IV. ENVIRONMENTAL IMPACT ANALYSIS
K. TRANSPORTATION
(1) TRAFFIC AND CIRCULATION

1.0 INTRODUCTION

This section addresses the Proposed Project's potential impacts on the transportation system in the vicinity of the Proposed Project site. The Traffic and Circulation analysis evaluates the following transportation impact issues.

- Intersections: an analysis of the potential changes in operating conditions at 218 intersections located within an approximate 100-square mile traffic study area;
- Freeways: an analysis of potential changes in operating conditions at 22 freeway monitoring locations that are part of the County's Congestion Management Program;
- Neighborhood Street Impacts: an analysis of the potential for traffic from the Proposed Project to use local residential streets in lieu of major streets;
- Project Access: an analysis of potential impacts associated with access to and from the Proposed Project site by automobiles, bike riders and pedestrians;
- Transit System: an analysis of potential impacts on the capacity of bus lines serving the Proposed Project site; and
- Construction: an analysis of the potential impacts on traffic flows and safety resulting from the Proposed Project's construction activities.

The analysis addresses the impacts that would occur for the Project as Proposed, for the Project's Equivalency Program and for the Project's secondary impacts that would occur from the implementation of the Project's off-site mitigation measures.

The analysis presented below is a summary of information presented in the Traffic Study prepared for this EIR. The Traffic Study, *The Village at Playa Vista Transportation Plan*, was prepared by Kaku Associates, Inc. and Raju Associates, Inc. It is included as Appendix K of the EIR.

2.0 SETTING

2.1 Regulatory Framework

A number of regional and local improvement plans affect transportation in the Proposed Project Area. These include the Citywide General Plan Framework Transportation Improvement and Mitigation Program (TIMP) prepared by the City of Los Angeles; the West Los Angeles Transportation Improvement and Mitigation Program (WLA TIMP), Ordinance No. 171,492, prepared by the City of Los Angeles; the Coastal Transportation Corridor Specific Plan (CTCSP), Ordinance No. 168,999, prepared by the City of Los Angeles; the Los Angeles County Congestion Management Program (CMP) and the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (MTA); the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG); and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation (Caltrans).

2.1.1 State Level

The Statewide Transportation Improvement Program (STIP) is a programming document prepared by Caltrans where program funds are allocated to individual projects and adopted/approved by the California Transportation Commission (CTC). The STIP is a seven-year capital improvement program of projects, on and off the State Highway system, funded with revenues from the State Highway Account, Passenger Rail Bond Fund and other sources. The purpose is to increase/enhance the capacity, operations and safety of the transportation system. Projects in the STIP may include projects on State highways, local roads, intercity rail, or local rail systems. The current STIP was adopted by the CTC in April 2002.

2.1.2 Regional Level

Prepared by the Southern California Association of Governments (SCAG), the Regional Transportation Plan (RTP) is a planning document which serves as the Transportation Plan required under state and federal law. The RTP forecasts long-term transportation demands, and identifies policies, actions and funding sources to accommodate these demands. The RTP contemplates the construction of new transportation facilities, transportation system management (TSM) strategies, transportation demand management (TDM) strategies and land-use strategies. The Regional Transportation Improvement Plan (RTIP, 1996-2003), also prepared by SCAG based on the RTP, lists all regional funded/programmed improvements within the next seven years. A Draft RTIP (RTIP 2002) has also been prepared by SCAG based on the most recent RTP. This Draft RTIP provides updates to the list of regional funded/programmed improvements in the next improvement cycle.

2.1.3 County Level

The Los Angeles County Congestion Management Program is a state-mandated program which serves as the monitoring and analytical basis for transportation funding decisions made through the RTIP and STIP. The MTA's Long Range Plan is a strategic document which serves as a framework for meeting the current and projected mobility needs of Los Angeles County. The Long Range Plan recommends within Los Angeles County highway, HOV, bus, rail and travel demand management improvements, and identifies funding sources and implementation schedules over a 20-year period.

2.1.4 Local Level

The Citywide General Plan Framework is a plan for creating a more livable and economically strong City of Los Angeles for the 21st Century. The TIMP, an element of the General Plan Framework, provides recommendations and strategies to guide future transportation-related decisions in Los Angeles consistent with the Los Angeles County CMP, the RTP, and STIP. The General Plan Framework envisions an integrated, multi-modal transportation system that provides accessibility and mobility for everyone in Los Angeles.

The City of Los Angeles Coastal Transportation Corridor Specific Plan (CTCSP) is a regulatory and planning document adopted by the City Council covering development parcels within central/western portions of the City of Los Angeles; i.e., within the Westchester-Playa del Rey, Palms-Mar Vista-Del Rey and Venice Community Plan areas, and the Los Angeles International Airport Interim Plan area. The CTCSP provides regulatory controls, incentives and funding mechanisms for the systematic execution of the General Plan within the specific plan area. It provides for an infrastructure implementation process, specific transportation improvements, wherever possible, and public transportation needs within the plan area by establishing the Coastal Transportation Corridor Trust Fund and the Coastal Transportation Corridor Impact Fee Assessment process.

In addition to the plans stated above, the City of Los Angeles Community Plans offer guidelines for the provision of infrastructure within the Proposed Project Area. The relevant City of Los Angeles Community Plans include the West Adams-Baldwin Hills-Leimert, Westwood and West Los Angeles, Palms-Mar Vista-Del Rey, Westchester-Playa del Rey and Venice Community Plans. The Proposed Project lies within the Westchester-Playa del Rey Community Plan Area. Additionally, within the Proposed Project's study area, the City of Culver City General Plan Circulation Element offers guidelines for provision and improvement of infrastructure within its jurisdiction.

2.2 Existing Conditions

2.2.1 Regional Context And Surrounding Off-Site Conditions

The existing circulation system within the study area is influenced by several natural and man-made features. The Pacific Ocean is immediately west of the study area, providing a natural source for various recreational and beachfront activities along the communities of Ocean Park, Venice, Marina del Rey, Playa del Rey, El Segundo, and Manhattan Beach. Office and retail commercial districts exist in the study area, along with educational institutions such as Loyola Marymount University, West Los Angeles College and Santa Monica College. In addition, major transportation facilities such as the Los Angeles International Airport (LAX), Santa Monica Airport, and the Metro Rail Green Line transit system are located within the study area.

Figure 63 on page 802 illustrates the location of the Proposed Project site in relation to the study area, and the regional highway and surface street system.

2.2.2 Existing Street System

The existing street system analyzed within the study area consists of the regional roadway system, including freeways and principal/major arterials, and the local street system, including major arterials, secondary arterials, collectors and selected local streets. Figure 64 on page 803 illustrates the roadways in the circulation network.

2.2.2.1 Regional Access System

Primary regional access to the Proposed Project is provided by the Marina Freeway (State Route 90) and San Diego Freeway (I-405). The SR-90, which runs in a generally east-west direction, north of the Project site, connects with the San Diego Freeway (I-405) which runs north-south along a diagonal east of the Project site. The San Diego Freeway (I-405) connects with the Santa Monica Freeway (I-10) which runs in an east-west direction in the northern portions of the study area approximately four miles north of the Project site, and with the Glenn M. Anderson Freeway (I-105) which also runs east-west, about three miles south of the Project site.

The principal/major arterials in the study area providing regional and sub-regional access to the Project site include Lincoln Boulevard, Centinela Avenue, Sepulveda Boulevard, Overland Avenue, Aviation Boulevard, La Cienega Boulevard, La Brea Avenue, Crenshaw Boulevard, Pico Boulevard, Venice Boulevard, Washington Boulevard/Place, Culver Boulevard, Jefferson Boulevard, Stocker Street, Slauson Avenue, Manchester Avenue, Century Boulevard, Imperial

PCR

Figure 63
Traffic Analyses Study Area

Source: PCR Services Corporation, 2002

PCR

Figure 64
Road Circulation System

Source: Los Angeles City Public Library, 1996

Highway, El Segundo Boulevard, Rosecrans Avenue, Manhattan Beach Boulevard and Artesia Boulevard. The principal/major arterials in the direct Project vicinity are described below:

Marina Freeway (SR-90) – Approximately three miles long, SR-90 extends from the Fox Hills area to its terminus at Lincoln Boulevard (State Route 1). The freeway provides four to eight travel lanes with interchanges at Centinela Avenue and the I-405. This east-west roadway becomes a divided highway between Lincoln Boulevard and Culver Boulevard, providing two lanes in each direction in that section. The posted speed limits on this facility range between 45 and 55 miles per hour (mph).

San Diego Freeway (I-405) – This north-south regional facility provides ten travel lanes north of the SR-90 to the I-10, and provides a total of eight lanes south of it. Originating in Orange County, the freeway extends north to its terminus at the Golden State (I-5) Freeway. The posted speed limit on the I-405 is 65 mph. Within the study area, the I-405 connects with the Santa Monica Freeway to the north and the I-105 to the south and provides numerous interchanges with major secondary arterials.

Lincoln Boulevard (SR 1) – This north-south major arterial passing to the west of the Project site provides four to six travel lanes within the study area. Lincoln Boulevard connects the Santa Monica Central Business District (CBD) to Los Angeles International Airport, where it merges with Sepulveda Boulevard. South of its junction with Sepulveda Boulevard, SR 1 offers eight travel lanes to El Segundo Boulevard. Parking is provided along Lincoln Boulevard on either side within the City of Santa Monica and sporadically within the City of Los Angeles adjacent to strip commercial development. SR 1 has full interchange connectors with the I-10 and a partial interchange with Culver Boulevard offering a connection from eastbound Culver Boulevard to northbound Lincoln Boulevard. The posted speed limits on Lincoln Boulevard range between 35 and 45 mph.

Sepulveda Boulevard – Sepulveda Boulevard is a major north-south arterial just east of the Project site providing regional access from both the South Bay Cities to the south and various northern communities within the San Fernando Valley to the north. Sepulveda Boulevard runs approximately 31 miles north-south passing through various cities and offering six to eight travel lanes. Sepulveda Boulevard has several hook-ramp connections to/from northbound I-405 in the vicinity of the study area. The posted speed limits on Sepulveda Boulevard range between 30 and 45 mph within the study area.

Centinela Avenue – A north-south major arterial north of the Project site, this roadway curves around the adjacent First Phase Playa Vista Project site and changes to an east-west direction, and continues on to its terminus east of the Project site. Centinela Avenue offers mostly four travel lanes except in the immediate vicinity of the Project site where six travel lanes

are available. North of National Boulevard, this roadway becomes Bundy Drive. Bundy Drive provides connections to the I-10 Freeway to and from the east. Centinela Avenue provides connections to the SR-90 which in turn offers regional circulation possibilities. Centinela Avenue provides key site access to the eastern end of the adjacent Playa Vista First Phase Project. The posted speed limit on Centinela Avenue is 35 mph.

