced to zero Phase I Trips and zero Phase II Trips.

2. CC Site Two hereby covenants that, by this transfer, Parcel 7 hereby receives 1,541.190 Phase II Trips, thereby resulting in zero Phase I Trips and 1,541.190 Phase II Trips that shall now remain allocated and available for use on Parcel 7, pursuant to the Century City North Specific Plan.

3. This Covenant shall be a covenant running with the land, pursuant to Section 1468 of the California Civil Code, as a direct burden on Parcels 4 and 9, and shall bind the undersigned and their successors and assigns in ownership or interest in such Parcels. The benefits of this Covenant shall run to Parcel 7 and the successors and assigns in ownership or interest in said Parcel, and also the City of Los Angeles and its successors and assigns in ownership or administration of the Century City North Specific Plan.

IN WITNESS WHEREOF, the undersigned have executed this Covenant Regarding Development Rights as of the day and year first above written.

Constellation Place, LLC
A Delaware limited liability company

BY: _____
Its: Vice President

CC Site Two, LLC
A Delaware limited liability company

BY: _____
Its: VICE PRESIDENT

Approved in regard to provisions of the Century City North Specific Plan, Ord. No. 156,122

CON HOWE
Director of Planning

By: _____ 2/3/04
Date

Print Name: Robert H. Sutton
City Planning Department

Approved as to form and legality.
this 27 day of February, 2004.

ROCKARD J. DELGADILLO
City Attorney

By: _____

Print Name: Jeri L. Burge
Assistant City Attorney

STATE OF Illinois)
) S.S.
COUNTY OF Cook)

On December 23, 2013, before me, Lillian Feden a Notary Public in and for said County and State, personally appeared Paul C. Nielsen, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity and that by his signature on the instrument the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature: Lillian Feden

SPACE FOR NOTARY SEAL OR STAMP

"OFFICIAL SEAL"
LILLIAN FEDEN
NOTARY PUBLIC STATE OF ILLINOIS
My Commission Expires 11/06/2007

STATE OF Illinois)
) S.S.
COUNTY OF Cook)

On December 23, 2003, before me, Lillian Feden a Notary Public in and for said County and State, personally appeared Patrick J. Meara, personally known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity and that by his signature on the instrument the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature: Lillian Feden

SPACE FOR NOTARY SEAL OR STAMP

"OFFICIAL SEAL"
LILLIAN FEDEN
NOTARY PUBLIC STATE OF ILLINOIS
My Commission Expires 11/06/2007

EXHIBIT A

LEGAL DESCRIPTION OF PARCELS

Parcel 4 and 9:

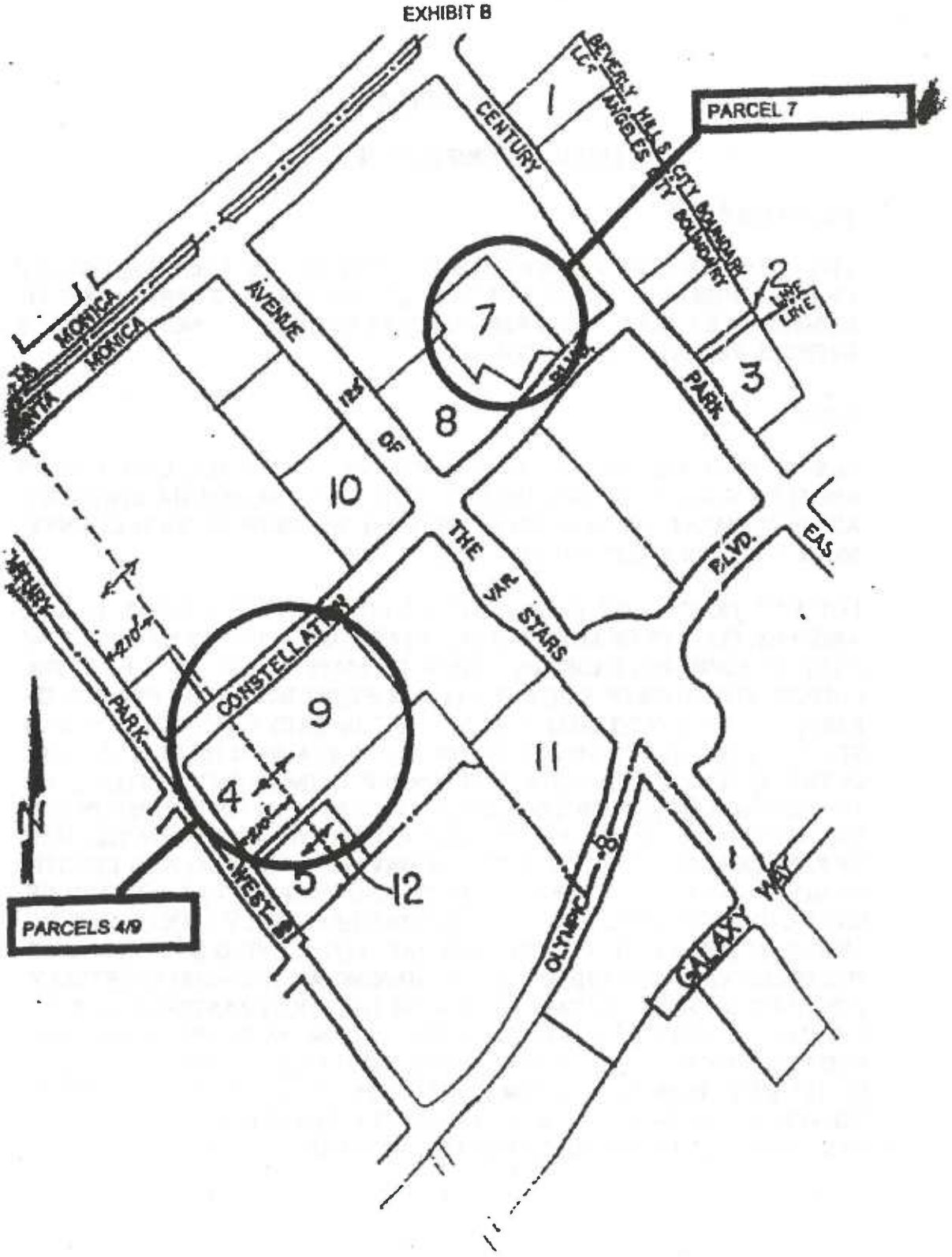
THAT CERTAIN REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED IN CERTIFICATE OF COMPLIANCE L.A. NO. 81-029 RECORDED AS INSTRUMENT NO. 81-359877 OF OFFICIAL RECORDS OF SAID COUNTY.

Parcel 7:

PARCEL C OF PARCEL MAP EXEMPTION NO. 2122 IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA RECORDED AS INSTRUMENT NO. 79-487394 OF OFFICIAL RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS:

LOT 5 OF TRACT 30364, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP FILED IN BOOK 803, PAGES 63 AND 64 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH THAT PORTION OF PARCEL B OF PARCEL MAP L.A. NO. 3247 IN SAID CITY, COUNTY AND STATE, AS PER MAP FILED IN BOOK 69, PAGES 93 AND 94 OF PARCEL MAPS IN THE OFFICE OF SAID COUNTY RECORDER, LYING SOUTHWESTERLY OF THE SOUTHEASTERLY PROLONGATION OF THAT CERTAIN COURSE IN THE SOUTHWESTERLY BOUNDARY OF SAID PARCEL "B" SHOWN ON THE MAP OF SAID PARCEL MAP L.A. NO. 3247 AS HAVING A BEARING AND LENGTH OF NORTH 39° 31' 17" WEST 313.58 FEET, AND EXCEPT THAT PORTION OF LOT 5 LYING NORTHEASTERLY OF SAID SOUTHEASTERLY PROLONGATION, AND ALSO EXCEPT THAT PORTION OF SAID LOT 5, LYING SOUTHERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHEASTERLY TERMINUS OF THAT CERTAIN COURSE IN THE SOUTHEASTERLY LINE OF SAID LOT 5, SHOWN ON SAID MAP OF TRACT 30364, AS HAVING A BEARING AND LENGTH OF "SOUTH 42° 58' 43" WEST 104.31 FEET", THENCE NORTH 45° 55' 10" WEST 88.98 FEET; THENCE SOUTH 25° 11' 40" WEST 141.00 FEET; THENCE NORTH 74° 48' 20" WEST 152.00 FEET; THENCE SOUTH 31° 51' 40" WEST 42.14 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 5.

EXHIBIT B


PARCEL 7
PARCELS 4/9
CENTURY
AVENUE
PARK
THE AVE. OF STARS
CONSTELLATION
WEST
OLYMPIC
GALAXY
1
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12

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CITY CLERK'S USE

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NEGATIVE DECLARATION

(Article V — City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT
Los Angeles City Planning Department	5
PROJECT TITLE	**CASE NO.**
ND-828-80-GP	

PROJECT LOCATION
Area as indicated on Exhibit "A" in file, between Santa Monica and Pico Boulevards and Century Park East and Century Park West; West Los Angeles

PROJECT DESCRIPTION:
Speciifc Plan for a portion of Century City Center known as Century City North.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Richard Rosenthal or Peter Broy.

FINDING:

▶ The City Planning Department Environmental Review Committee of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons:

The ERC initial study prepared for the proposed Plan indicated possible environmental impacts due to changes manifest by additional vehicular movement, and impacts upon existing transportation systems. This initial study is an update of a study for a previous Specific Plan (which has already been approved by the City Planning Commission). Previous consideration of the Specific Plan is documented under ND-494-78-SP. Reconsideration was necessitated by the extent of changes made to the Specific Plan ordinance as approved by the Commission. Those changes are primarily textual in nature, but also include a provision for certain street improvements to be implemented by developers during the first phase of development which are intended to mitigate certain traffic impacts; and also articulate more detailed provisions for implementation of the pedestrian system. These changes are more thoroughly discussed

(continued)

▶ SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

"Any written objections received during the public review period are attached together with the responses of the Lead City Agency."

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
David Garrett	City Planner	213/485-5776

ADDRESS	SIGNATURE (Official)	DATE
200 N. Spring St., Room 655 Los Angeles, CA 90012	Andrew B. Glascosky, Chairman ERC	1-27-81

Form Gen. 157 (8-80) (Appendix C)

in the Initial Study Staff Report, attached.

Also, the changes to the Plan involve further reductions of allowed intensity of commercial and residential densities, and place maximum development ceiling for properties in the Specific Plan area. As a consequence, impacts will be even further reduced from levels indicated by ND-494-78-SP.

For additional discussion of impacts manifest by the Proposed Plan, see the Initial Study Staff Report.

Los Angeles City Planning Department
Room 561

Community Planning and Development Division

EIR 828-80-GP

SUBJECT: SPECIFIC PLAN FOR A PORTION OF CENTURY CITY KNOWN AS CENTURY CITY NORTH

INITIAL STUDY STAFF REPORT

TABLE OF CONTENTS

EIR 828-80-GP
Staff Report

Introduction

This report details potential environmental impacts identified on the Initial Study and Checklist for EIR Case No. 828-80-GP. This is a companion document to the Initial Study and Checklist and should be considered as a part of the file. For reference, note that attached as Appendix "A" is a copy of the proposed Plan.

General Comments

The legislative history of the proposed Specific Plan is increasingly complex over time, and this version is merely another manifestation of the same process. A very similar Specific Plan was developed in June, 1979 and received a negative declaration on July 11, 1979 (cf: ND 494-79-SP). That Specific Plan was modified subsequent to public hearing and further modified by the City Planning Commission on January 9, 1980. By the time the Plan was in the jurisdiction of the Planning Committee, there had been a hiatus of over twelve months since the original Negative Declaration had been processed. Meanwhile, additional negotiations among all of the various parties in interest--development and real estate interests, homeowners' groups and municipal legislative bodies--rendered the Plan obsolete. A major textual revision and reorganization ensued during October, 1970 and was considered by the Planning and Environment Committee in mid-November. On the advice of the Office of the City Attorney, this modified Specific Plan required further environmental consideration, even though it represents a further density reduction from the Plan previously developed.

Differences Between Plan Versions

The most recent preliminary plan (see attached next) differs considerably in form and less in substance from the previously considered plan. The major differences are as follows:

1. The Composition and Structure of the Phasing Program

   Units of development intensity, defined as a means of creating phases of development, were changed from square feet to "CATGP", or Cumulative Automobile Trip Generation Potential. The trip generation potential is defined by means of factors taken from the EIR manual. Thus, the first and second phases in the previous plan, which represented 1.0 million square feet of office space for the former and an additional 1.5 million square feet of office for the latter (a total of 2.5 million square feet of office space, maximum) would be translated into 14,000 CATGP for phase one and 21,000 for phase two (a total of 35,000 CATGP maximum, or 14 daily trips per 1,000 square feet of office space).

However, permissible limits of development per phase have also been changed, and an absolute limit of development has been proposed. In comparison, the two plans feature these phases (in terms of CATGP):

		Current Plan	Previous Plan
a.	Phase One With Transit Station Bonus of 1,100 trips	18,900 20,000	14,000
b.	Phase Two	10,000	21,000
c.	Phase Three	None	Up to 6:1 FAR: subsequent to rapid transit implementation only.
d.	TOTAL (1 and 2) With Bonus	29,900 30,000	35,000

In summary, although the current plan features a larger first phase, there is an overall reduction (after phase two) of the 6,100 CATGP or 435,700 square feet of office space.

To compensate for the increase in allowable development in phase one (4,900 CATGP or 350,000 square feet), the current plan text outlines a procedure which assesses each developer for certain improvements to the vehicular circulation system during that phase. A list of recommended improvements was developed by Century City, Inc. (CCI) and by the City of Los Angeles Department of Transportation. Each item on the list has been assigned points based on the contribution cost of each improvement to total costs of all improvements, as specified in the Ordinance text (cf: Sec. 3B).

2. Pedestrian Corridor

The Pedestrian Corridor has been treated more substantively. The current Plan outlines implementation procedures, including the establishment of an assessment district specifically for creation of pedestrianways. However, these changes do not effect environmental impact.

3. Reorganization of Ordinance Text

The previous plan text contained several confusing and ambiguous sections and subdivisions, as well as a difficult and cumbersome structure. The plan text has been completely revised to clarify and streamline the Ordinance language. These changes are not substantive in terms of environmental impacts. As a guide for those who wish to compare the structure of these two ordinances, the following outlines are provided.

Previous Plan Text (Approved by Commission March 6, 1980)

Section 1. Definitions

Section 2. Establishment of Specific Plan (including Plan Map).

Section 3. Phasing of Development

A. Purpose

B. Jurisdiction

C. Approval Procedure

Section 4. Uses and Densities of Development

A. Purposes

B. Density Limits

C. Waiver

D. Transfer of Development Rights

E. Shopping Center

F. Residential Uses

G. Subdivisions

Section 5. Parking Management

Section 6. Pedestrian System

Section 7. Pedestrian Bridges

Section 8. Vendors on Public Right-of-Way

Section 9. (Special Section, Parking Structure)

Section 10. Required Organization (Maintenance of Pedestrian System)

Section 11. Severability

Section 12. (Certification and Publication)

Current Plan Text (As considered by Planning and Environment Committee on November 18, 1980 and as reviewed and approved by office)

Section 1. Establishment of Specific Plan

A. (Boundaries)

B. (Purpose)

Section 2. Definitions

Section 3. Phasing of Development

A. Purpose

B. First Phase of Development

C. Second Phase of Development

Section 4. Procedures

A. (Ministerial determinations)

B. (Discretionary determinations)

C. (Appealability of discretionary determinations)

D. (Applications for Project Permits, Phase Two)

E. Appeals

Section 5. Transfer of Development Rights

A. (Limitations)

B. (Certification by Director)

C. (Recordation of Transfer)

Section 6. Alternative Calculations of CATGP

Section 7. Shopping Center

Section 8. Parking Management (Note: may be deleted)

Section 9. Parking Structure

Section 10. Pedestrian Corridor

A. Purpose

b. Implementation

Section 11. Change of Zone Within Specific Plan Area

Section 12. Owner Acknowledgement of Limitations

Section 13. Severability

Section 14. (Certification and Publication)

In addition, there was a minor change to Appendix "A" of the Plan, the removal from the crosshatched areas of property now under construction as a parking garage. Furthermore, the pedestrian crossing which connects the Century Plaza Hotel and the ABC Entertainment Center was added to the Plan Map.

Reduction in Possible Land Use Intensity

The proposed changes in the Century City North Specific Plan text further reduce allowable maximum densities of land uses in the Specific Plan area, compared to those allowed under the previous plan and compared to those possible under current zoning. These comparative intensities of development are summarized in Table 1. As can be seen in Table 1, the proposed plan changes further reduce maximum development potential by approximately 436,000 square feet of commercial space and reduces development

potential by 75% relative to existing zoning potential. Table 2 summarizes the differences in each Plan version in terms of total trips generated by allowable uses. The current version reduces total additional trip generation by approximately 20% over the Plan previously approved by the City Planning Commission.

Table 1. Comparative Maximum Additional Development, Proposed Plan Versions and Existing Zoning

	(In Place)	Current Plan	Previous Plan	Existing Zoning
Office Uses[1]	(6,143)	2,064	2,500	7,799
Retail Uses[1]	(649)	150	150	4,251
Hotel Uses[2]	(800)	250	250	828
Dwelling Units[3]	(1,777)	---	---	---

[1]In 1,000's sq. ft.
[2]Guest room count, existing and proposed
[3]Includes units proposed and units under construction

Table 2. Comparative CATGP, Proposed Plan Versions and Existing Zoning

	(In Place)	Current Plan	Previous Plan	Existing Zoning
Office Uses	(86,002)	22,200	28,300	109,186
Retail Uses	(22,715)	4,200	4,200	119,028
Hotel Uses	(8,200)	2,500	2,500	8,280
Dwelling Units	(13,328)	---	---	---
TOTAL	(130,045)	28,900	35,000	236,494

Table 3 summarizes basic differences in proposed and existing zoning for the Specific Plan area:

Table 3. Comparative Zoning Acreage, Proposed Plan Versions and Existing Zoning

	Existing Zoning	Current Plan	Previous Plan	Net Difference[1]
M1-1-0	6.8	--	--	- 6.8
C2-3-0	90.5	--	--	- 90.5
C2-2-0	--	89.1	75.5	+ 89.1
C2-1L-0	--	--	13.6	--
C2-1VL-0	--	8.2	8.2	+ 8.2
R5-2-0	19.5	--	--	- 19.5
R4-2-0	4.1	19.5	19.5	+ 15.4
R4-1L-0	21.2	25.3	25.3	+ 4.1
R4-1VL-0	6.2	6.2	6.2	----
	148.3	148.3	148.3	

[1]Between Current Plan and Existing Zoning

Generally speaking, the Plan calls for downzoning of all commercially zoned lands from Height District No. 3 to No. 2; the M1-1-0 zoned land to C2-2-0 and C2-1VL and the R5-2-0 to R4-2-0.

In consideration of the above, the following discussion further elaborates on an assessment of possible environmental impacts as identified on the initial study for this project:

Environmental Impacts

Item 1g: Exposure of people and property to geologic hazards such as earthquakes, landslides, mudslides, ground failure or similar hazards.

The Specific Plan area land form is generally of a gently sloping configuration. The only likely hazard would result from movement due to an earthquake. In this regard, the Newport-Inglewood Fault System traverses the Specific Plan area (see Figure 1). This is a reasonably active fault system which last moved during the 1933 Long Beach earthquake.

Therefore, any additional use, as well as the present uses, expose users to potential earthquake hazard. A reduction in allowable density reduces the number of those possibly subjected to earthquake hazard. Needless to say, aside from improved building structure systems, there are no mitigation measures available.

Item 2a. Air emissions or deterioration of ambient air quality.

The proposed Specific Plan reduces emissions as indicated in Table 4. Thus, although there is possible cumulative environmental impact, it is considerably less under the proposed Plan than under existing zoning.

TABLE 4a. Comparative Vehicle Miles, Existing Zoning and Proposed Plan

		Existing Zoning:		Proposed Plan:	
Use	Average Trip Length	Trips	Vehicle Miles	Trips	Vehicle Miles
Office	8.5	109,186	928,081	22,200	188,700
Retail	8.5	119,028	1,011,738	4,200	35,700
Hotel	7.5	8,280	62,100	2,500	18,750
Total Vehicle Miles			2,001,919		243,150

TABLE 4b. Comparative Total Emissions (in kg)

	CO	Hydro-carbons	NO_x	Parti-culates	SO_2
Existing Zoning	33,632	2,202	3,804	601	200
Amended Plan	4,085	267	462	73	24

These emission reductions reflect the difference in trip generation and total vehicle miles between the Plan and existing zoning. As a consequence, emissions are reduced by a factor of approximately four-fifths. There is no practical mitigation measure yet available to counteract these reduced impacts.

Item 8. Alteration of present land use.

Existing land uses are summarized in Tables 1 and 2. The current proposed Plan will result in significant changes in land use (cf: "Reduction in Possible Land Use Intensity", above), which will be much less intensive than those possible under current zoning. Any impacts manifested by an implementation of the current Proposed Plan will, however, be substantially less significant than those manifested by the existing zoning.

Item 9. Increase in the rate of use of natural resources.

The project may result in possible measurable increases in the use of non-renewable natural resources indirectly through increases in use of public utilities such as natural gas, electricity and through increases in gasoline or other petroleum fuels. An ascertainment of impact requires an analysis of projected resource consumption, adjusted to consider current on-site consumption. Table 5, therefore, compares proposed Plan and current zoning resource use. Current usage estimates are included for the benefit of assessing ratio increases.

TABLE 5. Comparative Yearly Natural Gas or Electricity Consumption Estimates.

		Gas[1]	Electric[2]
A.	Existing Uses		
	Commercial (E)	258,006	165,861
	Retail (E)	22,715	20,378
	Hotel (E)	640,000	10,400
	Totals	920,721	196,639
B.	Current Zoning (E)		
	Retail uses	148,785	133,481
	Commercial uses	327,558	210,573
	Hotel uses	662,400	10,764
	Totals	1,137,743	354,818
C.	Proposed Plan (E)		
	Retail uses	5,250	4,710
	Commercial uses	85,932	55,728
	Hotel uses	200,000	3,250
	Totals	291,182	63,688

[1]Gas measured in cubic feet.
[2]Electric consumption measured in 1000's of kilowatt hours.

These findings are estimates which utilize EIR Manual consumption factors. They suggest that the proposed Plan, although creating a demand for non-renewable energy resources in excess of existing uses, reduces potential consumption manifest by full implementation of the existing zoning.

Gasoline consumption is a function of anticipated vehicle-mile generation. Assuming an average of 25 miles per gallon, the following petroleum consumption is estimated:

TABLE 6. Estimated Gasoline Consumption.

	Gallons/day
Existing uses	39,364
Current Plan	9,726
Existing Zoning	80,077

Gasoline consumption, therefore, is more intensive than the existing uses for the current Plan version; however, the current Plan is about seven-eighths less consumptive than that which may be generated by the existing zoning.

Item 11b. Changes in the distribution, density or growth rate of the human population of an area.

No housing other than that currently in process will be developed under the auspices of the current Plan version or under existing zoning.

Under the auspices of the proposed Plan, there will be an 80 percent decrease in the transient commuter population.

Full implementation of the Plan represents an established maximum density, thus placing a lid on growth in the center. The proposed maximum is less than that possible under current zoning.

Item 14a. Generation of additional vehicular movement.

For a discussion of potential traffic impacts, see Reduction in Possible Land Use Density above and Findings in Table 2. Comparative traffic generation for the proposed Plan is substantially less than that of the existing zoning, but more than that generated by existing uses.

Item 14c. Impacts upon existing transportation systems.

Implementation of the amended Plan will result in the dedication and improvement of several rights-of-way as stipulated in Section 3B, 1 of the proposed Plan Ordinance.

All of these improvements are being required to assist in the expeditious and safe movement of people, goods and services in the Specific Plan area.

Item 14d. Alterations to present patterns of circulation or movement of people and/or goods.

Item 15e. Effects on maintenance of public facilities, including roads.

Construction of new roads will permit future expenditure in their maintenance. The City of Los Angeles may generally suffer from a growing needs-revenue gap in part aggravated by recent taxation legislation. As a consequence, new road improvements and pedway construction may add to this maintenance burden in the future.

Item 16b. Increases in demand upon existing sources of energy, or require the development of new sources of energy.

The current Plan alters demand for energy sources such as electricity and natural gas. This use increase is summarized in Table 5. The current Plan reduces demand for natural gas by over two-thirds.

Conclusion and Summary

The proposed Plan will not significantly affect the environment since, in effect, they substantially reduce overall impacts manifested by proposed changes in land use.

Changes in land uses set forth in the current Plan reduce projected automobile emissions, total allowable square footage of office space, consumption of projected utility use, traffic generation and impacts on certain City services such as fire and police protection. The proposed Plan amendments do not positively influence non-mitigatable environmental effects such as seismic impacts and hazards.

Finally, certain impacts remain unmitigated. These include marginal increases in road maintenance and utility services.

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING

TO: CITY PLANNING COMMISSION DECISION DATE: 1-10-80 (after 10:30 a.m. Van Nuys)

FROM: Calvin S. Hamilton
Director of Planning

SUBJECT: SUPPLEMENTAL REPORT - CITY PLAN CASE NO. 28436 - CENTURY CITY SPECIFIC PLAN

The Commission, on November 29, 1979, continued this matter until January 3, 1980, to provide staff with opportunity to evaluate the considerable correspondence that had been received on this matter, just prior to the Commission meeting, and report back as to what changes should be made to the Specific Plan Ordinance.

The changes recommended by property owners within Century City, home owners' associations, City of Beverly Hills, and other parties are too numerous to respond to individually. The report that follows focuses on major issues. Comments, where similar, have been summarized. Recommended changes, including changes involving less significant aspects of the Specific Plan Ordinance, and clarifications are provided, together with a revised proposed ordinance (Exhibit E-1a) under separate cover.

1. Phasing of Development-

Comment:

Drop all formulas for controlling development in Century City other than the 6:1 FAR and instead adopt a Specific Plan requiring the Conditional Use procedure for each project, including required findings.

Response:

The West Los Angeles District Plan requires that the Plan provide for: "Phasing to insure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. ...". I do not believe that the proposed phasing should be removed. It is focused at the most critical problems confronting Century City - traffic circulation. Any other phasing program, I believe would be misdirected. Moreover, I believe, as property owners in Century City have indicated to me, that a definite, concrete guide line is needed for the proper long-range planning of major buildings in the Center.

Comment:

Should the Watt project (proposed twin, 23-story office buildings at the most westerly corner of Century Park East

and Constellation Avenue, presently in Plan Check) be allowed to proceed prior to the Specific Plan adoption, automobile trips generated by the project should be deducted from the 14,000 trips and 35,000 trips permitted in the first and second phases of development.

Response:

This is the only aspect of the Specific Plan in which the Hearing Examiner and I have any significant disagreement. We both agree that in view of how far advanced plans for the Watt Project are, it would be unfair to impose a moratorium on its development at this date.

However, the Examiner feels that an adjustment is needed to compensate for the proposed building in the amount of development allowed in the first and second phases. He recommends that development permitted in the first phase (before a Conditional Use procedure would be applicable), should be reduced from a cumulative automobile trip generation potential (CATGP) of 14,000 automobile trips per day to 3,000 trips, and from 35,000 trips to 24,000 trips per day in the second phase.

Without a compensating adjustment in the ordinance, the Examiner estimates that development having a CATGP of 26,350 would be permitted without any development controls. Moreover, it would permit in the second phase of development, a trip generation capacity of approximately 46,000 cars per day. The Examiner estimates that within the Century City peak periods (8-11 a.m. and 12-7 p.m.), there would be an additional approximately 30,000 automobiles generated by such new development using Santa Monica, Olympic and Pico Boulevards. Although some of this additional traffic will be headed north and south via Motor Avenue or Club View Drive; to reach these streets, it will be necessary to use Pico and Santa Monica Boulevards, respectively.

I share the Hearing Examiner's concern over the impact of traffic generated by new developments in Century City, and strongly endorse the concept of phasing of development proportional to automobile trips generated. I also support the inclusion of all uses, including hotels, residential, and retail developments, as being a fair and unrealistic approach.

The Examiner's proposed Plan recommends a cumulative automobile trip generation potential (CATGP) of 35,000 daily trips in the second phase of development, corresponding to 2.5 million square feet of office space as proposed initially by the Community Planning and Development Division. However, by including future residential and hotel development in the aggregate development limits, the Plan recommended by the

Hearing Examiner has significantly reduced the amount of future development below 2.5 million square feet initially proposed. The Plan recommended by the Community Planning and Development Division, limiting office and retail development to 2.5 million square feet, greatly reduces the potential of such development to but 25 percent of the potential under existing zoning and of 40 percent of that recommended for Century City in the West Los Angeles District Plan. Inclusion of proposed hotel projects would limit office development in the second phase to 1.95 million square feet, less than 20 percent of the potential of existing zoning, and only 33 percent of the potential permitted by the District Plan. I am also concerned with the severe limitations that inclusion of the Watt Project would have on developments now being planned. With inclusion of the Watt Project in the Cumulative Automobile Trip Generation potential (CATGP), the amount of development that would be permitted in the first phase wo dd be but 3,000 CATGP or the equivalent to but 200,000 square feet of office development. Thus, all projects that are now being planned - Northrop's proposed 375,000 square foot-plus office building, a 190,000 square-foot expansion of the shopping center, and a 400-500 hotel unit and 200-unit condominium project on the Welton Becket property, would, following adoption of the Specific Plan Ordinance, be required to apply for a Conditional Use, prepare the required environmental impact reports, and go through the necessary public hearings.