Overland Avenue – This north-south major arterial offers four travel lanes from Pico Boulevard on the north to south of Jefferson Boulevard. Overland Avenue passes through the Cities of Los Angeles and Culver City offering direct interchange access to the I-10 within the study area. The posted speed limits on Overland Avenue range between 30 and 40 mph.

La Cienega Boulevard – This is a four to six lane major arterial traversing in the north-south direction east of the Project site. La Cienega Boulevard travels through the Cities of Los Angeles, Culver City and Inglewood, and the County of Los Angeles within the study area. It has full interchanges with the I-10, Slauson Avenue and the I-405. The posted speed limits on La Cienega Boulevard range between 35 and 55 mph within the study area.

Aviation Boulevard – This north-south major arterial connects Pacific Coast Highway (PCH) in Hermosa Beach through the cities of El Segundo and Los Angeles to Manchester Avenue in the City of Los Angeles, east of the Project site. This roadway offers four travel lanes in the vicinity of the study area. The posted speed limit on Aviation Boulevard is 40 mph.

Venice Boulevard – Venice Boulevard is a six- to seven-lane east-west major arterial located north of the Project site between the western boundary of the City of Los Angeles and the Los Angeles CBD. This roadway has full access to the I-10 as well as the I-405. The posted speed limits on Venice Boulevard range between 35 and 45 mph within the study area.

Washington Boulevard – This is a four lane major arterial connecting the western boundary of the City of Los Angeles with the Los Angeles CBD and points east. Washington Boulevard traverses the Cities of Los Angeles and Culver City within the study area. Interchange access is available from Washington Boulevard to/from the east to the I-10. The posted speed limits on Washington Boulevard range between 30 and 40 mph within the study area.

Culver Boulevard – This east-west major arterial traverses from Playa del Rey in the west to the eastern boundary of the City of Culver City. Culver Boulevard offers two to four travel lanes in the vicinity of the study area. It has partial interchanges at Lincoln Boulevard and the I-405 to and from the north. The posted speed limits on Culver Boulevard range between 35 and 45 mph.

Jefferson Boulevard – This east-west major arterial offers four to six travel lanes within the study area connecting the Project site with the City of Culver City, the University of Southern California and points east. It has full interchange access to the I-405 immediately adjacent to the site. Jefferson Boulevard traverses the cities of Los Angeles and Culver City within the study area. The posted speed limits on Jefferson Boulevard range between 35 and 50 mph within the study area.

Slauson Avenue – Slauson Avenue is a major east-west arterial east of the Project site. It travels mostly through the City of Culver City and the County of Los Angeles within the study area. This roadway offers six to eight travel lanes within the study area and provides major access to the Fox Hills Regional Mall in the City of Culver City. The posted speed limits on Slauson Avenue range between 35 and 45 mph within the study area.

Manchester Avenue – This is a major east-west arterial south of the Project site offering four travel lanes within the study area. This roadway offers full access to the I-405. It traverses the cities of Los Angeles and Inglewood within the study area. The posted speed limit on Manchester Avenue is 35 mph within the study area.

Century Boulevard – This major east-west arterial offers eight travel lanes from LAX to La Cienega Boulevard, east of which it offers six travel lanes. Full interchange access is available between Century Boulevard and the I-405. Within the study area, Century Boulevard traverses through the Cities of Los Angeles and Inglewood. The posted speed limits on Century Boulevard range between 35 and 45 mph within the study area.

Imperial Highway – This east-west major arterial connects Vista del Mar south of LAX, the I-405, the I-105 and points east, south of the Project site. This roadway offers four to six travel lanes within the study area. Imperial Highway traverses through the cities of Los Angeles, El Segundo and Hawthorne in the vicinity of the study area. The posted speed limits on Imperial Highway range between 40 and 50 mph within the study area.

2.2.2.2 Local/Sub-Regional Access System

Local and sub-regional access and circulation opportunities within the Project study area are provided by major arterials, secondary arterials, collector streets and selected local streets. Primary roadways which provide regional and sub-regional access to the Project site are described in the preceding section. The secondary arterials, collectors, and selected local streets within the project study area offer sub-regional and local access and circulation possibilities. These facilities generally provide two to four travel lanes (one to two lanes in each direction) and generally allow parking on either side of the street. Typically, the speed limits range between 25 and 35 mph. Some of the facilities within the study area, not identified above, are listed below.

North-South Facilities

- Sawtelle Boulevard
- Admiralty Way
- Inglewood Boulevard
- Pacific Avenue/Nielson Way
- Ocean Avenue
- Main Street (City of Santa Monica extending into the City of Los Angeles)
- Beethoven Street
- Glencoe Avenue
- Walgrove Avenue
- Pershing Drive
- Airport Boulevard
- Douglas Street
- Main Street (City of El Segundo)

East-West Facilities

- Rose Avenue
- Mindanao Way
- Maxella Avenue
- Westchester Parkway/Arbor Vitae Street
- Braddock Drive
- National Boulevard
- Palms Boulevard

- Ocean Park Boulevard
- Colorado Boulevard
- Broadway
- Fiji Way

2.2.3 Existing Traffic Volumes And Levels of Service

The following sections present the existing intersection peak hour traffic volumes, and the level of service at each of the analyzed intersections.

2.2.3.1 Existing Traffic Volumes

A total of 218 intersections (including a number of freeway and off-ramps) within nine jurisdictions[357] are analyzed as part of the Project's traffic analysis.[358] Of these, 209 intersections are currently in service and part of the existing baseline conditions. Eight additional intersections are new improvements that would be in operation under the 2010 baseline conditions. One additional analysis intersection would be implemented under the Proposed Project. The locations of these intersections are illustrated in Figure 65 on page 809. Of the 218 study locations, 109 are in the City of Los Angeles, 40 are in Culver City, 6 are in Inglewood, 23 are in Santa Monica, 25 are in Los Angeles County, and 15 are in the South Bay Cities.

Manual A.M. and P.M. peak hour turning movement counts were conducted at 97 locations in the year 2001 and at 53 locations in the year 2002. At the City of Santa Monica locations, data was obtained from the Citywide Traffix model prepared by the City of Santa Monica. The remaining intersections were compiled from counts conducted in earlier years. All of these counts were updated to base year 2003 existing conditions in the following manner:

- The year 2001 and 2002 traffic counts were compared to year 1998 traffic counts to obtain growth factors for A.M. and P.M. peak hours. These growth factors were 1.63 percent and 0.91 percent during the A.M. and P.M. peak hours, respectively.

[357] *The nine jurisdictions include the City of Los Angeles, Los Angeles County, Culver City, Inglewood, Santa Monica, and the four South Bay Cities (El Segundo, Manhattan Beach, Hawthorne, and Hermosa Beach).*

[358] *Intersection numbering for the 218 intersections extends to 220. Numbers 213 and 214 are not assigned to any analyzed intersections.*

Figure 65
Analyzed Intersections

Source: Kaku Associates, July 2003

- The yearly growth rates were applied to all intersection counts to obtain updated 2003 A.M. and P.M. peak hour turning volumes at all analyzed intersection locations.

The existing 2003 updated peak hour traffic volumes and lane configurations for the analysis intersections are presented as an Appendix to the Traffic Report which is Appendix K of the EIR.

2.2.3.2 Level of Service Methodology

Level of Service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas.[359] The definition for each level of service for signalized intersections is based on the volume-to capacity (V/C) ratio. The definitions are included in Table 113 on page 811. Intersections which are not signalized are rated by the average time delay incurred by the stopped vehicles when passing through the intersection, as measured in seconds as shown in Table 114 on page 811.

2.2.3.3 Existing Intersection Operations

Existing operation levels for the 209[360] existing intersections included in the 2003 base analysis for the A.M. and P.M. peak hours are shown in Table 115 on pages 812 through 816, which summarizes the Volume-to-Capacity (V/C) ratios and corresponding LOS at each signalized location (201 locations). Operating conditions as measured by time delay is shown for non-signalized intersections (eight locations). In accordance with LADOT procedures, a 7 percent increase in intersection capacity was included at signalized intersections within the City of Los Angeles and City of Culver City currently operating under the Automatic Traffic Surveillance and Control (ATSAC) System. An additional 3 percent capacity increase was included at intersections operating under the Adaptive Traffic Control System (ATCS). The existing traffic capacity calculations reflect the increased capacity provided by the signal system enhancements. This increased capacity provided by the signal system enhancements is carried through the Project's traffic analysis. Figure 66 on page 817 and Figure 67 on page 818 graphically illustrate the existing weekday morning and afternoon peak hour level of service (LOS) at the analyzed intersections, respectively.

Based on the data included in Table 115 on pages 812 through 816, the following observations can be made. 167 of the 209 intersections in the A.M. peak hour (80 percent) and 160 in the P.M. peak hour (77 percent) are currently operating at LOS D or better. At these

[359] *Transportation Research Board, Highway Capacity Manual 2000, pp. 2-3.*

[360] *Of the 209 intersections, 201 are signalized and 8 are controlled by stop-signs. The remaining nine of the 218 intersections included in this analysis were not in operation in 2003.*

Table 113

SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel some-what restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim on Highway Capacity, 1980.

Table 114

UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Average Vehicle Delay (seconds)
A	0 to 5
B	6 to 10
C	11 to 20
D	21 to 30
E	31 to 45
F	>45

Source: Transportation Research Board, Highway Capacity Manual, Special Report 209, 1994.