In summary, I do not feel it is appropriate, given the severe limitations of the ordinance recommended by the Hearing Examiner, on the overall development in Century City and in particular, those projects being planned for the near future to include the trips generated by the Watt Project in the CATGP of the proposed first and second phases of development.

---

2. Transfer and/or Allocation of Development Rights-

Comment:

The proposed allocation of an aggregate of 35,000 trips per day to the entire Specific Plan area places all land owners in a state of uncertainty. While a land owner has any allocated building rights, every land owner is at the mercy of his neighbors. Give each owner a certain "vested" amount of development rights permitting orderly development by eliminating the perceived necessity to commence construction immediately.

Response:

Transfers of development rights in both the initial plan prepared by the Community Planning and Development Division and

the revised ordinance recommended by the Hearing Examiner are intended solely for the purpose of insuring that a few developments do not monopolize the amount of development permitted in the second phase of development (2.5 million square feet of office and retail development in the Plan recommended by the Community Planning and Development Division; or the 35,000 trips per day recommended by the Hearing Examiner).

The initial ordinance recommended by the Community Planning and Development Division allocated development based on a square footage and gave a disproportionate square footage to properties that appeared to have imminent plans for development. However, by the time of the public hearing (September 17, 1979), it became apparent that some projects would have allocated rights while others would not. "Block 1" (designated by the Community Planning and Development Division for the area northeast of Century Park East) for example, had been allocated for 155,000 square feet before transfer of development rights would be required. The allocation was not nearly adequate for the proposed Northrop building, and thus Northrop requested a 345,000 square-foot allocation.

From where transfer of development rights could be transferred from was not limited in the initial Specific Plan, making it possible to transfer development rights from existing projects, most notably the Century Square Shopping Center. Therefore, it would be possible to transfer over 4,000,000 square feet of unused development rights from the shopping center to other projects which would be more than enough to cover all projects in the first and second phases of development. Obviously such rights could be more readily obtained from the shopping center than a vacant parcel with a more apparent need for its rights. Such a situation would make it possible to transfer substantial development rights from existing developed properties in Century City to a few vacant parcels, shutting off any opportunity for the remaining vacant parcels to be developed in the second phase.

The Examiner does not feel that certain blocks should be given disproportionate allocations simply because projects on those blocks might be more timely. He attempted to secure development rights on an equitable basis of a maximum of 1500 automobile trips generated per net acre with projects of greater intensity required to utilize transfer of development rights. To insure that development of remaining vacant land in Century City was not curtailed by development rights being transferred from the unused rights of existing developments, it was recommended that these rights be transferred only from undeveloped parcels.

Unfortunately, this allocation approach appears to give land owners of small parcels very limited development (relative to other larger parcels), putting them at the mercy of the owners of larger properties (essentially Century City, Inc.). For example, the proposed Northrop building with a potential of 400,000 square feet under an FAR of 6:1 would be limited to approximately 2300 trips (equivalent to an office development of 32,000 square feet, without transfer of development rights).

I believe, in the interest of fairness, that some accommodations be made for smaller parcels. It has therefore been recommended that projects generating less than 6,000 trips daily not be required to obtain transfer of development rights for projects in excess of 1500 trips per acre. Such a limitation would permit the construction of the proposed hotel-condominium development on the Welton Becket property, the proposed Northrop building, and the proposed shopping center expansion, leaving a potential for development generating approximately 18,000 to 19,000 automobile trips per day.

3. Hotel Trip Generation-

Comment:

The Planning staff report presents scant evidence that hotel development would substantially impact the traffic situation in the District Plan area. Hotels will benefit the Century City area by avoiding use of the land for offices, which generate a much greater volume of traffic.

Response:

Although hotels generate less traffic than office development, they, nevertheless, generate a very significant volume. For example, full development (6:1 FAR) of the Welton Becket property (at the northerly corner of the Specific Plan area), one of the smaller remaining developable parcels, would permit an approximately 627,000 square-foot office building estimated to generate approximately 8,800 automobile trips daily. If the property were to be developed with a 400-500 room hotel, it is estimated that 4,000-5,000 automobile trips would be generated daily. Moreover, if the proposed Century Plaza Hotel expansion (approximately 250 rooms) were to take place, it is estimated that the expansion and the proposed Welton Becket hotel would generate approximately 6,500-7,500 daily trips, resulting in substantial impacts.

Comment:

The Specific Plan should exclude hotels and their ancillary uses. The trip generation factors on page 2 of Exhibit E-1

(Specific Plan Ordinance) recommended by the Hearing Examiner) are based on "worst case" measurements. These measurements are based on hotel with convention facilities and do not take into account those hotels without such facilities which generate much less traffic. Also, these measurements do not take into account ancillary facilities for the operation of hotels which do not generate traffic and therefore should be excluded from trip generation factors. Moreover, hotel guests will be doing business in Century City and walking into the area.

Response:

The traffic generation factors used in the proposed ordinance are from the Planning Department's Environmental Impact Review Manual based on data from the City's Transportation Department. These studies are not "worst case" but are taken from numerous "representative" case studies according to the Department of Transportation. The studies which include a variety of convention and non-convention hotels indicates that there is no significant difference between hotels with or without convention facilities at least in the amount of automobile traffic entering or leaving. They are based on actual traffic counts and also indicate that there is no significant difference between hotels with varying amounts of ancillary facilities. Representatives of the Transportation Department do not believe that guests of hotels would do any more business on foot than guests of hotels outside of Century City; nor that hotel guests would necessarily be doing business in Century City; nor that such guests are likely to make any fewer trips outside of the Center.

4. Shopping Center and Retail Commercial Trip Generation-

Comment:

Shopping center and retail commercial developments should be excluded from calculating the amount of development to be allowed in the first and second phases. The proposed ordinance is assigned a trip generation potential of 34.5 daily trips per 1,000 square feet of retail development. Actual figures available based on daily ticket counts at the parking facility of the Century Square Shopping Center demonstrate that the "potential" is 28 trips per 1,000 square feet. The first facilities in a shopping center generate the highest traffic. Additional facilities tend to draw other patronage from people who make one or more trips to patronize more stores.

Response:

The Department of Transportation has reviewed plans for the proposed shopping center expansion and does not feel that

the addition will generate less traffic than 34.5 trips per 1,000 square feet. It is now felt that a 190,000 square-foot addition will not merely result in an increase of a few new stores catering to established customers but rather is large enough to attract substantial new patronage.

Comment:

The majority of shopping center patrons live or work in Century City - they walk to the retail stores from their offices or homes, or from the hotel. Because the shopping center does not open until 10:00 a.m., it does not contribute to peak hour traffic problems.

Response:

The Department of Transportation indicates, based on the number of cars parked in the shopping center's parking lot and a substantial traffic count, based on daily ticket sales for parking, that a majority of shopping center patrons do not live or work in Century City. As indicated previously, traffic problems in and around Century City are related to an extended nine to 10-hour peak period during the day rather than any specific morning or evening peak hour period. For example, while the morning peak hour on Santa Monica Boulevard adjacent to the shopping center is between 8:00 and 9:00 a.m., all of the remaining morning hours have traffic flows of at least 90 percent of the peak hour period. Thus, while shopping center traffic generated after 10:00 a.m. will not influence "peak hour" traffic, it will nevertheless impact traffic during the other hours of heavy travel.

5. Pedestrian Ways and Pedestrian Bridges-

The pedestrian system proposed for Century City Center is based on the 1976 Preliminary Century City Specific Plan. Unfortunately the system proposed in that Plan is no longer viable. Pedestrianways and pedestrian bridges linking "Le Parc" and "Century Hill" (condominium developments between Galaxy Way and Pico Boulevard) with the rest of Century City cannot be required as these two superblock developments will not have densities of 30 dwelling units per acre necessary to "trigger" requirements for pedestrian bridges.

Therefore, I am recommending that bridges and pedestrianways extending to these two blocks be deleted from the map accompanying the proposed ordinance and replaced with a bridge and pedestrianway system linking the "Century Hill" block (between Olympic Boulevard and Empyrean Way) and the 20th Century Fox Studios property via a bridge over Avenue of the Stars.

It is also recommended, in view of the timeliness of the Watt Project that the pedestrian system for the block in which the Watt project is located be realigned along the west side of the project and that there be a bridge added to the ordinance map over Century Park East linking the Watt Project and the site of the proposed new Northrop Building. It is my strong belief that a pedestrian system interconnecting the superblocks in Century City is absolutely necessary for the proper development of the Center and that immediate steps need to be taken with respect to the Watt Project to ensure the viability of the system.

CITY PLAN CASE NO. 28436 DECISION DATE: 1-10-80

CENTURY CITY SPECIFIC PLAN - CHANGES RECOMMENDED BY DIRECTOR OF PLANNING TO SPECIFIC PLAN ORDINANCE PROPOSED BY HEARING EXAMINER:

1. No. 1, page 2, Section 1 (e):

   Change Map to "Map".

2. Page 2, Section 1 (k):

   Delete definition (not applicable).

3. Page 2, add new definition:

   (k) "Cumulative Automobile Trip Generation Potential" (CATGP) shall mean the cumulative total daily automobile trips generated by all additional commercially zoned development within the Specific Plan Area, for which building permits are issued subsequent to adoption of this ordinance, based on the following trip generation factors:

Office Commercial:	14 trips/1,000 sq. ft. of floor area
Medical Office:	*75 trips/ " " " " " "
Other Commercial:	34.5 trips/" " " " " "
Hotel:	10 trips/guest room
Residential:	7.55 trips/dwelling unit

   The CATGP shall exclude automobile trips generated by existing commercially zoned developments demolished subsequent to the adoption of this ordinance. Provided, however, where a developer disputes any of the trip generation factors enumerated above as applied to a project, the developer may submit a detailed CATGP study prepared by a registered Traffic Engineer for review by the City of Los Angeles Department of Transportation. The Department shall review the study and report its findings and recommendations to the Director of Planning. The Director shall approve, disapprove or conditionally approve the trip generation factor(s) by letter, with copies thereof to be submitted to the developer, the Department of Transportation and the Department of Building and Safety.

* Change from 50.4 to 75 trips, recommended by the Department of Transportation.

4. Page 3, Section 1 (l):

Change (l) to (k) and change definition from "mass transit facility" to "mass rapid transit facility".

5. Page 3, Section 3.B. (Jurisdiction):

Revise first two sentences to read: "The approval procedure described within this section shall apply to all projects within the Century City Center Specific Plan area for which building permits are issued subsequent to the effective date of this ordinance. In the event that project(s) are permitted or permit applications are filed for such project(s), where by the cumulative automobile trip generation potential would exceed 14,000 daily trips, no building permit shall be issued ...".

6. Page 4, Section 3.C.1. (Approval Procedure):

Revise first sentence to read: "In the event that project(s) are permitted or permit applications are filed for such project(s), whereby the cumulative automobile trip generation potential would exceed 14,000 daily trips, no further development shall be permitted without prior review and approval pursuant to procedures stipulated in Section 12.24-B, 3 of the Los Angeles Municipal Code.".

7. Page 4, Section 3.C.2. (Approval Procedure):

Revise to read: "In the event that project(s) are permitted or permit applications are filed for such project(s) whereby the cumulative automobile trip generation potential would exceed 14,000 daily trips but would not exceed 35,000 daily trips, no further development shall be permitted without the prior review and approval of the Los Angeles City Planning Commission who, prior to approval of said project(s), shall make the following written findings in lieu of those findings stipulated in Section 12.24-B of the Los Angeles Municipal Code.".

8. Page 5, Section 3.C.2.g. (Approval Procedure):

Revise second sentence to read: "Such consideration of impacts on the internal vehicular circulation system and mitigation measures for same shall include forecasts of potential traffic from: (1) Existing vacant development; (2) all permitted but undeveloped projects in the Century City Center at the time of the Planning Commission's findings; and (3) all allowable future development under the densities and uses set forth in the Specific Plan. These forecasts shall be based on an occupancy rate of 90 percent.".

9. Page 5, Section 3.C.3. (Development in Excess of 35,000 Trips Per Day):

Revise first sentence to read: "In the event that project(s) are permitted or permit applications are filed for such project(s) whereby ...".

10. Page 5, Section 4.C. (Transfer of Development Rights):

Revise to read: "In the event that project(s) are permitted or permit applications are iled for such project(s) whereby the cumulative automobile trip generation potential would exceed 14,000 daily trips, would not exceed 35,000 daily trips, development of commercially zoned projects shall not exceed an automobile trip generation potential of 1,500 daily trips per net acre, based on trip generation factors contained in Section 1, Subsection (k). This provision shall not apply to projects generating less than 6,000 daily trips. Authority to construct development in excess of this amount may be transferred to a parcel to the extent not utilized from parcels in the Specific Plan area that are vacant or used solely for parking purposes, provided that the floor area of any project not exceed a floor area ratio of 6 to 1. ...".

11. Page 6, Section 4.D. (Residential Uses):

Revise to read: "Subject to the prior review, approval, and finding by the Los Angeles City Planning Commission, project(s) to be constructed on commercially zoned property may include residential uses to be developed under Section 3, and a total floor area of any such project(s) shall not exceed a floor area ratio of 6-to-1.".

12. Page 8, Section 6.D. (Pedestrian Bridges):

Revise to read: ".....expressly authorized in this ordinance may be appealable .....the City Engineer fails to act within sixty (60) calendar days on any matters requiring their decision or determination such decisions or determinations shall be made by the City Council.".

13. Page 8, Section 7:

Add paragraph to exempt proposed parking building on existing M1-1-O zoned property.

13. Page 8, Section 8 (Owner Acknowledgement of Limitations):

Redesignate as Section 8; replace with new Section 7 to read:

"Sec. 8. (Required Organization)

"If the improvements required in Section 6 incident to the further issuance of building permits are not promptly

constructed at the time indicated therein in a manner satisfactory to the City Engineer or if any of the improvements required by Section 6 hereof are not maintained in a manner satisfactory to the City Engineer, then a corporation, association, property owners group or similar entity shall be formed with the right to assess the parcels for the benefit of which such improvements are required to meet the expenses of such entity, and with the authority and the duty to construct and maintain improvements. Such entity or entities shall operate under recorded conditions, covenants and restrictions approved as to form by the City Attorney which shall include compulsory membership of owners of parcels affected, and flexibility of assessments to meet changing costs of construction, maintenance, repairs and services. This condition shall not apply to land dedicated to the City for other public purposes.

Further, if the improvements required by Section 6 are not maintained in a manner satisfactory to the City Engineer after he has given written notice thereof, by mail or personal service, to the owner of the parcel whereon such improvement is not being properly maintained, then upon notice from the City Engineer the Department of Building and Safety shall issue no further permits for the construction or enlargement of a structure upon such parcel and shall revoke any and all certificates of occupancy for Major Projects upon such parcel.".

14. Page 9, Section 9:

Redesignate as Section 11, on page 10.

15. Page 10, add new Section 10:

"Sec. 10. (Severability)

"If any provision or clause of this ordinance or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other ordinance provisions, clauses or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this ordinance are declared to be severable.".

16. Map Changes:

A. Correct 300-foot depth of proposed Height District 1VL along Century Park East; should extend northeasterly

from southwest side (not northeast) of street.

B. Revise location of proposed Pedestrian Ways and Pedestrian Bridges. (See attached map).

CITY PLANNING DEPARTMENT
ACTION OF THE CITY PLANNING COMMISSION

CITY PLAN CASE NO. 28436 DATE: MARCH 6, 1980

The Commission, staff and the Deputy City Attorney reviewed the proposed ordinance, prepared pursuant to the Commission's action of January 31, 1980, to establish a Century City Center Specific Plan and an ordinance to implement the zone and height district changes contemplated by the Plan.

The Commission and Chief Examiner acknowledged the correspondence received that suggested various language revisions in the text of the Plan. The Commission and staff, after consultation with the Deputy City Attorney, agreed the suggested revisions were appropriate and the Commission directed that, with the assistance of the City Attorney's Office, as necessary, the proposed Specific Plan Ordinance be revised accordingly.

After due deliberation, it was the action of the Commission to:

1. Adopt the findings contained in the report of the Commission Chief Examiner, dated March 6, 1980, as the findings of the Commission.

2. Approve the proposed ordinance (as revised) to establish the Century City Center Specific Plan.

3. Recommend that the City Council concur in the Commission's action and instruct the City Attorney to prepare and present final ordinances, to establish the Century City Center Specific Plan and to effectuate the implementing zone and height district changes, for simultaneous adoption by the City Council.

VOTE:
Moved: Harrington
Seconded: Neiman
Ayes: Garcia, Krueger, Maston

Raymond F. Norman

Raymond I. Norman, Secretary
City Planning Commission

RIN:mm

OFFICE OF
CITY ATTORNEY
CITY HALL EAST
LOS ANGELES, CALIFORNIA 90012

IRA REINER
CITY ATTORNEY

REPORT NO. R 81 1567

NOV 16 1981

REPORT RE:

FINAL DRAFT OF ORDINANCE ESTABLISHING A
CENTURY CITY NORTH SPECIFIC PLAN
(CPC No. 28436 and Council File No. 80-1250 not transmitted.)

The Honorable City Council
City of Los Angeles
Room 395, City Hall
Los Angeles, California 90012

Honorable Members:

Transmitted herewith is the final draft of an ordinance establishing a Century City North Specific Plan, approved as to form and legality. This ordinance has been approved by the Director of Planning on behalf of the City Planning Commission with a recommendation that it be adopted.

The herewith transmitted ordinance is identical to the ordinance transmitted on November 9, 1981, except that it corrects an error in the Improvement Percentage of Traffic Improvement No. 29, on page 21 of the ordinance. The correct percentage is 2.59%.

Should the City Council adopt this ordinance, it may comply with the provisions of Section 96.5(5) of the Charter by either adopting the findings of the Director of Planning or by making its own findings.

A proposed Negative Declaration was prepared on October 7, 1981, and thereafter filed with the City Clerk. If the City Council concurs therewith, it must adopt the Negative Declaration prior to or concurrent with action on the ordinance, and at the same time, make the finding that the project will not have a significant effect on the environment for the reasons set forth in said Negative Declaration. If the subject ordinance is

enacted, the City Clerk should file a Notice of Determination in accordance with Section 7 of Article V of the City of Los Angeles' Guidelines for the Implementation of the California Environmental Quality Act of 1970.

Very truly yours,

IRA REINER, City Attorney

By

ANTHONY SAUL ALPERIN
Deputy City Attorney

ASA:lmr
485-4230

Attachment

JOSEPH P. LOEB (1883-1974)
EDWIN J. LOEB (1886-1970)

WRITER'S DIRECT DIAL NUMBER:

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CALLED SPECIAL

November 6, 1981

HAND DELIVERED

Los Angeles City Council
Room 340, City Hall
Los Angeles, California 90012

Attention: Joel Wachs, Council President

Re: Proposed Century City North Specific Plan (Council File No. 80-1250, City Plan Case No. 28436) re: November 10, 1981 City Council Meeting

Gentlemen:

American City Bank (hereinafter "ACB") is the owner of a parcel at the northeast corner and within the boundaries of the proposed Century City North Specific Plan (hereinafter the "Plan"). This letter is for the purpose of indicating for the record ACB's continued opposition to the proposed Plan. Representatives of ACB have written several letters in opposition to and have appeared at hearings during the formation of the proposed Plan. ACB continues to oppose the proposed Plan, including the actions taken by the Planning Commission on October 29, 1981, essentially upon the same grounds indicated in such earlier correspondence and appearances, and by this reference incorporates into this letter all of ACB's prior statements in opposition to the Plan as expressed in such correspondence and appearances. We have been advised that Councilman Yaraslovsky plans to present a proposed form of Plan to the City Council at its November 10 meeting.

The following points summarize and reiterate the nature of ACB's opposition to the Plan as currently proposed:

The proposed Plan is inconsistent with the applicable District Plan and Specific Plan. The application of the proposed Plan to ACB is inconsistent with the stated purposes of the Plan.

Allowance of increased density at the American City Bank site would not impose shadows on any residential areas.

The ACB site is substantially different than other sites designated in the proposed Plan as "buffer" areas, because the other buffer areas have been built out and because the ACB site has direct street access outside of Century City. The unique characteristics of the ACB site indicate that such site should not even be included within the Plan. The Plan is inequitable and denies ACB equal protection of the law because the Plan unreasonably regulates the ACB site in a manner similar to the regulation of dissimilar sites and in a manner dissimilar to the regulation of similar sites, especially with respect to allocation of development rights.

In the light of the above, ACB requests disapproval of the proposed Plan, or, alternatively, exclusion of the ACB site from the Plan.

Sincerely,

Stuart Sobel
for Loeb and Loeb

SS:lc
cc: Councilman Zev Yaraslovsky
Mr. Raymond Norman, Planning Commission
Mr. James Garity
Mr. Bruce Becket
Frank E. Feder, Esq.
Michael Langs, Esq.

Los Angeles City Planning Department
Room 561

DATE: November 16, 1981

TO: Ira Reiner, City Attorney

FROM: Calvin S. Hamilton, Director of Planning

SUBJECT: ORDINANCE ESTABLISHING THE CENTURY CITY NORTH SPECIFIC PLAN (CITY PLAN CASE NO. 28436 AND COUNCIL FILE NO. 80-1250)

CHARTER SECTION 97.8

Transmitted herewith is an ordinance which establishes the Century City North Specific Plan for a portion of the Century City Center.

On October 29, and November 5, 1981, the City Planning Commission recommended adoption of the subject Ordinance. An ordinance was prepared by the City Attorney and transmitted to the Council. It has been discovered that the Improvement Percentage of Traffic Improvement No. 29 was in error. The correct percentage is 2.59%. The herewith approved ordinance reflects the correction. I find that the ordinance prepared by the City Attorney according to instruction from the City Planning Commission, as corrected, although modified from such ordinance as seen by the Planning Commission, conforms with the latest action of the Commission on this matter.

CHARTER SECTION 97.2 (a) AND (b) AND CHARTER SECTION 96.5 (5)

Pursuant to Section 97.8 of the City Charter and City Plan Case No. 13505-A and the California Environmental Quality Act (see finding No. 14) and on behalf of the City Planning Commission, I adopt the attached findings, approve the Ordinance and recommend its adoption by the City Council.

ENVIRONMENTAL IMPACT

The proposed ordinance will not have a significant effect on the environment for the reasons stated in the Negative Declaration dated October 7, 1981.

CSH:LB:ic

Attachment

CITY PLAN CASE NO. 28436
COUNCIL FILE NO. 80-1250

WEST LOS ANGELES DISTRICT
COUNCIL DISTRICT NO 5

FINDINGS

FOR

CENTURY CITY NORTH SPECIFIC PLAN

NOVEMBER 3, 1981

FINDINGS
FOR
CENTURY CITY NORTH SPECIFIC PLAN

1) Concept Los Angeles, an element of the Los Angeles General Plan, adopted by the City Council on April 3, 1974, designates Century City as a "Center" with a "high intensity of varied urban activities; residential, commercial, cultural, recreational and appropriate industrial uses". The West Los Angeles District Plan, adopted by the City Council on March 21, 1974, designates that portion of the subject Specific Plan area, northwest of Olympic Boulevard as a "regional center", with corresponding zone classifications of C2, C4, P and PB, in Height District No. 2. The District Plan proposes that the portion of the subject Specific Plan area southeast of Olympic Boulevard be developed with "High-Medium" density residential uses (40+ to 60 dwelling units per gross acre, corresponding to the R4 Zone classification). The District Plan recommends that: "A Specific Plan should be developed for the Century City Center, the area generally bounded by Pico Boulevard, Century Park East, Santa Monica Boulevard and Century Park West". This Specific Plan shall designate the location of commercial uses and residential uses and densities as shown on the West Los Angeles District Plan Map and using criteria established under the "commercial features" of the West Los Angeles District Plan. The District Plan also recommends that the Specific Plan should provide for:

   A. Phasing to assure orderly development and redevelopment and to provide street capacity and other facilities adequate to the intensity and design of development. This shall include any on and off-site dedications or improvements deemed necessary as a result of this Specific Plan study.

   B. A continuous pedestrian system, separated from automobile traffic, and with pedestrian bridges and appropriate locations to be constructed concurrently with development.

   C. Off-site parking facilities with secondary transit linking the parking facilities to activity nodes within Century City Center.

   D. An overall intensity of residential and commercial development as proposed herein, but with flexibility regarding the specific location of uses. The Specific Plan should permit the transfer of unused development rights within the Specific Plan area, subject to City review and approval.

2) The Century City North and Century City South Specific Plans together comprise the specific plan regulations for the Century City Center as called for in the West Los Angeles District Plan. The proposed Century City North Specific Plan, including the change of zone, and height district, provides regulations in conformity with the above recommendations of the District Plan, and thus it is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in Concept Los Angeles and the West Los Angeles District Plan.

3) The Century City North Specific Plan Area is approximately 60 percent developed with office, retail commercial, hotel, entertainment and residential uses. The existing level of development, coupled with existing development in surrounding areas has caused the traffic volume on some of the major circulation arterials in and surrounding the Specific Plan area to approach or exceed capacity, thus necessitating a limitation on the amount of future development.

4) The Proposed Specific Plan will result in a 40 percent reduction in the amount of commercial development and a 50 percent reduction in the amount of residential development permitted by existing zoning on the remaining undeveloped or substantially underdeveloped parcels in the Century City North area, thereby greatly reducing the potential adverse impacts of future development in the Specific Plan Area.

5) The proposed phasing of development, Project Permit requirements and required traffic improvements provided for in Specific Plan will greatly reduce the traffic impact from future development on the Century City North area and on Santa Monica, Olympic, Pico and Wilshire Boulevards, vital traffic arterials for the West Los Angeles District Plan Area.

6) The Trip generation factors contained in Section 2 of the Specific Plan are based on such factors contained in the City's EIR Manual, on other local and national transportation studies and on studies performed specifically in connection with the development of the Specific Plan.

7) In order to limit the impacts of future development within its area, the Specific Plan places a limit on allowable future development for the commercially-zoned lots. That limit is expressed in terms of a ceiling on the number of vehicle trips (Trips) which may be generated by Projects (construction and changes of use) for such commercially-zoned lots. The Plan would permit 20,000 such Trips in the first phase of development and 10,156.789 Trips in the second phase. In order to assure equality of treatment of similarly situated lots and ownerships, Trips have been allocated to such lots in each phase as follows:

   A. During the first phase, each lot in the "core area" which is undeveloped or underdeveloped has been allocated a number of Trips which will permit the lot to be developed up to a floor area ratio of 1.48 to 1 (measured at 14 Trips per thousand square feet of floor area).

   B. During the first phase, each lot in the "buffer area" which is undeveloped or underdeveloped has been allocated a number of Trips which will permit the lot to be developed to a floor area ratio of 0.61 to 1 (measured at 14 Trips per thousand square feet of floor area).

   C. Similar allocations have been made for such lots during the second phase, "core area" lots being allocated sufficient Trips to produce a floor area ratio after Phase Two of 2.29 to 1, and "buffer area" lots being allocated sufficient Trips to produce a floor ratio after Phase Two of one to one.

D. Lots already developed to floor area ratios equal to or greater than such figures in the "core area" and "buffer area", set forth in "B" and "C" just above, respectively are allocated no Trips under the Plan.

E. One parcel of land, known as Lot 14, is uniquely situated in the "core area", and is not designated to receive Trips. This lot has an equivalent FAR of 2.20 based on its present use and would ordinarly be considered an underdeveloped lot which would entitle it to Trips in phase two. No Trips will be allocated to it in phase two for the following reasons: 1) it is located entirely under Avenue of the Stars; 2) it is physically precluded from any further development; 3) it has in practice been considered as a portion of the ABC Entertainment Center; and 4) it can in no practical way provide for any additional on-site parking. Therefore, it is not included in the same category with other underdeveloped lots and is a special case.

F. The Specific Plan provides for the transfer of development rights (Trips) between lots within the Specific Plan Area in order to provide more flexibility in implementing the Plan.

G. Although the "core" and "buffer" areas have already been partially developed, the average development in the "core area" is approximately two times as intense as the average development in the "buffer area". The proposed distribution of Trips to lots, permitting more intense future development toward the center of the Specific Plan Area, would help preserve that distribution, thus lessening the impact of commercial development on the low (primarily) and medium intensity residential and other (public school) uses to the immediate east and west of the Specific Plan Area. It would concentrate growth toward the center of the area served by a greater number of major circulation arterials.

H. Olympic Boulevard a grade separated major highway, already provides a natural buffer between the commercially zoned area east of Avenue of the Stars and north of Olympic Boulevard, and the high medium density residential area south of Olympic Boulevard. The parking structure now under construction south of Constellation Boulevard and east of Century Park West, together with the existing wall at the southwest border of the commercially zoned area of the Plan, already provided a buffer to the high-medium residentially zoned area at the corner of Century Park West and Olympic Boulevard. Thus, no "density" buffers are needed for those areas.