Table 115

INTERSECTION OPERATING CONDITIONS – 2003 BASE

CMP*	No.	Intersection		A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS
		City of Los Angeles					
	192	111th St	@ La Cienega Bl	0.241	A	0.357	A
	220	12th St	@ Bluff Creek Dr	N/A	—	N/A	—
	64	77th St/76th St	@ Sepulveda Bl	0.976	E	0.687	B
	91	80th St/79th St	@ Sepulveda Bl	0.699	B	0.793	C
	45	83rd St	@ Lincoln Bl	1.163	F	0.724	C
	92	83rd St	@ Sepulveda Bl	0.591	A	0.627	B
	44	88th St/La Tijera Bl	@ Sepulveda Bl	0.721	C	0.719	C
	68	96th St	@ Airport Bl	0.386	A	0.391	A
	171	Abbott Kinney Bl	@ Venice Bl	0.687	B	0.652	B
	2	Airport Bl	@ Century Bl	0.526	A	0.613	B
	3	Airport Bl	@ La Tijera Bl	0.670	B	0.489	A
	172	Airport Bl	@ Manchester Av	0.675	B	0.707	C
	1	Airport Bl	@ Westchester Pkwy/Arbor Vitae St	0.515	A	0.523	A
	69	Alla Rd	@ Jefferson Bl	0.284	A	0.239	A
	4	Arbor Vitae St	@ Aviation Bl	0.515	A	0.689	B
	6	Aviation Bl	@ Century Bl	0.838	D	0.751	C
	7	Aviation Bl	@ Imperial Hwy	0.718	C	0.717	C
	216	B St	@ Playa Vista Dr	N/A	—	N/A	—
	70	Beethoven St	@ Jefferson Bl	0.206	A	0.285	A
	152	Braddock Dr	@ Sawtelle Bl	0.602	B	0.700	B
	71	Brooks Av/Abbot Kinney Bl	@ Main St	0.459	A	0.539	A
	173	Bundy Dr	@ I-10 EB On-Ramp	1.034	F	0.964	E
	72	Bundy Dr	@ Ocean Park Bl	0.919	E	1.308	F
	11	Centinela Av	@ Culver Bl	0.637	B	0.767	C
	12	Centinela Av	@ Jefferson Bl	0.669	B	0.495	A
*	13	Centinela Av	@ La Cienega Bl	1.103	F	1.102	F
	14	Centinela Av	@ La Tijera Bl	0.974	E	0.726	C
	73	Centinela Av	@ Marina Fwy EB Ramps	0.534	A	0.708	C
	74	Centinela Av	@ Marina Fwy WB Ramps	0.647	B	0.753	C
	75	Centinela Av	@ Mesmer Av	57.2[a]	F	32.4[a]	D
	123	Centinela Av	@ Short Av	0.589	A	0.578	A
	76	Centinela Av	@ Bluff Creek Dr	N/A	—	N/A	—
*	209	Centinela Av	@ Venice Bl	1.128	F	1.167	F
	17	Century Bl	@ Sepulveda Bl	0.617	B	0.763	C
	180	Crenshaw Bl	@ Florence Av	0.697	B	0.824	D
	178	Crenshaw Bl	@ Slauson Av	0.942	E	1.287	F
	174	Crenshaw Bl	@ Stocker St	0.684	B	0.739	C
	77	Culver Bl	@ Inglewood Bl	0.641	B	0.785	C
	18	Culver Bl	@ Jefferson Bl	0.741	C	0.675	B
	19	Culver Bl	@ Marina Exwy EB Ramps	0.696	B	0.888	D
	20	Culver Bl	@ Marina Exwy WB Ramps	0.900	D	0.941	E
	78	Culver Bl	@ Nicholson St	0.660	B	0.814	D
	215	Culver Bl	@ Playa Vista Dr	N/A	—	N/A	—
	161	Culver Bl	@ Venice Bl	0.828	D	0.915	E
	22	Culver Bl	@ Vista Del Mar	0.628	B	0.642	B
	142	Culver Bl (Southeast)	@ Lincoln Bl Ramp	N/A	—	N/A	—
	67	Fairfax Av	@ La Cienega Bl	1.056	F	0.861	D
	179	Fairfax Av	@ Washington Bl	0.868	D	0.687	B
	79	Falmouth Av	@ Manchester Av	0.216	A	0.255	A

Table 115 (Continued)

INTERSECTION OPERATING CONDITIONS – 2003 BASE

CMP*	No.	Intersection		A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS
	80	Glencoe Av	@ Maxella Av	0.322	A	0.567	A
	177	Grand Av	@ Vista Del Mar	0.697	B	0.508	A
	26	Howard Hughes Pkwy	@ Sepulveda Bl	0.796	C	0.774	C
	186	I-10 EB Off Ramp	@ La Brea Av	0.565	A	0.634	B
	191	I-10 EB Off Ramp	@ La Cienega Bl	28.3 [a]	D	34.8 [a]	D
	210	I-10 EB On-Ramp	@ Washington Bl	0.497	A	0.623	B
	187	I-10 WB Off Ramp	@ La Brea Av	0.633	B	0.637	B
	211	I-10 WB Off Ramp/Apple St	@ Washington Bl	0.498	A	0.558	A
	63	I-105 WB Off Ramp	@ Sepulveda Bl	1.228	F	0.931	E
	30	I-405 NB Ramps	@ Jefferson Bl	0.718	C	0.788	C
	40	I-405 NB Ramps	@ La Tijera Bl	0.829	D	0.828	D
	31	I-405 SB Ramps	@ Jefferson Bl	0.568	A	0.560	A
	41	I-405 SB Ramps	@ La Tijera Bl	0.710	C	0.803	D
	201	I-405 SB Ramps N/O Century Bl	@ La Cienega Bl	0.609	B	0.561	A
	194	I-405 SB Ramps N/O Imperial Hwy	@ La Cienega Bl	0.361	A	0.255	A
	193	I-405 SB Ramps S/O Century Bl	@ La Cienega Bl	0.434	A	0.503	A
	185	Imperial Hwy	@ La Cienega Bl	0.337	A	0.463	A
	27	Imperial Hwy	@ Pershing Dr	0.666	B	0.453	A
	28	Imperial Hwy	@ Sepulveda Bl	0.903	E	1.066	F
	184	Imperial Hwy	@ Vista Del Mar	0.539	A	0.462	A
	82	Inglewood Bl/Centinela Av	@ Jefferson Bl	0.613	B	0.610	B
*	32	Jefferson Bl	@ La Cienega Bl	1.196	F	1.143	F
	33	Jefferson Bl	@ Lincoln Bl	0.765	C	0.800	C
	83	Jefferson Bl	@ McConnell Av	52.8 [a]	F	273.4 [a]	F
	84	Jefferson Bl	@ Mesmer Av	0.311	A	0.263	A
	163	Jefferson Bl	@ National Bl	0.435	A	0.613	B
	217	Jefferson Bl	@ Playa Vista Dr	N/A	—	N/A	—
	164	Jefferson Bl	@ Rodeo Rd	0.757	C	0.807	D
	85	Jefferson Bl	@ Westlawn Av	0.315	A	0.379	A
	36	La Cienega Bl	@ La Tijera Bl	0.811	D	0.761	C
	37	La Cienega Bl	@ Rodeo Rd	0.979	E	1.189	F
*	198	La Cienega Bl	@ Venice Bl	1.059	F	0.990	E
	42	La Tijera Bl	@ Lincoln Bl	0.413	A	0.484	A
	43	La Tijera Bl	@ Manchester Av	0.614	B	0.598	A
	81	Lincoln Bl	@ LMU Drive	0.688	B	0.917	E
	86	Lincoln Bl	@ Loyola Bl	0.417	A	0.538	A
*	46	Lincoln Bl	@ Manchester Av	0.833	D	0.816	D
*	47	Lincoln Bl	@ Marina Exwy	0.851	D	0.931	E
	48	Lincoln Bl	@ Maxella Av	0.685	B	0.750	C
	50	Lincoln Bl	@ Rose Av	0.841	D	0.829	D
*	51	Lincoln Bl	@ Sepulveda Bl	0.523	A	0.645	B
	52	Lincoln Bl	@ Bluff Creek Dr (Hughes Way)	N/A	—	N/A	—
*	53	Lincoln Bl	@ Venice Bl	1.080	F	1.016	F
	54	Lincoln Bl	@ Washington Bl	0.816	D	0.964	E
	55	Main St	@ Rose Av	0.467	A	0.784	C
	56	Manchester Av	@ Pershing Dr	0.515	A	0.430	A
*	57	Manchester Av	@ Sepulveda Bl	0.866	D	1.016	F
	87	Marina Exwy EB Ramps	@ Mindanao Wy	0.666	B	0.830	D
	88	Marina Exwy WB Ramps	@ Mindanao Wy	0.420	A	0.616	B

Table 115 (Continued)

INTERSECTION OPERATING CONDITIONS – 2003 BASE

CMP*	No.	Intersection		A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS
	219	McConnell Av	@ Bluff Creek Dr	N/A	—	N/A	—
	160	Motor Av	@ Venice Bl	0.849	D	0.925	E
	94	Ocean Av/Via Marina	@ Washington Bl	0.680	B	0.875	D
	212	Overland Av	@ Palms Bl	0.803	D	0.857	D
*	157	Overland Av	@ Venice Bl	0.886	D	1.002	F
	89	Pacific Av	@ Washington Bl	0.590	A	0.647	B
	90	Palawan Way	@ Washington Bl	18.0[a]	C	19.6[a]	C
	59	Pershing Dr	@ Westchester Pkwy	0.287	A	0.251	A
	218	Playa Vista Dr	@ Bluff Creek Dr	N/A	—	N/A	—
	200	Sepulveda Bl	@ Westchester Pkwy	0.695	B	0.792	C
	93	Venice Bl	@ Walgrove Av	0.711	C	0.859	D
		County of Los Angeles					
	112	Admiralty Way	@ Bali Way	0.515	A	0.813	D
	113	Admiralty Way	@ Fiji Way	0.319	A	0.501	A
	114	Admiralty Way	@ Mindanao Way	0.765	C	0.921	E
	115	Admiralty Way	@ Palawan Way	0.543	A	0.804	D
	116	Admiralty Way	@ Via Marina	0.582	A	0.859	D
	140	Alvern St	@ Centinela Av	0.738	C	0.610	B
	10	Bali Way	@ Lincoln Bl	0.467	A	0.664	B
	141	Centinela Av	@ Sherbourne Dr	0.746	C	0.591	A
	202	Century Bl	@ I-405 NB Off Ramp	0.765	C	0.565	A
	144	Corning Av	@ Slauson Av	0.843	D	0.629	B
	147	Fairfax Av	@ Slauson Av	0.847	D	0.793	C
	24	Fiji Way	@ Lincoln Bl	0.539	A	0.795	C
	203	Hawthorne Bl	@ I-105 EB Off Ramp	0.496	A	0.579	A
	204	Hawthorne Bl	@ Lennox Bl	0.563	A	0.818	D
	205	Inglewood Av	@ Lennox Bl	0.697	B	0.814	D
	145	Kings Rd	@ Slauson Av	0.552	A	0.486	A
	189	La Brea Av	@ Slauson Av	0.972	E	0.961	E
	190	La Brea Av/Overhill Dr	@ Stocker St	0.936	E	1.067	F
	195	La Cienega Bl	@ Lennox Bl	0.334	A	0.311	A
*	197	La Cienega Bl	@ Stocker St	1.227	F	1.066	F
	38	La Cienega Bl Ramps N	@ Slauson Av	0.738	C	0.583	A
	39	La Cienega Bl Ramps S	@ Slauson Av	0.892	D	0.742	C
	146	La Tijera Bl	@ Slauson Av	0.512	A	0.586	A
	49	Lincoln Bl	@ Mindanao Way	0.825	D	0.927	E
	143	Shenandoah Av	@ Slauson Av	0.686	B	0.618	B
		City of Culver City					
	159	Braddock Dr	@ Overland Av	0.551	A	0.616	B
	153	Braddock Dr	@ Sepulveda Bl	0.572	A	0.611	B
	96	Bristol Pkwy	@ Centinela Av	0.760	C	0.538	A
	95	Bristol Pkwy	@ Slauson Av	24.7[a]	C	19.5[a]	C
	97	Buckingham Pkwy	@ Slauson Av	0.662	B	0.811	D
	98	Centinela Av	@ Green Valley Cir	0.807	D	0.574	A
	15	Centinela Av	@ Sepulveda Bl	0.852	D	0.750	C
	16	Centinela Av	@ Washington Bl	0.757	C	0.887	D
	99	Centinela Av	@ Washington Pl	0.894	D	0.963	E
	21	Culver Bl	@ Main St/Washington Bl	0.934	E	0.745	C