I. The shopping center identified in Section 7 of the Specific Plan is permitted to receive 4,200 Trips for development in Phase One. It is allocated 4,200 Trips in Phase One because there is a need for expanded retail commercial facilities at the present time. It is good planning practice to locate such additional retail development (125,000 square feet) in close proximity to existing retail development for the convenience of shoppers and in order to reduce trips within the Specific Plan Area. Also, the required additional parking can be easily accommodated on said site. The shopping center would otherwise, receive 683.941 Trips in Phase One. The balance of 4,200 Trips now permitted in Phase One would otherwise be allowed in Phase Two. The 683.941 Trips may be used for any purpose either on-site or off-site (off-site Trips may be transferred to any other parcel for any type use), within the Century City

North Specific Plan Area in Phase One. Within the shopping center, 15,000 square feet of space shall be made available for public purposes possibly including a U.S. Post Office, library, or other public use as approved by the City Planning Commission at a reasonable rental. Such public facilities should be located in the shopping center because the persons who will most likely use them are shoppers, merchants, and employees both of the shopping center and adjacent office structures. Thus, such location is most accessible to the persons who most likely will use the facilities. This reduces trips otherwise made to surrounding areas.

J. The Specific Plan features two phases. Phase Two shall begin when building permits have been issued for Projects generating 15,225.606 Trips, and when all public improvements are in place, unless completion is delayed by conditions beyond the control of the developer and the City as determined by the Planning Commission. Such phasing insures orderly development and mitigates certain adverse impacts created by traffic from the additional development.

8) There are differences between the regulations contained in the Century City North Specific Plan (North Plan) and those contained in the Century City South Specific Plan (South Plan). Those differences, and the reasons for imposing them in each Plan, are as follows:

A. Phasing of development in the North Plan is accomplished by means of dividing future commercial development into two distinct phases, each of which imposes distinct requirements and limitations. The South Plan, however, provides that phasing will be accomplished through the subdivision process. Both means of phasing will accomplish the same essential goals of limiting and ordering development and providing for public improvements. Different methods were chosen for each Plan Area because the North Plan Area is subdivided and the South Plan Area is not. Thus, subdivision is an available method for accomplishing such planning goals in the South Plan Area.

B. The North Plan provides for "density" and "height district" buffers ("buffer areas") along the east and west edges of the commercially zoned portions of the Plan area, in order to lessen the impact of commercial development on the adjacent low and medium density residential and school uses. The South Plan restricts the commercially-zoned lots also to provide a density buffer (with an FAR of approximately 1.36, based on a Trip generation factor of 14 Trips per acre), albeit not as much of a buffer as the buffer areas of the North Plan. In addition, there is a "height district" buffer along the western border of the commercially-zoned lots of the South Plan in order to provide an additional buffer effect between its commercial uses and the adjacent low-density residential uses to the west. The buffer zones in the two plans differ because the commercial uses in the North Plan (office commercial and retail) tend to contrast more greatly with and have a greater impact upon the adjacent areas than will be the case in the South Plan, where the projected commercial uses will be self-contained, relatively low intensity office commercial and studio uses. The intensity of the commercial zone in the South Plan, though not as low as the "buffer areas" in the North Plan (1.0 FAR based on a Trip generation potential of 14 Trips/acre), is itself (at 1.36 FAR) a density buffer.

9) The proposed limitations on intensity of development, building height and the casting of shadows by tall buildings, will serve to assure a more compatible relationship between future development in Century City North and the stability of adjacent residential areas.

10) The Specific Plan, including changes of zone and height districts, will have an effect upon the Highways and Freeways Plan and the Fire Protection Element of the General Plan. However, procedural requirements, set forth in the Specific Plan and in the City's Municipal Code, will assure compliance with these adopted General Plan Elements.

11) A continuous pedestrian corridor, comprised of pedestrian walkways and bridges has been included in the Specific Plan in order to provide greater ease in pedestrian access between the various lots and uses, thus reducing the need for vehicular traffic within the Specific Plan Area and increasing pedestrian and traffic safety.

12) There is one major parking structure under construction, in the commercially-zoned portion of the Plan area, which will serve the adjacent development. It is not part of required parking for any project but is, rather, additional parking space. This structure is needed and should be maintained in the future in order to assure continued parking capacity and availability within the Specific Plan Area.

13) The Specific Plan includes a provision for a moratorium in the event a judicial decision permits the generating of more Trips than those permitted pursuant to this Ordinance in either phase of development. Such a moratorium is necessary to preserve and protect development in and around the Plan Area, until there is a newly enacted specific plan or for six months, whichever occurs first.

14) The Planning Department's Environmental Review Committee has determined that the Century City North Specific Plan will not have a significant effect on the environment.

15) The provisions of the Century City Specific Plan will have a positive effect upon the General Plan and, other than amending the Specific Plan, will not relate to, or have an effect upon other General Plan Elements or plans in preparation by the Department of City Planning.

16) The transfer of up to 5,000 CATGP from Century City South Specific Plan Area to the Century City North Specific Plan Area will not significantly affect the environment, and will permit a degree of flexibility in the implementation of the Plans.

17) Based upon the above findings, the Specific Plan, including the change of zone and height districts, is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

LBs:b:ma:gk:wh:db

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Recorder's Office, Los Angeles County,
California

04/16/07 AT 11:20AM

Fee: 21.00
Tax: 0.00
Other: 18.00
Total: 39.00

541177 200704160050043 Counter

TITLE(S) :

LEAD SHEET

Assessor's Identification Number (AIN)
To be completed by Examiner OR Title Company in black ink. Number of AIN's Shown

E402503

THIS FORM IS NOT TO BE DUPLICATED

Exhibit D

RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:

George J. Mihlsten
Latham & Watkins LLP
633 West Fifth Street, Suite 4000
Los Angeles, California 90071-2007

04/16/07

20070905495

(Space Above Line for Recorder's Use Only)

COVENANT REGARDING DEVELOPMENT RIGHTS

This Covenant Regarding Development Rights (this "Covenant") by CC Site Two, LLC, a Delaware limited liability company (hereinafter "CC Site Two"), is made as of this 13th day of April, 2007.

RECITALS

A. CC Site Two owns that certain real property described in Exhibit A attached hereto and by reference incorporated herein (the "Property"). The Property is approximately 5.5 acres and is located generally at the northeastern corner of Avenue of the Stars and Constellation Boulevard in Century City, California.

B. As used herein, "Trips" are units of real property development rights as defined in the Century City North Specific Plan, City of Los Angeles Ordinance Number 156,122 ("Specific Plan") that are freely transferable within the Specific Plan area. The number of Trips generated by any new project or any existing building are calculated using the Cumulative Automobile Trip Generation Potential ("CATGP") factors set forth in Section 2 of the Specific Plan. Trips may be further classified as "Phase I", "Phase II" or "Replacement" Trips, based on provisions of the Specific Plan.

C. The subject property is identified as Parcels 7 and 8 within the City's CCNSP Trip Allocation Chart. As of the date of execution of this covenant, a total of zero unused Phase

I Trips, a total of 1,541.190 unused Phase II Trips, and a total of zero unused Replacement Trips remain allocated to the Property, based on the trip allocation records maintained by the Los Angeles City Planning Department in accordance with provisions of the Specific Plan, and as reflected in the December 1, 2006 Century City Trip Allocations Table issued by the City Planning Department.

D. CC Site Two intends to demolish the existing buildings on Parcels 7 and 8 (the "Existing Buildings"). Pursuant to Sections 3.C.4, 5 and 6 of the Specific Plan, properties may be granted "Replacement Trips" from the demolition or change of use of existing buildings on the property, and such Replacement Trips may be used to construct another project or transferred to another property within the Specific Plan area.

E. CC Site Two now desires to record this Covenant in order to document the Replacement Trips created as a result of the demolition of the Existing Buildings. All Floor Area square footages are calculated as defined in Section 2 of the Specific Plan, as verified by building permit records and a space allocation study completed on March 16, 2007, which have been submitted to the City Planning Department. The removal of the Existing Buildings will result in 2,573.767 Replacement Trips on the Property based on the following calculation using the CATGP factors specified in Section 2 of the Specific Plan:

Use	Floor Area (Square Feet)	CATGP Factor	Replacement Trips Created
Bank Building – First Floor and Teller Structure (Drive-Through Bank Facility)	8,251	192 Trips/1000 s.f	1,584.192
Bank Building Second Floor (Office)	5,855	14 Trips/1000 s.f	81.97
Restaurant	20,169	45 trips/1000 s.f	907.605
Total	34,275		2,573.767

F. The Director of Planning of the City of Los Angeles has approved the execution and recordation of this Covenant in order to document the creation of these Replacement Trips.

COVENANT

NOW, THEREFORE, CC Site Two hereby covenants as follows:

1. CC Site Two hereby creates 2,573.767 Replacement Trips by the demolition of the Existing Buildings on the Property. These Replacement Trips shall become effective upon the demolition of the Existing Buildings, pursuant to a demolition permit issued by the City of Los Angeles.

2. CC Site Two hereby covenants that, following the permanent removal of the Existing Buildings as described in Recital D above, the number of Trips that remain allocated and available for use on the Property, pursuant to the Specific Plan, will be changed by adding 2,573.767 Replacement Trips. This action does not increase any other Trips on the site, which are currently zero Phase I Trips and 1,541.190 Phase II Trips. Total Trips available on the Property following execution of the Covenant and the permanent removal of the Existing Buildings shall be zero Phase I Trips, 1,541.190 Phase II Trips and 2,573.767 Replacement Trips.

3. This Covenant shall be a covenant running with the land as a direct burden on the Property and shall bind the undersigned and its successor and assigns in ownership or interest in the Property. The benefits of this Covenant shall also run to the Property and the successors and assigns in ownership or interest in the Property and also the City of Los Angeles and its successors and assigns in ownership or administration of the public streets located or to be located in the Specific Plan area.

IN WITNESS WHEREOF, the undersigned have executed the Covenant Regarding Development Rights as of the day and year first above written.

CC Site Two, LLC
a Delaware limited liability company

BY _____

**********Space Below This Line for Notary's Use**********

STATE OF California, COUNTY OF Los Angeles

On 4.13.07 before me, Valerie Hall, Notary Public (name and title of officer), personally appeared Robert Nowak, ~~personally known to me (or~~ proven to me on the basis of satisfactory evidence) to be the person~~(s)~~ whose name~~(s)~~ is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity~~(ies)~~ and that by his/~~her/their~~ signature~~(s)~~ on the instrument the person~~(s)~~, or the entity upon behalf of which the person~~(s)~~ acted, executed the instrument.

WITNESS my hand and official seal

_____ (SEAL)
Notary Public Signature

VALERIE HALL
Commission # 1560781
Notary Public - California
Los Angeles County
My Comm. Expires Mar 16, 2009

********** Space Below This Line For City Use**********

Approved for recording by: _____
(Department of City Planning)

CENTURY CITY NORTH

Specific Plan

Ordinance No. 156,122
Effective November 24, 1981

Specific Plan Procedures
Amended pursuant to L.A.M.C. Section 11.5.7

TABLE OF CONTENTS

A Part of the General Plan - City of Los Angeles
http://cityplanning.lacity.org (General Plan - Specific Plan)

Exhibit E

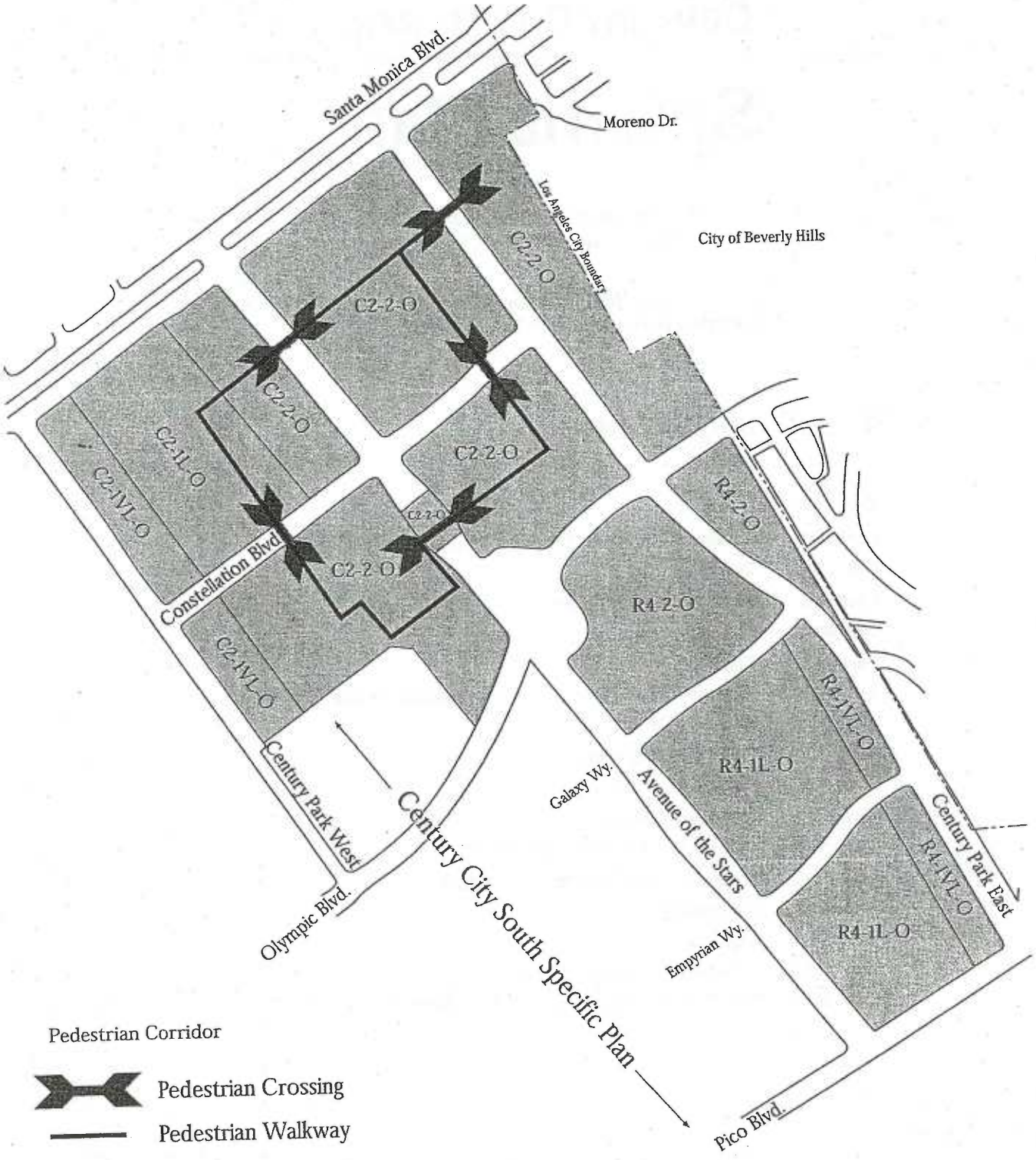


Figure 1
Specific Plan Area

Not to Scale

CENTURY CITY NORTH SPECIFIC PLAN

An ordinance establishing a Specific Plan, known as the Century City North Specific Plan, for a portion of Century City Center.

WHEREAS, the Concept, Citywide Plan and the West Los Angeles Community Plan, portions of the General Plan for the City of Los Angeles, provide that Century City Center develop as one of several high-intensity centers, consistent with the preservation and protection of low-density, single-family residential areas from encroachment by other types of uses; and

WHEREAS, the property described on the map set forth in this Ordinance (Map) is required to be rezoned in order to permit development in conformity with the previously adopted West Los Angeles Community Plan (Plan); and

WHEREAS, the C2-2 zoning densities indicated on the Map in this Ordinance are consistent with the densities shown in the Plan; and

WHEREAS, the full commercial densities proposed by the Plan, as indicated on the Map, are predicated on provision of adequate public service and transportation facilities to service the Specific Plan Area; and

WHEREAS, the Plan requires phasing in order to assure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity to development; and

WHEREAS, the Specific Plan requires specific street improvements to be assured as a part of a first phase of development and establishes a discretionary permit process as a condition of a second phase of development; and

WHEREAS, ultimate densities as shown in the Plan and as shown on the Map may only be achieved by a Specific Plan amendment; and

WHEREAS, Century City Center is composed of diverse ownerships and interests; and

WHEREAS, it is the intent of the City Council that this Ordinance be applied and administered consistent with the goals and purposes stated above; and

WHEREAS, in order to assure that such development proceeds in compliance with the General Plan and the above goals, it is necessary to adopt the following Specific Plan.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. **ESTABLISHMENT OF SPECIFIC PLAN**

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

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

Section 2. **DEFINITIONS**

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

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

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

OFFICE COMMERCIAL

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

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

RETAIL COMMERCIAL

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

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

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

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

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

RESIDENTIAL	7.55 Trips/Dwelling Unit

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

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

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

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

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

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

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

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

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

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

Pedestrian Walkway: A public pedestrian way within a Block.

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

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

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

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

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

Retail Commercial: Those activities where goods are displayed, sold or serviced.

Specific Plan Area: That area shown within the heavy lines on the Map (Figure 1).

Transferred Trip: A Trip transferred to property within the Specific Plan Area from the area governed by the Century City South Specific Plan.

Trip: Constitutes a unit of real property development rights pursuant to this Specific Plan and means a calculation of daily arrivals at and daily departures from a building or structure by motor vehicles of four or more wheels. The number of Trips generated by any Project or existing building or structure shall be calculated utilizing the table set forth in the definition of Cumulative Automobile Trip Generation Potential.

Trip Percentage: The percentage which the number Trips to be generated by a Project bears to 20,000 Trips.

Section 3. PHASING OF DEVELOPMENT

A. **Purpose:** The purpose of this Section is to assure orderly development and to provide street capacity and other public facilities adequate for the intensity and design of development by establishing phases for construction within the Specific Plan Area. The first phase of development shall continue until building permits and certificates of occupancy have been issued for Projects which generate all of the CATGP allocated to such first phase. The second phase of development shall begin when building permits have been issued for Projects generating 15,225.606 Trips, exclusive of Trips assigned by this Ordinance to Parcel A of Parcel Map Los Angeles No. 3784 and Parcel B of Parcel Map Los Angeles No. 1483; and when all public improvements set forth in Section 3B1(b) of this Ordinance are completed, unless such completion is delayed by conditions beyond the control of the developer and the City of Los Angeles as determined by the City Planning Commission. In the event a Project is proposed whereby the CATGP, including Trips generated by such Project, exceeds said 15,225.606 Trips, the developer of such Project shall comply with Sections 3B1 and 10 of this Ordinance, such Project shall require a Project Permit, and such Project may utilize the Trips allocated to such Project for both phases of development. Nothing contained in this Ordinance shall prevent the issuance of a building permit for a Project in the residentially zoned areas of the Specific Plan Area, so long as such Project complies with the provisions of Sections 3B2(g), 3B2(h), and 3B2(i) of this Ordinance and conforms to the zoning of and any other regulations applicable to the lot on which it is located.

B. **First Phase of Development:** During the first phase of development, a building permit shall be issued for a Project in the commercially zoned areas only if the CATGP, including the Trips generated by such Project, does not exceed 20,000 and if the following requirements are met:

1. The developer of such a Project shall dedicate, for public street or sidewalk purposes, the property, and shall install or adequately assure the installation of the street improvements, identified in Paragraph (b) below in the manner specified in Paragraph (a).

   a. At the time the developer of such a Project applies for a building permit, the Department of Transportation shall calculate the percentage which the number of Trips to be generated by such Project bears to 20,000 Trips (Trip Percentage). The Department of Transportation shall thereupon assign to such Project one or more of the dedications and/or one or more the improvements identified in Paragraph (b), in the manner specified in Subparagraph (1) below. It shall be the responsibility of the developer to dedicate the property assigned and to install or to assure the installation of such assigned improvements in accordance with the procedures set forth in Subparagraphs (2) through (4) below:

      (1) The Department of Transportation shall assign dedications and improvements to such Projects as follows:

         (a) If the Trip Percentage of a project equals the Improvement/Dedication Percentage of a dedication or improvement or the sum of the Improvement/Dedication Percentages of more than one dedication or improvement, which dedication or dedications and/or improvement or improvements have not been assigned, then such shall be assigned to the Project.

         (b) If the Trip Percentage of a project does not equal an Improvement/Dedication Percentage or sum of Improvement/ Dedication Percentages as set forth in Subparagraph (a) above, then one or more dedications and/or improvements shall be assigned to the project and/or a percentage of the cost of another dedication or improvement not assigned shall be allocated to the project, the sum of the Improvement/Dedication Percentages of which equals the Trip Percentage of the project. When the percentages of a particular improvement as allocated total 100%, such improvement shall be assigned to the last project allocated a percentage of it and the amounts deposited into escrow, as provided below, relating to such improvement, may be used by the developer of such project to pay for the percentages of such improvement not allocated to such developer's project.

(2) Prior to the issuance of a building permit for such a Project, the Bureau of Engineering shall estimate the cost of completing the improvement or improvements assigned to such Project and the cost of the percentage of any improvement allocated to the Project and shall inform the developer and the Department of Transportation of such amount, and the developer shall thereupon either obtain a Class "B" Permit in accordance with the provisions of Los Angeles Municipal Code Section 62.111 and/or enter into an escrow agreement in the form set forth in Exhibit 0-1 contained in Council File No. 81-1250. The developer shall, if an escrow agreement is so executed, deposit into an escrow account created by such agreement the amount of such cost estimate. The funds so deposited shall remain in such account and shall be disbursed therefrom in accordance with the terms of such agreement. The Mayor is hereby authorized to enter into any such escrow agreement on behalf of the City of Los Angeles.

(3) The developer of such a Project shall be responsible for the construction of the improvement or improvements assigned to such Project in accordance with the requirements of Los Angeles Municipal Code Section 62.111.

(4) Notwithstanding anything to the contrary in the Los Angeles Municipal Code Sections 91.0315(c) and (e), neither a certificate of occupancy nor a temporary certificate of occupancy for any portion of such a Project may be issued unless the City Engineer certifies in writing that all dedications have been made and all permits, bonds and insurance required by Los Angeles Municipal Code Section 62.111 have been obtained for all improvements assigned to such Project and that construction of such improvements or improvements has been completed or has progressed to the satisfaction of the City Engineer, or any delays in commencement of such construction have been caused by events beyond the developer's control.

(5) Any owner of property within the commercially zoned portions of the Specific Plan Area may determine to dedicate any or all of the properties and/or assure and construct all or a portion of the street improvements described in Paragraph (b) below at any time prior to applying for a building permit for a Project. In such case, the owner or owners shall specify to the Department of Transportation the Improvement/Dedication Percentage the owner proposes to dedicate and/or to assure and construct, and the procedures set forth in this Paragraph shall be carried out at that time. The owner, or the owner's

successors and assigns, shall receive credit for the dedications so made and the improvements so assured and constructed in connection with Projects later constructed by the owner, or the owner's successors an assigns; however, the owner, and the owner's successors and assigns, shall be entitled to no reimbursement for any portion of any dedications made or improvements constructed in excess of the owner's, or the owner's successors and assigns, ultimate Trip Percentage, if any.

b. The following are the dedication properties and locations of the street improvements required to be dedicated and to be constructed and assured pursuant to this Subdivision. A more detailed description of each such improvement is contained in Council File No. 80-1250, collectively identified as Exhibit 0-2. To the left of each listed improvement is a number corresponding to the percentage which the estimated 1981 cost of such improvement bears to the total estimated cost of all the listed dedications and improvements (Improvement/ Dedication Percentage). The Department of Transportation may modify each such improvement, but only to the extent that such modification is necessary to assure proper integration of the subject improvement into existing on-site conditions and such modifications may not enlarge upon or expand any such improvement.

(1) 7.24% Pico Boulevard between Manning Avenue and Malcolm Avenue: Widen to provide an 80-foot roadway. Relocate and modernize traffic signal equipment. (The City of Los Angeles will acquire a right-of-way for this improvement prior to assigning the improvement. Said right-of-way shall consist of approximately 25 square feet as more fully set forth in the detailed description of this improvement on Exhibit 0-2 referred to above.)

(2) 3.19% Pico Boulevard between Avenue of the Stars and east of Century Park East: Widen to provide an 80-foot roadway. (Traffic signal work is included in Nos. (22) and (23).)

(3) 3.51% Constellation Boulevard between Century Park West and east of Avenue of the Stars: Widen to provide a 70-foot roadway. (Traffic signal work is included in No. (24).)

(4) 1.20% Century Park West (east side) between Constellation Boulevard and approximately 640 feet south of Constellation Boulevard: Widen to provide a 70-foot roadway. (Traffic signal work is included in No. (25).)

(5) 0.35% Century Park West (west side) approximately 680 feet south of Constellation Boulevard: Widen to provide a 69- to 70-foot roadway. (No traffic signal work is required).)

(6) 0.52% Century Park West at Olympic Boulevard: Widen to provide a 74-foot roadway. (Traffic signal work is included in No. (26).)

(7) 0.37% Avenue of the Stars at Santa Monica Boulevard (south roadway): Modify median island to provide an additional 8 feet on the northbound approach roadway. (Traffic signal work is included in No. (27).)

(8) 0.88% Avenue of the Stars approximately 500 feet south of Santa Monica Boulevard (south roadway): Modify the median island to lengthen the northbound left-turn pocket for the driveway to 1801 Avenue of the Stars and construct a southbound left-turn pocket for the driveway to 1900 Avenue of the Stars. (No traffic signal work is required.)

(9) 1.49% Avenue of the Stars at Constellation Boulevard: Modify the median island to provide an additional 10 feet of roadway on both the southbound and the northbound approaches. (Traffic signal work is included in No. (24).)

(10) 0.64% Avenue of the Stars at Pico Boulevard: Modify the median island to provide an additional 8 feet of roadway on the southbound approach. (Traffic signal work is included in No. (22).)

(11) 13.04% Santa Monica Boulevard (north roadway) between east of Century Park East and west of Club View Drive: Widen to provide a 70- to 72.5-foot roadway. Relocate and modernize traffic signal equipment.

(12) 7.24% Santa Monica Boulevard (north Roadway) at Beverly Glen Boulevard: Widen to provide a 69-foot roadway. Relocate traffic signal equipment.

(13) 2.77% Santa Monica Boulevard (north roadway) at Overland Avenue: Widen to provide a 70-foot roadway. Relocate traffic signal equipment.

(14) 3.86% Santa Monica Boulevard (north roadway) at Westwood Boulevard: Widen to provide a 70-foot roadway. Relocate traffic signal equipment.

(15) 0.45% Santa Monica Boulevard (south roadway) between Fox Hills Drive and east of Century Park East: Remove median island. (Traffic signal work is

included in No. (27).)

(16) 3.11% Santa Monica Boulevard (south roadway) and Overland Avenue: Widen Santa Monica Boulevard to provide a 40-foot roadway. Widen the south leg of Overland Avenue to provide a 40-foot roadway. Relocate traffic signal equipment.

(17) 1.94% Santa Monica Boulevard (south roadway) at Westwood Boulevard: Widen to provide a 40- to 42-foot roadway. Relocate traffic signal equipment.

(18) 0.90% Century Park East at Pico Boulevard: Widen to provide a 68-foot roadway. (Traffic signal work is included in No. (23).)

(19) 3.37% Right-of-Way for No. (3): Approximately 1,640 square feet, 70 square feet and 400 square feet of right-of-way as indicated on the more detailed description of Improvement No. 3 in Exhibit 0-2 in Council File No. 80-1250. This item is to be assigned to the owner of the right-of-way.

(20) 3.75% Right-of-Way for No. (4): approximately 2,350 square feet of right-of-way as indicated on the more detailed description of Improvement No. 4 in Exhibit 0-2 in Council File No. 80-1250. This item is to be assigned to the owner of the right-of-way.

(21) 15.97% Right-of-Way for Transit Stop: Ten thousand square feet of right-of-way within 400 feet of the center line of Constellation Boulevard. This item is to be assigned to the owner of the right-of-way. (See No. (28) for description of Transit Stop.)

(22) 2.40% Pico Boulevard and Avenue of the Stars: Relocate and modernize traffic signal equipment, including interconnect.

(23) 1.44% Pico Boulevard and Century Park East: Relocate and modernize traffic signal equipment.

(24) 1.44% Constellation Boulevard and Avenue of the Stars: Relocate and modernize traffic signal equipment.

(25) 0.22% Constellation Boulevard and Century Park West: Relocate traffic signal equipment.

(26) 1.44% Century Park West and Olympic Boulevard: Relocate and modernize traffic signal equipment.

(27) 1.28% Santa Monica Boulevard (south roadway) between Fox Hills Drive and east of Century Park

East: Relocate traffic signal equipment.

(28) 6.39% Transit Stop: A transit stop to be constructed within 400 feet of the center line of Constellation Boulevard on a lot at least 10,000 square feet in size and suitable for such transit stop use, to be operated or available for use by a municipal transit authority or agency and to be situated to promote ease in the embarkment and disembarkment of passengers. (See No. (21) for the right-of-way.)

(29) 2.5% Century Park East at Olympic Boulevard: Widen to provide an additional 10 feet of roadway on the southbound approach. Relocate and modernize traffic signal equipment. (See No. (30) for the right-of-way.)

(30) 7.01% Right-of-Way for No. (29): Approximately 4,390 square feet as indicated on the more detailed description of Improvement No. (29) in Exhibit 0-2 in Council File No. 80-1250.