Table 115 (Continued)

INTERSECTION OPERATING CONDITIONS – 2003 BASE

CMP*	No.	Intersection		A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS
	100	Culver Bl	@ Overland Av	0.719	C	0.748	C
	102	Culver Bl	@ Sawtelle Bl	0.735	C	0.745	C
	101	Culver Bl	@ Sepulveda Bl	0.954	E	0.923	E
	165	Duquesne Av	@ Jefferson Bl	0.838	D	0.888	D
	103	Glencoe Av	@ Washington Bl	0.581	A	0.782	C
	166	Green Valley Cir	@ Sepulveda Bl	0.616	B	0.679	B
	104	Hannum Av	@ Playa St	0.701	C	0.707	C
	105	Hannum Av	@ Slauson Av	0.540	A	0.480	A
	156	I-405 NB Ramps S/O Venice Bl	@ Sepulveda Bl	0.744	C	0.729	C
	151	I-405 SB Off Ramp N/O Culver Bl	@ Sawtelle Bl	0.229	A	0.251	A
	29	Inglewood Bl	@ Washington Bl	0.603	B	0.896	D
	34	Jefferson Bl	@ Overland Av	0.776	C	0.881	D
	35	Jefferson Bl	@ Sepulveda Bl (N)	0.715	C	0.815	D
	106	Jefferson Bl	@ Slauson Av	0.431	A	0.539	A
	199	La Cienega Bl	@ Washington Bl	0.941	E	0.770	C
	107	Marina Fwy	@ Slauson Av	0.677	B	0.663	B
	148	Matteson Av/I-405 SB Ramps	@ Sawtelle Bl	0.939	E	0.612	B
	162	Motor Av	@ Washington Bl	0.744	C	0.778	C
	158	Overland Av	@ Washington Bl	0.940	E	0.863	D
	60	Playa St/Jefferson Bl	@ Sepulveda Bl	0.862	D	0.958	E
	108	Redwood Av	@ Washington Bl	0.401	A	0.427	A
	170	Sawtelle Bl	@ Sepulveda Bl	0.715	C	0.815	D
	62	Sawtelle Bl	@ Venice Bl	0.858	D	0.851	D
	150	Sawtelle Bl	@ Washington Bl	0.484	A	0.577	A
	149	Sawtelle Bl	@ Washington Pl	0.511	A	0.525	A
	65	Sepulveda Bl	@ Slauson Av	0.679	B	0.729	C
	66	Sepulveda Bl	@ Venice Bl	0.907	E	0.764	C
	155	Sepulveda Bl	@ Washington Bl	0.741	C	0.769	C
	154	Sepulveda Bl	@ Washington Pl	0.838	D	0.635	B
	167	Walgrove Av	@ Washington Bl	23.2[a]	C	16.7[a]	C
		City of Santa Monica					
	133	23rd St	@ Ocean Park Bl	0.974	E	1.272	F
	132	23rd St	@ Pico Bl	0.677	B	0.975	E
*	136	26th St	@ Wilshire Bl	0.719	C	0.910	E
	137	4th St	@ Colorado Av	0.637	B	0.844	D
	129	4th St	@ Ocean Park Bl N	16.9[b]	C	18.5[b]	C
	130	4th St	@ Ocean Park Bl S	13.6[b]	B	13.1[b]	B
	128	4th St	@ Pico Bl	0.943	E	0.912	E
	127	4th St	@ Wilshire Bl	0.577	A	0.602	B
	138	Cloverfield Bl	@ I-10 EB On Ramp	0.882	D	0.926	E
	139	Cloverfield Bl	@ I-10 WB Off Ramp	0.948	E	0.869	D
	135	Cloverfield Bl	@ Ocean Park Bl	0.607	B	0.709	C
	134	Cloverfield Bl	@ Pico Bl	0.823	D	0.891	D
	168	I-10 EB On Ramp	@ Lincoln Bl	1.184	F	0.928	E
	169	I-10 WB Off Ramp	@ Lincoln Bl	0.881	D	0.966	E
	109	Lincoln Bl	@ Ocean Park Bl	1.130	F	1.133	F
*	124	Lincoln Bl	@ Pico Bl	0.988	E	1.065	F
	131	Lincoln Bl	@ Wilshire Bl	0.729	C	0.883	D
	110	Main St	@ Ocean Park Bl	0.921	E	0.838	D

Table 115 (Continued)

INTERSECTION OPERATING CONDITIONS – 2003 BASE

CMP*	No.	Intersection		A.M. V/C	A.M. LOS	P.M. V/C	P.M. LOS
	117	Main St	@ Pico Bl	0.680	B	0.912	E
	111	Neilson Way	@ Ocean Park Bl	0.695	B	0.737	C
	126	Ocean Av	@ Palisades Beach Rd Ramps	0.481	A	0.934	E
	125	Ocean Av	@ Wilshire Bl	0.618	B	0.624	B
	118	Ocean Av/Neilson Way	@ Pico Bl	0.632	B	0.841	D
		City Of Inglewood					
	5	Arbor Vitae St	@ La Cienega Bl	0.538	A	0.633	B
	206	Centinela Av	@ Florence Av	0.545	A	0.780	C
	175	Centinela Av	@ La Brea Av	1.167	F	1.134	F
	8	Florence Av/Aviation Bl	@ Manchester Bl	0.937	E	0.873	D
*	188	La Brea Av	@ Manchester Bl	1.068	F	0.989	E
	196	La Cienega Bl	@ Manchester Bl	0.598	A	0.928	E
		South Bay Cities					
*	208	Artesia Bl	@ Sepulveda Bl/PCH	0.863	D	1.209	F
	9	Aviation Bl	@ Rosecrans Av	1.041	F	1.339	F
	176	Douglas St	@ Imperial Hwy	0.545	A	0.432	A
*	23	El Segundo Bl	@ Sepulveda Bl	0.941	E	1.100	F
	120	Grand Av	@ Sepulveda Bl	1.004	F	1.164	F
	207	Highland Av	@ Manhattan Beach Bl	0.564	A	0.552	A
	181	I-405 NB Ramps	@ Imperial Hwy	0.323	A	0.464	A
	183	I-105 WB Off Ramp/Nash St	@ Imperial Hwy	0.614	B	0.329	A
	182	Imperial Hwy	@ Main St	0.757	C	0.672	B
	122	Manhattan Beach Bl	@ Sepulveda Bl	1.167	F	1.251	F
	119	Maple Av	@ Sepulveda Bl	0.686	B	0.771	C
	121	Marine Av	@ Sepulveda Bl	1.063	F	1.133	F
	58	Mariposa Av	@ Sepulveda Bl	0.870	D	0.872	D
*	61	Rosecrans Av	@ Sepulveda Bl	0.868	D	1.093	F
	25	Rosecrans Av	@ Vista Del Mar/Highland Av	1.193	F	0.887	D
TOTAL NUMBER OF INTERSECTIONS AT LOS E or F				**42**		**49**	

N/A = Not Applicable. Future proposed intersections included for analysis that are not fully operational as of January 2003.

* *Denotes Congestion Management Program (CMP) Arterial Monitoring Station used for CMP Analysis, as described in Subsection 2.2.4.*

[a] *Intersection controlled by stop signs on minor approach(es) to non-signalized throughways. Indicates average vehicle delay in seconds (not V/C ratio) for the intersection.*

[b] *Intersection controlled by stop signs on all approaches. Indicates average vehicle delay in seconds (not V/C ratio) for the intersection.*

[c] *South Bay Cities Include El Segundo, Manhattan Beach, Hawthorne and Hermosa Beach.*

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

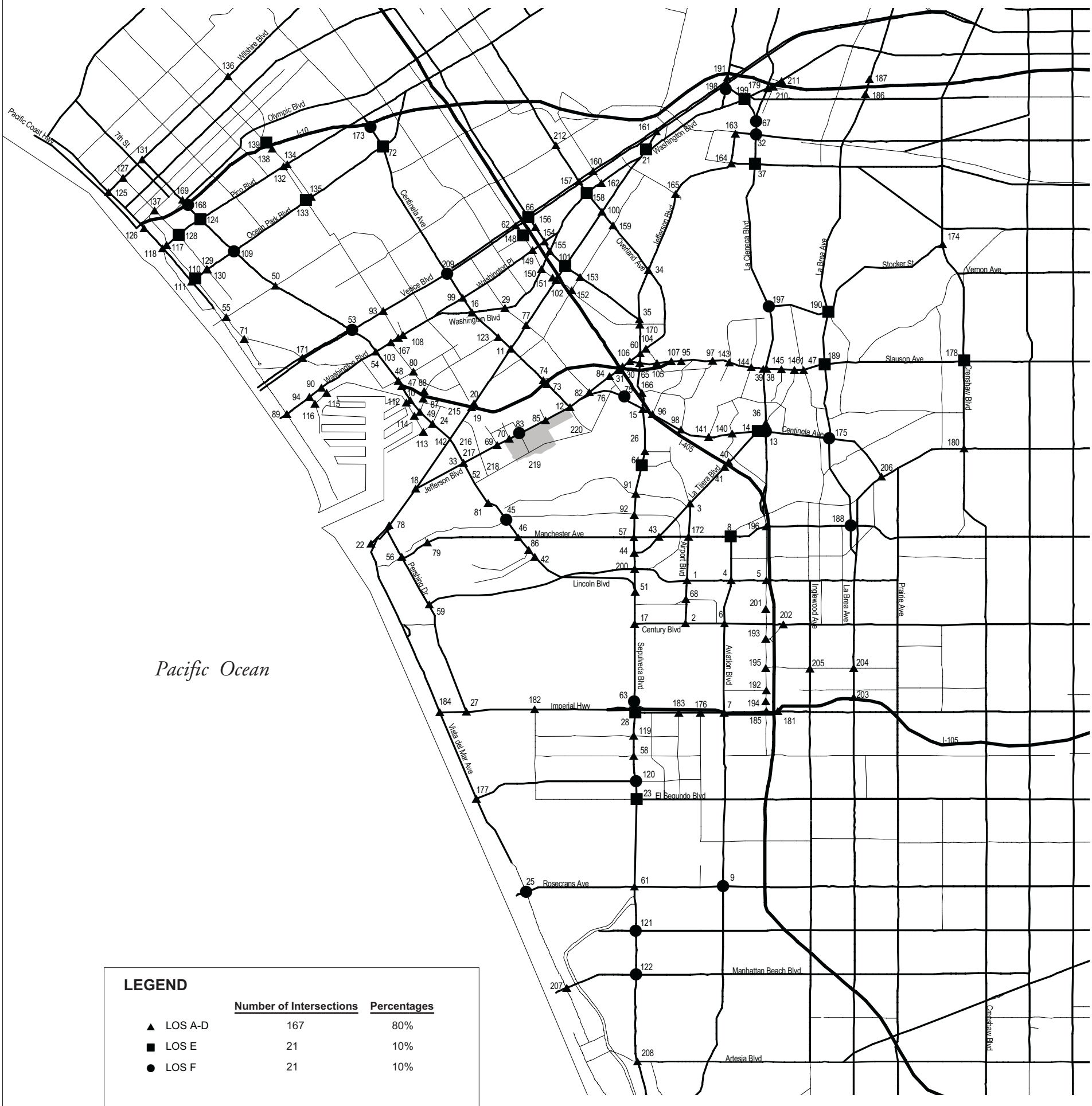

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Figure 66
Intersection Levels of Service
Existing AM Peak Hour

Source: Kaku Associates, July 2003

Figure 67
Intersection Levels of Service
Existing PM Peak Hour

Source: Kaku Associates, July 2003

locations, motorists experience little to tolerable amounts of delay. Twenty-one of the intersections in the A.M. peak hour (10 percent) and 25 in the P.M. peak hour (12 percent) are operating at LOS E. At these locations, motorists experience measurable delay and traffic flow is restricted. Twenty-one of the intersections in the A.M. peak hour (10 percent) and 24 in the P.M. peak hour (11 percent) are operating currently at LOS F. The intersection capacity calculation worksheets for existing A.M. and P.M. peak hours are provided in the Traffic Report, Appendix K of the EIR.

2.2.4 Congestion Management Program Analysis

The Los Angeles County Congestion Management Program (CMP) is a state-mandated program which serves as the monitoring and analytical basis for transportation funding decisions within Los Angeles County made through the RTIP and STIP processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where the project will add 50 or more trips during either the A.M. or P.M. weekday peak hours and all mainline freeway monitoring locations where the project will add 150 or more trips (in either direction) during the A.M. or P.M. weekday peak hours.

As per the TIA guidelines in the 2002 Congestion Management Program (CMP) for Los Angeles County, the existing operating conditions at all CMP arterial and freeway monitoring stations that may be potentially impacted by the Proposed Project are discussed in this section. This analysis has been performed in accordance with procedures outlined in Appendix D of the 2002 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority (MTA), June 2002.

2.2.4.1 CMP Arterial Monitoring Locations Analysis

There are 17 intersections classified as CMP arterial monitoring stations within the Project study area. These intersections are noted with an asterisk (*) in Table 115, and consist of the following:

- La Cienega Boulevard/Centinela Avenue
- Sepulveda Boulevard/El Segundo Boulevard
- La Cienega Boulevard/Jefferson Boulevard
- Lincoln Boulevard/Manchester Avenue
- Lincoln Boulevard/Marina Expressway
- Sepulveda Boulevard/Lincoln Boulevard
- Lincoln Boulevard/Venice Boulevard

- Sepulveda Boulevard/Manchester Avenue
- Sepulveda Boulevard/Rosecrans Avenue
- Lincoln Boulevard/Pico Boulevard
- 26th Street/Wilshire Boulevard
- Overland Avenue/Venice Boulevard
- La Brea Avenue/Manchester Boulevard
- La Cienega Boulevard/Stocker Street
- La Cienega Boulevard/Venice Boulevard
- Pacific Coast Highway/Artesia Boulevard
- Centinela Avenue/Venice Boulevard

The existing operating conditions at each of the above locations are shown in Table 115 on pages 812 through 816. As indicated in Table 115, eight of these intersections are currently operating at acceptable Level of Service (LOS D or better) during the morning peak hour and two operate at LOS D or better during the afternoon peak hour. Two intersections in the A.M. peak hour and four intersections in the P.M. peak hour are operating at LOS E. The following intersections are currently operating at LOS F during the morning and/or afternoon peak hours:

- La Cienega Boulevard/Centinela Avenue (LOS F – A.M./P.M.)
- Sepulveda Boulevard/El Segundo Boulevard (LOS F – P.M.)
- La Cienega Boulevard/Jefferson Boulevard (LOS F – A.M./P.M.)
- La Brea Avenue/Manchester Boulevard (LOS F – A.M.)
- Sepulveda Boulevard/Rosecrans Avenue (LOS F – P.M.)
- La Cienega Boulevard/Stocker Street (LOS F – A.M./P.M.)
- La Cienega Boulevard/Venice Boulevard (LOS F – A.M.)
- Pacific Coast Highway/Artesia Boulevard (LOS F – P.M.)
- Centinela Avenue/Venice Boulevard (LOS F – A.M./P.M.)
- Lincoln Boulevard/Venice Boulevard (LOS F – A.M./P.M.)
- Sepulveda Boulevard/Manchester Avenue (LOS F – P.M.)
- Overland Avenue/Venice Boulevard (LOS F – P.M.)

- Lincoln Boulevard/Pico Boulevard (LOS F – P.M.)

2.2.4.2 CMP Freeway Segment Analysis

Existing freeway operating conditions within the study area were analyzed per the 2002 CMP guidelines. This assessment included the San Diego Freeway (I-405), the Marina Freeway (SR-90), the Santa Monica Freeway (I-10), and the Glenn M. Anderson Freeway (I-105). The freeway analysis locations and existing level of service are shown in Table 116 on page 822.

Traffic volumes for the CMP freeway facilities were obtained from Caltrans traffic volume documents. Operating conditions on the freeways are also expressed in terms of Level of Service. Level of Service for freeways is based on the measured flow past a point as related to the estimated capacity of that section of roadway computed using approximately 2,000 vehicles per hour (vph) capacity per lane and the number of lanes in each segment.

Demand-to-Capacity (D/C) ratios were calculated for each freeway segment identified above, using a capacity value of 2,000 vehicles per hour per freeway mainline lane (in accordance with CMP guidelines). The D/C ratio is used to analyze freeway segments which could be impacted by project-related traffic and is analogous to volume-to-capacity (V/C) ratio which is a measure of the actual traffic volume at a given intersection compared to the theoretical capacity of that intersection to accommodate traffic. Table 116 summarizes the existing D/C ratios and Level of Service (LOS) during the peak hours at the analyzed locations. CMP freeway conditions are rated on a scale ranging from LOS A (highest quality of service) to LOS F(3) (forced traffic flow). LOS A through E operate at a demand/capacity ratio of 1.00 or less, while LOS F(0) through F(3) operate at a demand/capacity ratio of greater than 1, a level indicating that demand is greater than capacity, and that forced traffic flow conditions prevail. LOS F(0) is described as a condition containing traffic that may be greatly reduced in speeds and consequently flow, with high densities. LOS F(1), F(2) and F(3) represent three levels of flow described as follows: "Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities."[361] The D/C ratios corresponding to the various levels of service are also indicated in Table 116.

As indicated, baseline operating conditions on freeway segments are at or near capacity (LOS E or F) at some segments of the I-405, I-10 and I-105 analyzed locations. During the P.M. peak hour four of the 22 analysis locations are operating at level of service (LOS) E. The operating conditions are at level of service F(0) at six locations in the A.M. peak hour and seven locations in the P.M. peak hour. The operating conditions along I-10 westbound, east of La Brea, are at level of service F(1) in the A.M. peak hour and at F(2) in the P.M. peak hour. At one

[361] *Adapted from Los Angeles County Metropolitan Transportation Authority, 2002 Congestion Management Program for Los Angeles County, June 2002.*

Table 116

FREEWAY OPERATING CONDITIONS –2003 BASE

Freeway Route	Location	Direction	A.M. Peak Hour Demand [a]	A.M. Capacity	A.M. D/C [b]	A.M. LOS [c]	P.M. Peak Hour Demand [a]	P.M. Capacity	P.M. D/C [b]	P.M. LOS [c]
I-405	s/o I-110 Fwy.	NB	10,569	10,000	1.06	F(0)	8,619	10,000	0.86	D
		SB	8,788	10,000	0.88	D	10,233	10,000	1.02	F(0)
I-405	at Compton Bl.	NB	9,318	9,000	1.04	F(0)	9,118	9,000	1.01	F(0)
		SB	7,823	9,000	0.87	D	9,284	9,000	1.03	F(0)
I-405	n/o La Tijera Bl.	NB	10,367	10,000	1.04	F(0)	10,885	10,000	1.09	F(0)
		SB	8,496	10,000	0.85	D	10,242	10,000	1.02	F(0)
I-405	n/o Venice Bl.	NB	10,756	10,000	1.08	F(0)	10,210	10,000	1.02	F(0)
		SB	8,814	10,000	0.88	D	9,608	10,000	0.96	E
I-405	s/o Mulholland Dr.	NB	7,992	10,000	0.80	D	8,696	10,000	0.87	D
		SB	12,575	9,000	1.40	F(2)	12,008	9,000	1.33	F(1)
SR-90	w/o I-405 Fwy.	EB	3,355	8,000	0.42	B	3,022	8,000	0.38	B
		WB	2,268	8,000	0.28	A	2,828	8,000	0.35	B
I-10	Lincoln Bl.	EB	5,256	6,000	0.88	D	4,407	6,000	0.73	C
		WB	4,746	6,000	0.79	D	4,967	6,000	0.83	D
I-10	e/o Overland Av.	EB	9,267	8,000	1.16	F(0)	9,194	8,000	1.15	F(0)
		WB	8,218	10,000	0.82	D	7,194	10,000	0.72	C
I-10	e/o La Brea Av.	EB	8,405	10,000	0.84	D	9,989	10,000	1.00	E
		WB	10,294	8,000	1.29	F(1)	11,040	8,000	1.38	F(2)
I-105	e/o Sepulveda Bl.	EB	2,841	6,000	0.47	B	3,205	6,000	0.53	B
		WB	3,847	6,000	0.64	C	2,432	6,000	0.41	B
I-105	e/o Crenshaw Bl.	EB	7,631	9,000	0.85	D	8,679	9,000	0.96	E
		WB	9,277	9,000	1.03	F(0)	8,648	9,000	0.96	E

D/C Ratio	LOS
> 0.00 - 0.35	A
> 0.35 - 0.54	B
> 0.54 - 0.77	C
> 0.77 - 0.93	D
> 0.93 - 1.00	E
> 1.00 - 1.25	F(0)
> 1.25 - 1.35	F(1)
> 1.35 - 1.45	F(2)
> 1.45	F(3)

[a] *Traffic volumes obtained from Caltrans and were adjusted using growth rate factors from "Los Angeles County 2002 Congestion Management Program" to obtain 2003 "existing" conditions.*

[b] *Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes. The D/C ratio, used to analyze freeway segments, is analogous to volume to capacity (V/C ratio) at intersections.*

[c] *Freeway mainline Level of Service is based on the following D/C scale:*

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

additional location, the I-405 southbound, south of Mulholland Drive, the LOS is F(2) during the A.M. peak hour and LOS F(1) in the P.M. peak hour.