2. During the first phase of development, Projects in commercially zoned areas shall conform to the applicable provisions below:

a. Projects may be constructed only on lots within the crosshatched areas shown on Appendix A, attached hereto, except as provided in Sections 3B2(c), 3B2(e), 3B2(f), 3B2(j), 5 and 7 of this Ordinance, and only to the extent that the Trips allocated to such a lot have not already been utilized or transferred.

b. Projects within the crosshatched areas shown on Appendix A may generate no more than the number of Trips set forth on Appendix B for each lot identified thereon; provided, however, that additional Trips may be transferred to a Project Site in accordance with Sections 3B2(j) and 5 of this Ordinance, in which case the Trips generated by such Project may be increased by the number of Trips so transferred.

c. Projects may be constructed on lots within the non-crosshatched areas shown on Appendix A only to the extent that Trips transferred to the Project Site in accordance with Sections 3B2(j) and 5 of this Ordinance, and Trips resulting from changes of use or demolition of existing buildings, have not already been utilized on such Project Site.

d. A Project within the Buffer Area shown on Appendix A may have a Floor Area Ratio of not more than four and one-half to one. A Project within the Core Area shown on Appendix A may have a Floor Area Ratio of not more than six to one.

e. If, on a lot anywhere within the Specific Plan Area, a building, or portion thereof, is demolished, such may be replaced with a Project on the same lot. Such Project may generate no more than the Trips generated by the previous use, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

f. If, on a lot anywhere within the Specific Plan Area, the use of a building, or portion thereof, is changed and the Trips generated by the building are thereby reduced, that number of Trips may be used for a Project on the same lot. Such Project may generate no more than that number of Trips, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

g. A Project shall be designed in a way to reasonably assure that it will not cast a shadow for more than two hours, between 8 a.m. and 8 p.m., upon any detached single-family dwelling located outside the Specific Plan Area.

h. A Project shall be designed in a manner which adequately screens ventilation, heating and air conditioning ducts, tubes, equipment and other related appurtenances from the view of pedestrians, motorists and the occupants of adjacent buildings.

i. The facade of any parking building shall be designed to be compatible in architectural character with its principal building and with adjacent existing office, commercial or residential buildings.

j. Trips allocated by Section 3B2(b) of this Ordinance to lots within the crosshatched areas shown on Appendix A, or arising from demolition of any building, or portion thereof, or from a change of use of a building, or portion thereof, decreasing the Trips generated by such building, may be transferred from any parcel within the Specific Plan Area to any other parcel within the Specific Plan Area. Such transfer to development rights shall be made in accordance with Section 5 below.

k. No Project shall be located so as to impede the location or construction of the Pedestrian Corridor.

C. **Second Phase of Development**: During the second phase of development, a Project in the commercially zoned areas shall be permitted only if the CATGP, including the Trips generated by such Project, does not exceed 30,516.789 Trips, and if the following requirements are met:

1. A Project Permit, including such conditions as are deemed necessary by the City Planning Commission, has been granted

for such Project pursuant to the procedures set forth in Section 4 of this Ordinance. The City Planning Commission shall make the following written findings prior approving any such Permit:

a. Such Project conforms to all of the provisions of this Specific Plan, the West Los Angeles Community Plan and all other applicable provisions of the General Plan.

b. Such Project has been designed in a way to reasonably assure that it will not cast a shadow for more than two hours, between 8 a.m. and 8 p.m., upon any detached single-family dwelling located outside the Specific Plan Area.

c. Sufficient provisions have been made, if necessary, to assure the installation of a continuous Pedestrian Corridor in accordance with the provisions of Section 10 of this Ordinance and as shown on the Map.

d. Sufficient provisions have been made, if necessary, to assure the installation of Pedestrian Crossings in accordance with the provisions of Section 10 of this Ordinance and as shown on the Map.

e. The Project has been designed in a manner which adequately screens ventilation, heating and air conditioning ducts, tubes, equipment and other related appurtenances from the view of pedestrians, motorists and occupants of adjacent buildings.

f. The facade of any parking building has been designed to be compatible in architectural character with its principal building and with adjacent existing office, commercial or residential buildings.

g. Consideration has been given by the City Planning Commission to impacts generated by the Project on the vehicular circulation system within the Specific Plan Area and on the sections of Pico, Olympic and Santa Monica Boulevards between one mile easterly and one mile westerly of the boundaries of the Specific Plan Area, including specifically the impacts at those intersections serving the Specific Plan Area at Pico, Olympic and Santa Monica Boulevards, and that mitigation measures, if any, were given due consideration. Such consideration of impacts and mitigation measures shall include, but not be limited to, forecasts of potential traffic from: (1) all Projects within the Specific Plan Area and the area governed by the Century City South Specific Plan for which building permits have been issued, but which have not yet been constructed and (2) all allowable future development permitted under the densities and uses set forth for said areas. These forecasts shall be based on the Trip generation factors contained in the definition of CATGP. Said consideration of impacts and

mitigation measures shall be made in writing or reduced to writing and shall be a part of the Project Permit file.

h. Adequate sewers and similar public utilities, facilities and services, other than those considered pursuant to Section 3C1(g) of this Ordinance, exist or will exist to service the intensity and design of the proposed Project and other development in the Specific Plan Area.

i. Sufficient provisions have been made to assure the installation of any on-site or off-site improvements deemed necessary by the City Engineer to accommodate any cumulative impacts generated by the Project on existing sewers or other similar public utilities, facilities and services, other than those considered pursuant to Section 3C1(g) of this Ordinance.

2. During the second phase of development, Projects in commercially zoned areas shall conform to the applicable provisions below:

a. Projects may be developed only on lots within the crosshatched areas shown on Appendix A, except as provided in Sections 3C2(c), 3C3, 3C4, 3C5, 5 and 7 of this Ordinance, and only to the extent that the Trips allocated to such a lot have not already been utilized or transferred.

b. Projects within the crosshatched areas shown on Appendix A may generate no more than the number of Trips set forth on Appendix B for each lot identified thereon; provided, however, that additional Trips may be transferred to a Project Site in accordance with Sections 3C5 and 5 of this Ordinance, in which case the Trips generated by such Project may be increased by the number of Trips so transferred.

c. A Project may be constructed on a lot within the non-crosshatched areas shown on Appendix A only to the extent that Trips transferred to the Project Site in accordance with Sections 3C5 and 5 of this Ordinance, and Trips resulting from changes of use or demolition of existing buildings, have not already been utilized on such Project Site.

d. A Project within the Buffer Area may have a Floor Area Ratio of not more than four and one-half to one. A Project within the Core Area may have a Floor Area Ratio of not more than six to one.

3. If, on a lot anywhere in the Specific Plan Area, a building, or portion thereof, is demolished, such may be replaced with a Project on the same lot. Such Project may generate no more than the Trips generated by the previous use, the Trips, if any,

allocated to the lot by this Ordinance, and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

4. If on a lot anywhere within the Specific Plan Area, the use of a building, or portion thereof, is changed, and the Trips generated by the building are thereby reduced, that number of Trips may be used for a Project on the same lot. Such Project may generate no more than that number of Trips, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.

5. Trips allocated hereunder by Section 3C3 of this Ordinance to lots within the crosshatched areas shown on Appendix A, or arising from the demolition of any building, or portion thereof, or from a change of use of a building, or portion thereof, decreasing the Trips generated by such building, may be transferred from any parcel in the Specific Plan Area, to any other parcel in the Specific Plan Area. Such transfer of development rights shall be made in accordance with Section 5 of this Ordinance.

Section 4. **PROCEDURES**

A. Determinations made pursuant to Sections 3B, 4F, 5B and 10 (except as set forth in Subsection B of this Section) of this Ordinance are hereby deemed to be ministerial. Such determinations shall not be appealable.

B. Determinations made pursuant to Section 3C, Sections 6, 7 and Section 10B9 of this Ordinance are hereby deemed to be discretionary. As set forth in section 11.5.7J of the Municipal Code: determinations pursuant to Section 3C of this ordinance shall be made by the City Planning Commission, appealable to the City Council, and determinations pursuant to Sections 6, 7E, and 10B9 of this ordinance shall be made by the Area Planning Commission, appealable to the City Council.

C. Discretionary determinations pursuant to this Ordinance shall be appealable to the City Council, pursuant to the appeal procedures set forth.

D. The application fee for Project Permits are set forth in Section 19.01 J of the Los Angeles Municipal Code.

E. Adjustments to Project Permits shall be reviewed by the Director of Planning, subject to provisions set forth in Section 11.5.7E of the Municipal Code.

F. Except as otherwise provided within this Specific Plan, the Area Planning Commission shall have initial decision-making authority to grant exceptions from the regulations of this Ordinance, appealable to the City Council.

G. Administration

1. The Department of City Planning shall maintain a record of the Trip allocations made pursuant to this Specific Plan, Trips or Transferred Trips utilized for Projects subsequent to the effective date of the Specific Plan, Trips arising from demolition of any building or portion thereof, Trips arising from change of use of a building or portion thereof (changing the Trips generated by such building), any transfers of Trips between parcels within the Specific Plan Area, any transfers of Transferred Trips from the area governed by the Century City South Specific Plan to a parcel within the Specific Plan Area, any transfers of Transferred Trips between parcels within the Specific Plan Area, any allocation of Trips to specific lots resulting form a subdivision, and such other records as may be necessary or desirable to provide an accurate and up-to-date account of the Trips and Transferred Trips available for use on any lot within the Specific Plan Area. Such records shall be available for public inspection. The Department of City Planning shall upon request of any property owner within the Specific Plan Area provide a certification of the number of Trips currently available to such property owner's lot. Any change in the number of Trips or Transferred Trips available to any lot or lots shall be evidenced in recorded document in a form designed to run with the land and signed by the owner(s) of the lot or lots involved.

2. The Department of Building and Safety shall not issue building permits for any Project until the Director of Planning, or his or her designee, has certified in writing that the construction plan conforms to this Specific Plan.

Section 5. **TRANSFER OF DEVELOPMENT RIGHTS**

Trips and Transferred Trips may be transferred from any lot within the Specific Plan Area to any other lot within the Specific Plan Area, subject to the following restrictions and the other applicable provisions of this Specific Plan.

A. No Trip may be transferred if it has previously been utilized on or transferred from the transferor site; provided, however, if a building, or portion thereof, is demolished, or if the use of a building, or portion thereof, is changed, thereby reducing the Trips generated by the building, all or part of the Trips attributable to such demolition or change of use may be transferred to one or more Project Sites. Trips and Transferred Trips which have been transferred, but not utilized on the transferee site, may be transferred to any other lot within the Specific Plan Area.

B. No such transfer may be made unless the Director of Planning certifies in writing that said transfer conforms to the requirements of this Section and Sections 2, 3B2, 3C2, 3C3, 3C4, 3C5, 6 and 7 of this Ordinance.

C. Trips Transferred from Century City South Specific Plan Area: Transferred Trips, not to exceed 5,000 may be transferred from the area governed by the Century City South Specific Plan to any property within the Specific Plan Area. Such Transferred Trips may be utilized for any Project. Such Transferred Trips may be utilized either for a Project only utilizing such Transferred Trips or may be utilized for a Project utilizing a combination of such Transferred Trips and Trips arising pursuant to the phasing requirements, dedication and improvement provisions, or Project Permit procedures of this Ordinance. Transferred Trips may be transferred from any parcel in the Specific Plan Area to any other parcel in the Specific Plan Area, provided that any such transfer shall be made in accordance with this Section.

D. Any transfer of Trips or Transferred Trips, conforming to the provisions of this Ordinance, shall be evidenced by a recorded document, signed by the transferor in a form designed to run with the land and satisfactory to the City Attorney, which document restricts the Trips or Transferred Trips allocated to the Transferor site to the extent that said Trips or Transferred Trips have been transferred to another site.

Section 6. **ALTERNATIVE CALCULATIONS OF TRIP GENERATION FACTORS**

If the developer of a Project, the Director of Planning or any other interested person disputes any of the Trip generation factors enumerated in the definition of CATGP in Section 2 of this Ordinance, as applied to a particular Project during the second phase of development, such person may submit a proposed alternative Trip generation factor for the Project, along with a traffic generation study prepared by a registered traffic engineer, for review by the City of Los Angeles Department of Transportation (Department of Transportation). The Department of Transportation shall review the study, report its findings to the Area Planning Commission within 30 days. The Area Planning Commission shall schedule a public hearing thereon, give notice thereof as prescribed in Sections 11.5.7 F and J of the Municipal Code, and within 45 days after such hearing approve, disapprove or conditionally approve the proposed alternative Trip generation factor as the Trip generation factor for the Project. The Commission shall notify the developer, the Director of Planning and the person submitting the alternative factor of its determination by letter, with copies thereof to the record owners of all property located within 300 feet of the exterior boundaries of the property involved, each property owner association, and each federation of such associations, representing the owners of property located within 300 feet of the Specific Plan Area and requesting the Commission to give then such notice, the Department of Transportation, the Department of Building and Safety, the Council member of the District and the City Clerk of any municipality adjoining the Specific Plan Area.

Section 7. **SHOPPING CENTER**

A. Notwithstanding any provision of Sections 3B2(c) and 3C2(c) of this Ordinance to the contrary, one or more Projects on the site of the Century Square Shopping Center (Parcel A of Parcel Map Los Angeles No. 3784) may be permitted during the first phase of development,

provided that the aggregate Trips generated by all such Projects do not exceed 4,200. Such Trips shall be included in the CATGP. Any such Project or Projects shall consist of a 3,516.059 Trip addition of Retail Commercial uses only to the existing shopping center and 683.941 Trips of any commercial development. However, no Project may contain a fast food restaurant. Said Retail Commercial Project or Projects may include office space utilized by the owner of the lot and the Retail Commercial tenants, which space is incidental to the retail uses.

B. If any of such 4,200 Trips are transferred to any other lot within the Specific Plan Area, the document evidencing the transfer shall indicate whether or not the Trips need to be used for Retail Commercial purposes. No more than 683.941 Trips may be so transferred for other than Retail Commercial uses, except as provided in the following Subsection. Retail Commercial Trips so transferred shall be utilized at 35 Trips per 1,000 square feet of Floor Area.

C. If any building, or portion thereof, located on said Parcel A is demolished, the first 3,516.059 Trips resulting therefrom may be used thereafter only for Retail Commercial uses, unless the City Council by resolution finds that the Trips resulting from such demolition are no longer needed to supply Retail Commercial space with in the Specific Plan Area, in which case such Trips shall not be so restricted. The provisions of Los Angeles Municipal Code Section 11.5.7 F do not apply to any such determination.

D. No building or structure located within the C2-1-VL-0 portion of said lot shall exceed a height of 45 feet from the floor elevation of the plaza level of the existing Century Square Shopping Center.

E. The owner of Parcel A of Parcel Map Los Angeles No. 3784 shall make available 15,000 square feet of improved leasable Floor Area for public purpose uses, which uses may include without limitation a United States Post Office and public library, and which uses shall be subject to approval by the Area Planning Commission.