2.2.5 Public Transit Service

Both bus and Metro Rail transit service are available as part of the public transit system serving the vicinity of the Proposed Project site. Bus transit agencies in the region providing service in the vicinity of the Project site include the Los Angeles County Metropolitan Transportation Authority (MTA), Santa Monica Municipal Bus Lines, Culver CityBus, and the Los Angeles Department of Transportation (LADOT) "Commuter Express" bus system. The MTA bus system provides six bus lines in the form of both express and local bus service within this area. The Culver CityBus system provides six lines while the Santa Monica Municipal Bus Lines provides three lines. The City of Los Angeles Department of Transportation Commuter Express system provides three express bus lines within this study area.

Bus transit service within the Project vicinity provided by the various public transit bus operators is available along the following travel corridors.

- Lincoln Boulevard/Admiralty Way
- Centinela Avenue/Inglewood Boulevard
- Sepulveda Boulevard/I-405
- Washington Boulevard/Culver Boulevard/Braddock Drive
- Marina Freeway/Jefferson Boulevard
- Slauson Avenue/Centinela Avenue
- Manchester Avenue

Figure 68 on page 824 illustrates all the bus transit service in the Proposed Project vicinity. Table 117 on page 825 summarizes the various bus transit lines operating in the Project vicinity for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local) and frequency of service. Recent ridership data is presented in Table 118 on page 826.

While the overall transit system within the Project's 100-square mile study area operates satisfactorily, a number of deficiencies within the system currently exist. Primarily, these are along the north-south travel corridors, including Lincoln Boulevard, Sepulveda Boulevard, and Centinela Boulevard-Inglewood Boulevard. All of these corridors currently experience overcrowding and congestion during both the A.M. and P.M. peak hours.

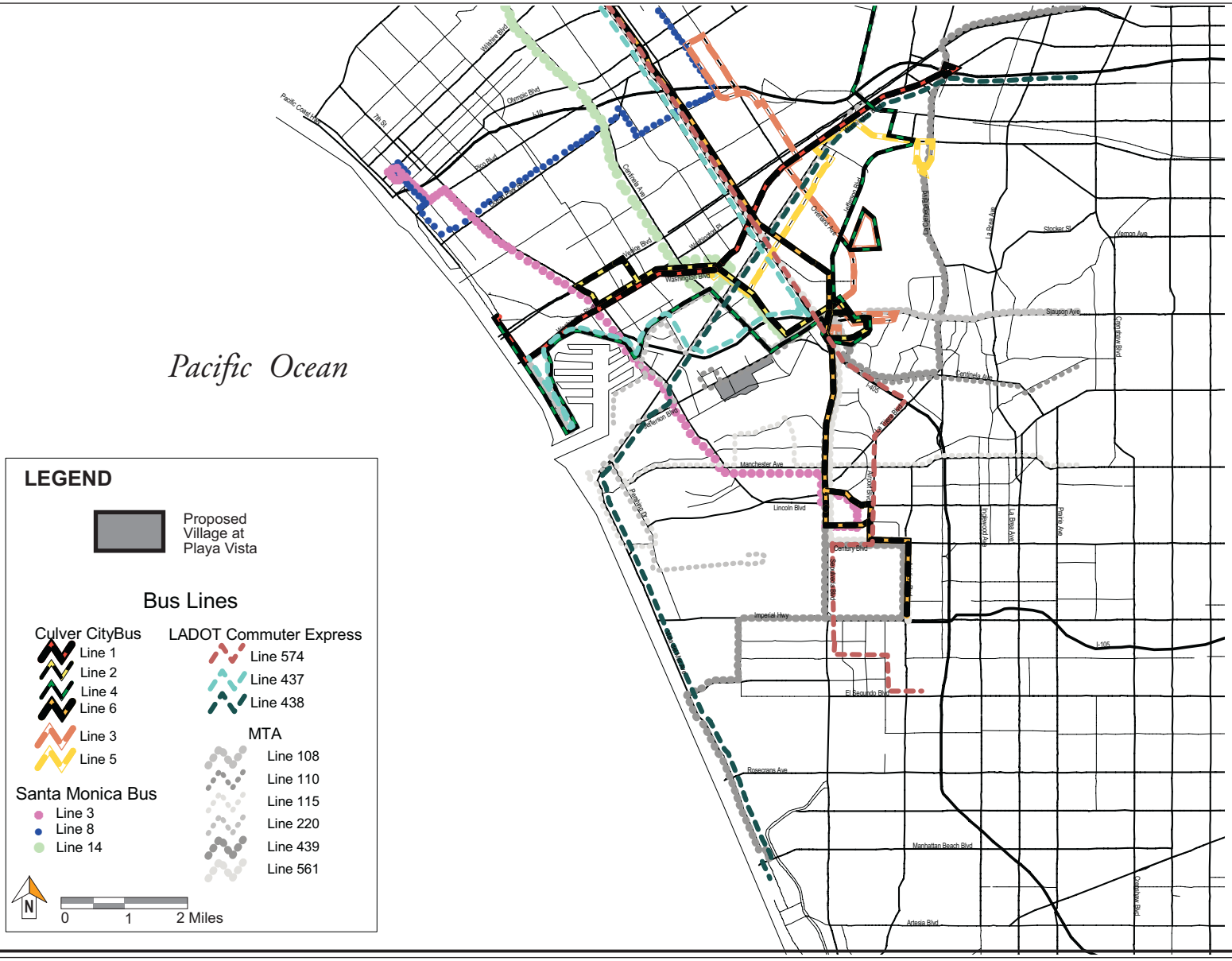

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Figure 68
Existing Bus Transit Service

Source: Kaku Associates, July 2003

Table 117

LIST OF TRANSIT LINES SERVING THE PLAYA VISTA SITE VICINITY

Serial Number	Provider [a]	Line Number	Service Area	Service Type	Hours of Operation	Frequency [b]
1	CC	1	Windward and Main (Venice) to WLA Transit Center [c]	Local	5:37 A.M.-11:34 P.M.	15 Min
2	CC	2	Washington and Inglewood to Corporate Pointe	Local	5:47 A.M.-6:20 P.M.	Hourly
3	CC	3	Westwood Pico to Fox Hills Mall	Local	5:20 A.M.-11:32 P.M.	20 Min
4	CC	4	Fox Hills Mall to West LA Transit Center [c]	Local	6:02 A.M.-6:20 P.M.	Hourly
5	CC	5	Rodeo and La Cienega to Washington and Inglewood	Local	6:29 A.M.-6:09 P.M.	Hourly
6	CC	6	UCLA to LAX Transit Center [d]	Local	5:20 A.M.-12:39 A.M.	12/20 Min
7	CX	437	Venice to Downtown (Local Area)	Express	5:52 A.M.-7:22 P.M.	30 Min (peak only)
8	CX	438	Hermosa Beach to Downtown (Local Area)	Express	5:59 A.M.-7:07 P.M.	30 Min (peak only)
9	CX	574	El Segundo to Sylmar Metrolink Station	Express	5:21 A.M.-7:35 P.M.	30 Min (peak only)
10	MTA	108	Paramount and Slauson to Washington and Pacific	Local	4:24 A.M.-11:13 P.M.	10/20 Min
11	MTA	110	Alla and Jefferson to Garfield and Florence	Local	4:50 A.M.-11:02 P.M.	10/30 Min
12	MTA	115	Pioneer and Rosecrans to Playa Del Rey	Local	4:42 A.M.-12:16 A.M.	7/15 Min
13	MTA	220	LAX City Bus Center to West Hollywood	Local	5:25 A.M.-8:37 P.M.	30 Min
14	MTA	439	Redondo Beach to Downtown (Local Area)	Express	5:14 A.M.-12:22 A.M.	30 Min
15	MTA	561	Lakeview Terrace to Metro Green Line Station	Express	3:47 A.M.-1:51 A.M.	10/30 Min
16	SM	3	UCLA Transit Center to Aviation/Imperial Hwy	Local	5:22 A.M.-12:40 A.M.	10 Min
17	SM	8	Broadway and 4th St. to UCLA	Local	5:59 A.M.-12:07 A.M.	15 Min
18	SM	14	Sunset and Barrington to Culver and Washington	Local	6:00 A.M.-8:52 P.M.	15/30 Min

[a] *MTA – Los Angeles Metropolitan Transportation Authority; CC – Culver CityBus; CX – Commuter Express (City of Los Angeles Department of Transportation); SM – Santa Monica Municipal Bus Line*

[b] *7/22 MIN – Peak/off-peak transit service frequency*

[c] *West L.A. Transit Center is located at the intersection of Washington Boulevard and Fairfax Avenue.*

[d] *LAX Transit Center is located east of Sepulveda Boulevard near the intersection of Vicksburg Avenue and 96th Street.*

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

Table 118

WEEKDAY TRANSIT SERVICE PATRONAGE LEVELS

		Passenger Boardings [a]			
Agency	**Route**	**6:00-9:00 A.M.**	**% of Passenger Boardings**	**3:00-7:00 P.M.**	**% of Passenger Boardings**
MTA	108	112 / 3,918	2.9	322 / 4,443	7.2
	110	54 / 2,173	2.5	220 / 2,629	8.4
	115	169 / 4,590	3.7	651 / 4,718	13.8
	220	58 / 250	23.2	89 / 336	26.5
	439	72 / 588	12.2	98 / 718	13.6
	561	38 / 3,569	1.1	22 / 4,206	0.5
LADOT	437	64 / 64	100.0	2 / 55	3.6
	438	51 / 181	28.2	4 / 190	2.1
	574	2 / 139	1.4	18 / 122	14.8
Culver City	2	149 / 149	100.0	258 / 258	100.0
	3	174 / 878	19.8	162 / 1,076	15.1
	4	26 / 96	27.1	19 / 79	24.1
	5	78 / 164	47.6	40 / 137	29.2
	6	831 / 2,019	41.2	788 / 2,226	35.4
Santa Monica	3	450 / 1,958	23.0	613 / 2,555	24.0
	14	625 / 1,051	59.5	257 / 1,119	23.0
Metro Green Line	Mariposa Station [b]	31 / 5,038	0.6	391 / 6,458	6.1
	Aviation Station [c]	199 / 5,038	3.9	649 / 6,458	10.0

[a] *## / ### = Passenger Boardings in Proposed Project Vicinity/Passenger Boardings in the Entire Route. Boardings are sum of both route directions.*

[b] *Mariposa Station is located at the intersection of Mariposa Avenue and Nash Street in El Segundo.*

[c] *Aviation Station is located at the intersection of Aviation Boulevard and I-105/Imperial Highway adjacent to the I-105 Freeway.*

Source: MTA, Culver CityBus, Santa Monica Municipal Bus, LADOT.

The Lincoln Boulevard corridor is currently served by Santa Monica Big Blue Bus Line 3. Line 3 currently has boardings of approximately 1,960 riders in the A.M. commute hours and 2,555 riders in the P.M. peak period, indicating that several segments along this route are currently experiencing overcrowding. The Playa Vista First Phase Project is enhancing this route by the provision of four additional buses (plus one spare bus) to improve operating frequencies along this corridor.

The Sepulveda Boulevard travel corridor is currently being served primarily by Culver City Bus Line 6, which is frequently overcrowded under existing conditions. In the northbound direction, most buses are full between 5:45 A.M. and 9:15 A.M. During this time period, 11 of the 20 bus trips have passenger demand exceeding 125 percent of the seating capacity of the bus. Another 4 of the 20 bus trips operate with completely full buses, leaving only 5 of the 20 morning buses with any available seats. Northbound buses fill again during the 3:30 P.M. to

5:30 P.M. time period. Southbound buses show a similar pattern, with some southbound buses full during the morning peak and 11 of the 25 bus trips exceeding 125 percent of seating capacity in the 2 P.M. to 6:30 P.M. time period. Only 6 of the 25 southbound trips in the 4.5-hour afternoon peak period have any seating capacity available.

The Inglewood Boulevard-Centinela Avenue travel corridor is currently being served by Culver City Bus Line 2, which provides service at hourly frequencies only. Peak-hour demand for the Line 2 bus is heavy, but mid-day demand is light. The westbound bus fills to crush load levels (i.e., almost twice as many passengers as there are seats on the bus) for the 7 A.M. run. The 8 A.M. run again almost fills up, as does the 3 P.M. run. In the eastbound direction, the 7:30 A.M. run, as well as two afternoon runs, fill up beyond capacity.

In addition to these deficiencies, the existing connections from the Proposed Project site and the adjacent Playa Vista First Phase Project to the regional transit system are minimal and include only one existing line (MTA Line 110) with a western terminus of Alla Road and Jefferson Boulevard. There are no connections from areas west of the Proposed Project site to either the Fox Hills Transit Center or the West L.A. Transit Center.

In addition to the bus lines which currently serve the Proposed Project vicinity, the Metro Rail Green Line is currently in operation southeast of the Project site. It runs east-west, providing service between El Segundo and Norwalk, connecting with the Blue Line which operates between Long Beach and Downtown Los Angeles. The closest Green Line stations are located approximately 4.5 miles from the project site, south of LAX, near the intersections of Aviation Boulevard/Imperial Highway and Nash Street/Mariposa Avenue.

Recent patronage information was obtained from the above-mentioned transit agencies on an as-available basis. This existing ridership data for all the transit lines serving the project area and its vicinity during the morning (6:00 to 9:00 A.M.) and afternoon (3:00 to 7:00 P.M.) peak periods is summarized in Table 118 on page 826.

Based upon the data provided in Table 118, MTA Line 115, offering service between Norwalk and Playa del Rey, is currently experiencing the highest patronage. During the afternoon peak period, this line carries approximately 4,700 riders, with approximately 650 boardings occurring in the Project vicinity.

Table 118 also summarizes the ridership data of the two nearest Metro Rail Green Line stations during the morning and afternoon peak periods. As shown, approximately 30 and 390 passenger boardings were observed at the Mariposa station during the morning and afternoon peak periods, respectively. At the Aviation station, approximately 200 and

650 passenger boardings were observed during the morning and afternoon peak periods, respectively.

3.0 IMPACT ANALYSIS

3.1 Methodology

The methodology and base assumptions used in this analysis were established by the City of Los Angeles Department of Transportation (LADOT). The assumptions and methods used in this analysis have been chosen to create an analytically conservative set of conditions. The primary assumptions used to create this scenario are briefly described below and are discussed in detail in Appendix K, Traffic Study.

- *Study Area.* The approximately 100-square mile study area was established by reviewing the travel patterns and the potential traffic impacts of Proposed Project traffic. Within the study area, 218 intersections have been selected for detailed study.[362] Of these, 209[363] intersections are currently in service and part of the existing baseline conditions. Eight additional intersections are new improvements that would be in operation under the 2010 baseline conditions. One additional analysis intersection would be implemented under the Proposed Project. The 218 study locations were selected in the following three steps:

  1. The 105 intersections from the Playa Vista First Phase Project EIR were included.

  2. Adjacent and nearby cities and jurisdictions were given the opportunity to add additional intersections to the study list. These included the Cities of Santa Monica, Culver City, Inglewood, El Segundo, Manhattan Beach, Hawthorne, Hermosa Beach, and the County of Los Angeles.

  3. Additional intersections were added after the results of the modeled traffic assignments were investigated so that all locations where Project traffic might have a significant impact were included.

- *Future Travel Forecasts.* The year 2010 was selected as the horizon year for the traffic impact analysis, consistent with the time frame for the full buildout of the Project development. In order to project future traffic conditions to the year 2010, a

[362] *Intersection numbering for the 218 intersections extends to 220. Numbers 213, and 214 are not assigned to any analyzed intersections.*

[363] *This includes 201 signalized intersections, plus 8 intersections controlled by stop signs.*

travel demand forecasting model was used. The traffic forecast model used in the Project transportation analysis used the City of Los Angeles General Plan Framework model as its base. Greater detail was added to the General Plan Framework model to increase the number of traffic analysis zones in the vicinity of the Project. In addition, the level of detail of the street system within the study area was increased to be able to better track the flow of Project traffic through the street system. Data from the SCAG regional model was used to update the socioeconomic input data assumptions and consequently the travel forecasts. Travel Demand Management (TDM) assumptions utilized in this model relied on the continuation of existing trends as the basis for future forecasts. This model projected both local and regional traffic to the year 2010.

The use of a travel forecast model in this analysis had several advantages. First, the study area was large and the model could be used to track Proposed Project traffic assignments over that large area as well as the movement of background traffic within the study area. Secondly, since the model is based on future land use assumptions for the year 2010, the model includes considerations of related projects (as listed and illustrated in Section III.B, Figure 11 on page 194) and ambient traffic growth. The known related projects were checked against the year 2010 land use projections to verify the assumptions in the model.

- *Playa Vista First Phase Project*. The adjacent Playa Vista First Phase development was addressed as a related project in this analysis. The land uses assumed in the First Phase EIR were assumed to be in place by the 2010 study year. In addition, the roadway improvements and transportation mitigation measures associated with the adjacent Playa Vista First Phase development were assumed to be implemented as required by the First Phase Project Conditions of Approval, by the year 2010. In addition to the analysis presented here, the Traffic Study also includes an analysis of the Proposed Project's impacts that would occur if one of First Phase Project improvements, the extension of Playa Vista Drive to Culver Boulevard, was not implemented in a timely manner.

  The Playa Vista First Phase Project mitigation measures included several long-term improvements that provided greater mitigation than what was required to mitigate the First Phase Project's traffic impacts. This condition occurred for two reasons. First, several significant roadway and intersection improvements (e.g., Jefferson Boulevard, Centinela Avenue widening) were implemented in anticipation of subsequent development of the overall Playa Vista Master Plan project. These improvements were implemented during the First Phase mitigation program in order to minimize or avoid disruption of traffic with additional construction activities (in other words, to avoid disrupting the same intersection or roadway twice). Secondly, the capacity added to the system by the First Phase Project's mitigation program was, in many

cases, greater than the traffic generated by the First Phase Project at specific locations. For example, if an additional lane of traffic provided by the First Phase mitigation program could accommodate an additional 800 vehicles per hour, but the First Phase project only added 400 vehicles per hour, there would be a residual 400 vehicles per hour capacity constructed under the First Phase project available to accommodate traffic generated by the Proposed Project.

This First Phase "excess capacity" credit was computed using the Playa Vista First Phase Project impacts and its mitigation effectiveness. Although a number of intersection locations improved by the Playa Vista First Phase Project have excess capacity credit, this credit was not utilized in the traffic analysis and subsequent identification of significant impacts of the Proposed Project.

- *Project Trip Generation.* The morning and afternoon peak hour trip generation for the Proposed Project land uses were calculated using the information contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual, Sixth Edition.

- *Analysis Periods*. The analysis addressed traffic counts during the weekday, non-summer morning and afternoon commute peak hour time periods. Within the study area, the morning and afternoon commute time periods are 7:00 to 8:00 A.M. and 5:00 to 6:00 P.M.

- *Intersection Capacity Analyses*. The intersection capacity analysis has been performed using a method that assesses the cumulative operating conditions at each study intersection. The critical movement analysis (CMA) methodology is the LADOT approved analysis methodology. It is required for consistency with prior analyses for both the Coastal Transportation Corridor Specific Plan and the Congestion Management Plan (CMP) and is used in this study.[364] CMA methodology software, CalcaDB, developed by LADOT was used to analyze the signalized intersections in this study. The Highway Capacity Manual methodology for unsignalized intersections was also used in the analysis.

  The intersection analysis is based on an assessment of Level of Service (LOS) rated on a scale ranging from A (best service) to F (worst service). LOS D is typically recognized as an acceptable service level in an urban area. The definition of LOS D for a signalized intersection is "Fair – delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing

[364] *In addition to the analysis presented below, an analysis of the intersections located within the City of Santa Monica, using Traffix software that is based on the "Operational Analysis" method from the Highway Capacity Manual, preferred by the City of Santa Monica, is presented in the Traffic Report, Appendix K.*

queues, preventing excessive backups." LOS D service levels for an unsignalized intersection (with two-way stop-control) is based on an average vehicle delay of 25 to 35 seconds at the intersection per the Highway Capacity Manual.