1. A fair and reasonable rental may be charged for said space, which rental shall not be lower than the lesser of (a) the then current market rental for similar space within the Century Square Shopping Center, or (b) the owner's actual construction cost (including interest on any financing for said construction) of space actually constructed for such purposes, if any, amortized over a period of twenty years.

2. If, within twenty-four months after the effective date of this Ordinance, one or more leases have not been executed for such 15,000 square feet of such improved leasable Floor Area, then the owner shall convey to the City of Los Angeles, free of charge, Floor Area within a building, the quantity of which space shall be the difference between the number of square feet of Floor Area then leased and 15,000 square feet. However, the owner shall not be required to convey more than 3,000 square feet nor less than 1,000 square feet. Such conveyed Floor Area shall be

contiguous. The owner shall thereafter not be required to make available any additional Floor Area for such leasing.

3. Neither the owner of Parcel A nor any other person may utilize any Floor Area constructed or otherwise made available pursuant to this Subsection for any use other than a public purpose use approved by the Area Planning Commission, except in accordance with the provision of this Ordinance.

Section 8. **PARKING MANAGEMENT**

Interim parking plans, which will mitigate the effects of parking displaced by any Project, shall be submitted to the Department of Transportation prior to the issuance of a building permit for that Project.

Section 9. **PARKING STRUCTURE**

Notwithstanding any provision of this Ordinance or Los Angeles Municipal Code Section 12.14 to the contrary, the parcel rezoned herein from M1-1-0 to C2-2-0 may be developed by constructing, maintaining and operating thereon a parking building which complies with the requirements of the M1-1-0 Zone, which provides a setback of at least 200 feet from Century Park West and which is no longer than 335 feet above sea level. If the current proposal to construct, maintain and operate such parking building is abandoned or after construction of such structure the parcel is voluntarily redeveloped, then the parcel may be used only for the uses permitted in the C2-2-0 Zone, as further restricted or conditioned by this Ordinance, or for such uses as may be permitted in any other zone into which the property may hereafter be placed.

Section 10. **PEDESTRIAN CORRIDOR**

A. **Purpose:** The purpose of this Section is to set forth the plan for a continuous Pedestrian Corridor. The Map shows the general location of the Pedestrian Corridor. The Pedestrian Corridor, and the provisions hereinafter set forth to implement such Corridor, shall be applicable to all Projects and to all properties within the Specific Plan Area, as more particularly designated on the Map.

B. **Implementation:** Pedestrian Walkways and Pedestrian Crossings shall be constructed in accordance with the following:

1. Within ninety (90) days after the effective date of this Ordinance, the City Engineer, after consultation with the Director of Planning, shall commence preparation of preliminary plans for the Pedestrian Corridor showing its location, dimensions, the general location of Pedestrian Crossings and any other special features of the Corridor, and shall complete such plans in an expeditious manner. The preliminary plans shall be sufficient to guide an architect or engineer to be employed by a developer in preparation of final plans for particular components of the

Corridor, so that such will harmonize and be compatible with other components of the Corridor.

2. No building or other structure shall be located so as to impede the location or construction of the Pedestrian Corridor.

3. Any Project of more than 10,000 square feet of gross Floor Area (including, but not limited to equipment rooms, staircases and parking structures), located on a lot through which a portion of the Pedestrian Corridor passes, shall include construction of such portion of the Pedestrian Walkway on said lot. The developer of such Project shall, prior to the issuance of a building permit for the Project, dedicate or convey an easement for such portion of the Pedestrian Corridor, provide covenants or other assurances satisfactory to the City Engineer that the improvements of such portion of the Pedestrian Walkway will be completed, and demonstrate to the satisfaction of the City Engineer that any necessary substructure for any required portion of the Pedestrian Corridor is adequately provided for in the construction plan; such substructure, if necessary, shall be built by and at the expense of the developer.

4. The owner of a lot improved with a building or structure may construct that portion of the Pedestrian Corridor within the lot in accordance with the preliminary plans prepared by the City Engineer. In such cases, the owner shall dedicate or convey an easement for such portion of the Pedestrian Corridor, shall obtain a permit to construct and shall construct such portion of the Pedestrian Corridor.

5. Dedication and construction or improvements shall be assured and performed in the manner in which subdivision improvements are generally assured and constructed within the City of Los Angeles. The easement to be dedicated may consist of air or subsurface rights, reserving to the dedicator the right to utilize the area above or below the surface, provided that if the dedication is made of air rights, the dedicator shall also execute any agreements or covenants as may be necessary to protect the continued public use of the Pedestrian Corridor and the improvements therein.

6. At any time, the City Council may determine to construct all or a portion of the Pedestrian Corridor pursuant to public contract. The City may accept negotiated conveyances or dedications for the land required for such construction. The City may determine to finance the acquisition and construction of the Pedestrian Corridor or a portion thereof with any funds available to the City, or may determine to finance the same through the processes of the Improvement Act of 1911 or the Municipal Improvement Act of 1913. In the event financing is accomplished pursuant to said improvement acts, credit for the dedications made and/or improvements constructed without compensation may be given to properties making such dedications or constructing such improvements.

7. Any owner of real property through which the Pedestrian Corridor passes may, with the consent of the City, perform the necessary maintenance and repair of improvements within the Pedestrian Corridor, if the owner requires a special level of maintenance over and above the ability of the City to maintain. In such event, the owner shall execute an agreement to perform such maintenance and to indemnify and hold the City harmless from any liability because of the owner's failure to do so or negligence in performing such maintenance.

8. The Pedestrian Corridor shall conform to the following design standards:

   a. Pedestrian Walkways and Pedestrian Crossings shall be constructed in the approximate locations designated on the Map.

   a. Pedestrian Walkways shall be constructed of a hard, durable surface and shall be a minimum of 6 feet in width; provided, however, the City Engineer may require a greater width if such is necessary to carry anticipated pedestrian traffic.

   c. Pedestrian Crossings shall be a minimum of 8 feet wide, and if constructed over a public right-of-way shall have a vertical clearance of 17 feet from any portion of the public roadway which it crosses. An easement for any such Crossing shall be dedicated to the City of Los Angeles.

   d. The Pedestrian Corridor shall be designed and constructed to conform to applicable handicapped person access standards.

   e. Components of the Pedestrian Corridor shall be designed to be wholly contiguous and completely accessible to the public upon full implementation of the system.

   f. Mounted diagrams, maps or other graphic devices, clearly setting forth a schematic of the Pedestrian Corridor shall be located along the Pedestrian Corridor. Said graphic devices shall conform to a uniform graphic standard and shall not be more than 5 feet or less than 3 feet in height.

   g. The Pedestrian Corridor shall be open to the public, but there may be Private Access to the Corridor.

   h. The use of any components of the Pedestrian Corridor by the public shall not be revoked by the owner of any building without the prior written approval of the Director of Planning and the City Engineer. Such approval shall be given only if (1) the buildings or other improvements to be served by such components have been demolished, or (2) a particular component presents a danger to public safety.

9. Any changes in the approximate location of the Pedestrian Corridor shall be subject to approval of the Area Planning Commission and the City Engineer, who shall find that any such change conforms to the spirit and intent of the Specific Plan and will provide equal or better pedestrian access and safety.

Section 11. **CHANGE OF ZONE WITHIN SPECIFIC PLAN AREA**

Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map.

Section 12. **OWNER ACKNOWLEDGMENT OF LIMITATIONS**

The Department of Building and Safety shall not issue building permits for any Project until such time as the owners of the subject parcel have executed and recorded a covenant, in a form designed to run with the land and satisfactory to the City Attorney, containing the owner's acknowledgement of the contents and limitations of this Specific Plan.

Section 13. **SEVERABILITY**

A. **Severability Provision.** If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or application thereof which can be implemented without the invalid provision, clause or application, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

B. **Moratorium**

1. In the event a judicial decision referred to in Subsection A of this Section invalidates this Ordinance to permit, or otherwise permits, Projects generating more Trips than those permitted to be generated pursuant to this Ordinance in either phase of development, then there shall become effective immediately a moratorium on the issuance of any applicable permit for a Project within the Specific Plan Area to the extent that such Project would generate more in those permitted pursuant to this Ordinance. Such moratorium shall be effective for a period of six (6) months each, or until the effective date of a newly enacted specific plan, whichever occurs first. Notwithstanding the foregoing, nothing contained in this Subsection shall prevent or delay Projects which would not generate more Trips than those permitted pursuant to this Ordinance.

2. The City Council, by resolution, may extend said moratorium for

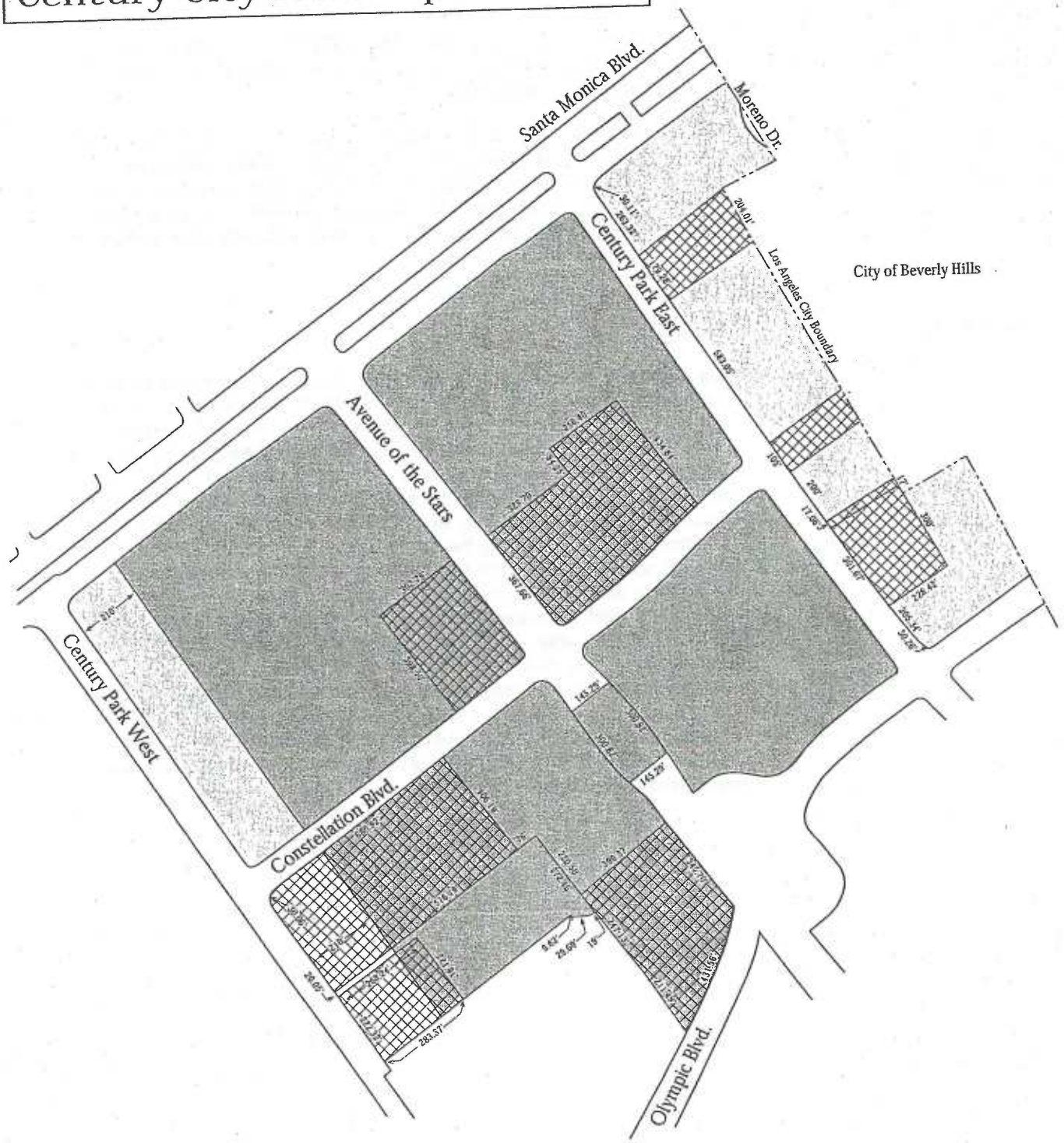
two (2) additional periods not to exceed three (3) months each, or until the effective date of a newly enacted specific plan, whichever occurs first.

3. The City Council, by resolution, may modify or waive the provisions of any moratorium provided for in this Subsection as to any Project if the Council finds that such Project and the method of its approval would be consistent with all valid provisions of this Specific Plan and with any such judicial decision.

Section 14. **URGENCY**

This Ordinance is urgently necessary for the preservation of the public peace, health and safety and shall take effect immediately upon its publication. The following is a statement of the facts showing its urgency. The area described in Section 1 hereof is served by an already overcrowded street system. The uses and densities now permitted in said area are so much in excess of the uses and densities permitted under the proposed Century City North Specific Plan so that, if commercial development were permitted to continue pending the effective date of this Specific Plan, the purposes and provisions of this Plan would be frustrated, and conditions on the already overcrowded street system would be severely worsened. Furthermore, such development may result in significant increases in noise and air pollution which will directly affect the area and surrounding neighborhoods. The West Los Angeles Community Plan specifically cites pedestrian systems as a major objective for the Century City North Specific Plan. Large scale development in the absence of such systems may result in serious safety hazards. For those reasons, in order to fully effectuate the purposes of this Ordinance, it is necessary that this Ordinance become immediately effective upon publication.

Century City North Specific Plan



Buffer Area

Core Area

Areas of Special Provisions (see Plan text Sections 3B2 and 3C2)

Not to Scale

Appendix A
Commercially Zoned Areas

APPENDIX B
TABLE OF TRIP ALLOCATIONS TO LOTS IN CROSSHATCHED AREAS

Century City North Specific Plan

Lot		Phase I Trip Allocation	Phase II Trip Allocation
Buffer Area			
	Parcel Map L.A. No. 1483, Parcel B	574.394	363.540
	Tract 26196, Portion Lot 4	38.094	24.110
	Tract 26196, Lot 5	630.787	399.232
	Certificate of Compliance No. 81-029 (Portion)	732.370	463.526
	Parcel Map L.A. No. 3635, Parcel A (Portion)	400.358	253.391
	Division of Land Map No. 18, Parcel 4B	0	156.789
Core Area			
	Parcel Map Exemption No. 2122, Parcel C	2,088.043	1,141.819
	Parcel Map Exemption No. 2122, Parcel D	830.688	1,609.713
	Certificate of Compliance No. 81-029 (Portion)	4,235.717	2,316.247
	Parcel Map L.A. No. 3784, Parcel B	2,502.760	1,368.602
	Certificate of Compliance No. 81-030	3,466.819	1,895.785
	Parcel Map L.A. No. 3635, Parcel A (Portion)	299.970	164.035
TOTAL		15,800.00	10,156.789