- *Congestion Management Program (CMP) Analysis.* In addition to the above intersection analysis which included 17 CMP intersections, 11 freeway segments were analyzed under the Los Angeles County Congestion Management Program, a state-mandated program which serves as the monitoring and analytical basis for state-related transportation funding decisions. In accordance with CMP guidelines, Demand-to-Capacity (D/C) ratios were calculated for each freeway segment identified above, using a capacity value of 2,000 vehicles per hour per freeway mainline lane. The D/C ratio was used to analyze freeway segments, which could be impacted by project-related traffic. CMP freeway conditions are rated on a scale ranging from LOS A (highest quality of service) to LOS F(3) (forced traffic flow). LOS A through E operate at a demand/capacity ratio of 1.00 or less, while LOS F(0) through F(3) operate at a demand/capacity ratio of greater than 1, a level indicating that demand is greater than capacity, and that forced traffic flow conditions prevail.[365]

- *Los Angeles International Airport Expansion.* This analysis was prepared during the same time period that the Los Angeles International Airport (LAX) was preparing its Master Plan. Travel forecasts for LAX have been addressed in this analysis. This analysis indicates a demand of approximately 78.8 Million Annual Passengers (MAP) in 2010 at LAX. Also assumed were the full development of the Continental City Development and the LAX Northside Development Projects. Under the proposed LAX Master Plan, these two large development projects would either be eliminated or substantially reduced in scale. The various roadway improvements that would be included as mitigation measures for the LAX Expansion were assumed to be not complete in this analysis because their funding has not been assured.

  An alternative scenario for future LAX expansion was also evaluated as part of this traffic analysis, and included in the Traffic Report, Appendix K. That analysis addressed the Proposed Project's impacts, and the effectiveness of the Proposed Project's recommended mitigation measures if LAX were to implement LAX Master Plan, Alternative D, thus creating a different set of 2010 baseline conditions than those described in this section of the EIR. Land Use Alternative D of the LAX Master Plan removes the public parking lots from the central terminal area and proposes remote parking and remote check-in facilities east of the central terminal at Manchester Square area near the I-405. Passengers would check-in at remote ground

[365] *Adapted from Los Angeles County Metropolitan Transportation Authority, 2002 Congestion Management Program for Los Angeles County, June 2002.*

transportation centers and be transported to the terminals via a people mover system. The same 78.8 Million Annual Passengers (MAP) is assumed as the demand at LAX. The analysis presented below results in more conservative conclusions regarding Proposed Project impacts than the Alternative D analysis presented in the Traffic Report.

3.2 Significance Thresholds

3.2.1 Thresholds Regarding Impacts on Intersections[366]

The City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.1-3) states:

A proposed project would normally have a significant impact on intersection capacity if the project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project traffic of one of the following:

V/C ratio increase = 0.040 if final LOS* is C
V/C ratio increase = 0.020 if final LOS* is D
V/C ratio increase = 0.010 if final LOS* is E or F

*Final LOS is defined as projected future conditions including project, ambient, and related growth but without project traffic mitigation.

Note that if stricter criteria are required in an applicable local TSP (Transportation Specific Plan) or ICO (Interim Control Ordinance), those criteria will apply.

If an unsignalized intersection is projected to operate at LOS C, D, E or F, reanalyze the intersection using the signalized intersection methodology to determine the significance of impacts using the sliding scale criteria described above.

Based on these guidelines, the Proposed Project would have a significant intersection impact, if:

[366] *Per the City of Los Angels Draft CEQA Thresholds Guide, the application of these intersection thresholds supercedes the need to apply the street segment thresholds included in Section F.2 of the Draft CEQA Thresholds Guide. As described in Section F.2, (p.F.2-1), "Street segment capacity impacts are generally evaluated in program-level analyses (such as specific plans or long-range development projects) for which details regarding specific land use types, sizes, project access points, etc., are not known. If such details are known, see F.1. intersection capacity for applicability."*

- The Proposed Project causes an increase in an intersection's V/C ratio for future baseline operating conditions in the following manner:

  V/C ratio increase = 0.040 if final LOS is C
  V/C ratio increase = 0.020 if final LOS is D
  V/C ratio increase = 0.010 if final LOS is E or F

3.2.2 Thresholds Regarding Freeway Capacity (CMP Facilities)

The City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.3-2) states:

A project would normally have a significant freeway capacity impact if project traffic causes an increase in the D/C ratio on a freeway segment or freeway on- or off-ramp of 2 percent or more Demand to Capacity (D/C increase = 0.02), which causes or worsens LOS F conditions (D/C > 1.00).

Based on this guideline, the Proposed Project would have a significant impact on Freeway Capacity (CMP Facilities), if:

- The Proposed Project would cause an increase in the D/C ratio on a freeway segment of 2 percent or more (D/C increase = 0.02), which causes or worsens LOS F conditions (D/C > 1.00).

3.2.3 Thresholds Regarding Neighborhood Street Impacts:

The City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.4-2) states:

A proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase = 20 trips if final ADT* < 1,000
ADT increase = 12% if final ADT* = 1,000 and < 2,000
ADT increase = 10% if final ADT* = 2,000 and < 3,000
ADT increase = 8% if final ADT* = 3,000

*Final ADT is defined as total projected future daily volume including project, ambient, and related project growth.

The significance of neighborhood intrusion impacts related to vehicle delay shall be determined on a case-by-case basis.

Based on these guidelines, the Proposed Project would have a significant impact if:

- The Proposed Project would add 120 or more trips per day to a low-volume (i.e., less than 1,000 ADT) local residential street within a local neighborhood.
- The Proposed Project would add more than 12 percent, 10 percent, or 8 percent to local neighborhood streets with final ADT levels of 1000 to 1,999 trips, 2000 to 2,999 trips, or 3,000 or more trips, respectively.

3.2.4 Thresholds Regarding Project Access

Operational Impacts

With regard to operational impacts, the City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.5-3) states:

A project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions.

Based on this guideline, the Proposed Project would have a significant access impact if:

- Any of the intersections providing access into the Proposed Project site would be operating at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions.

Safety Impacts

With regard to bicycle, pedestrian and vehicular safety, the City of Los Angeles Draft CEQA Thresholds Guide states (1998, p.F.5-3) that the determination of significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.

- The type of bicycle facility the project driveway(s) crosses and the level of utilization.

- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle impacts.

Based on these factors, the Proposed Project would have a significant impact if:

- The design features/physical configurations of the Proposed Project would affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists so as to create a hazardous condition.

3.2.5 Thresholds Regarding Transit System Capacity

The City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.6-2) states:

The determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity.

Based on this guideline, the Proposed Project would have a significant impact on transit system capacity, if:

- The seating capacity of the transit system serving the Project study area would be exceeded.

3.2.6 Thresholds Regarding Construction Impacts

The City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.8-2) states that the determination of significance on in-street construction impacts shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of two or more traffic lanes;

- The classification of the street (major arterial, state highway) affected;

- The existing traffic levels and level of service (LOS) on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or land closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within 0.25 mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within 0.25 mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a 0.25-mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;

- The availability of alternative parking locations or public transit options (e.g., bus, train) within 0.25 mile of the project site; and

- The length of time that existing parking spaces would be unavailable.

Based on these factors, during construction the Proposed Project would have significant in-street construction impacts, if:

- The Proposed Project would cause a substantial temporary inconvenience to auto travelers, bus riders, pedestrians or parkers, due to an increase in congestion, relocation of bus stops, rerouting of bus lines, restrictions of vehicular and pedestrian access and circulation and restrictions on parking during the times of construction.

- The Proposed Project would cause hazardous conditions for auto travelers, pedestrians, or bus riders.

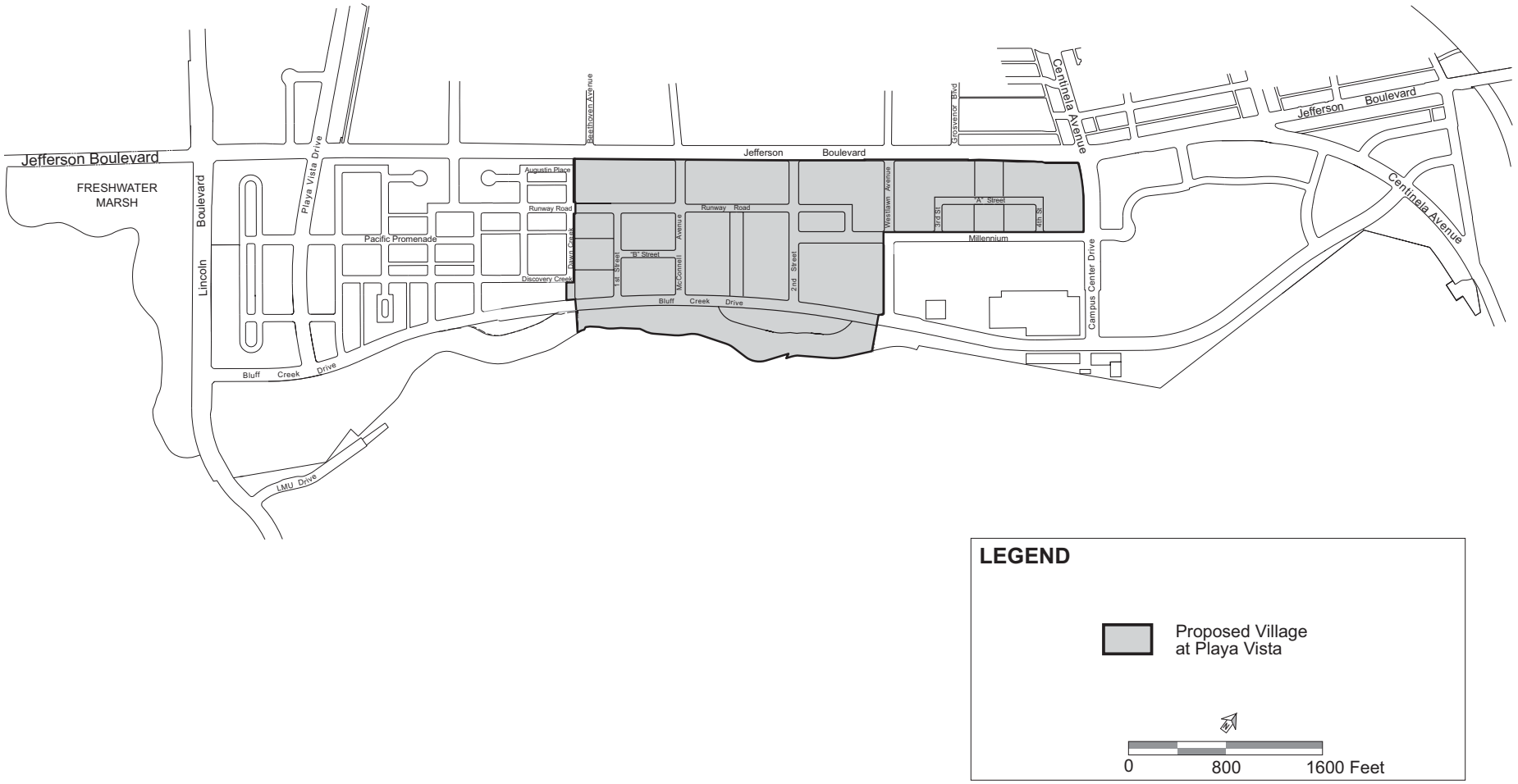
3.3 Project Design Features

The Proposed Project's population and related traffic impacts, as well as the roadway system to serve the Project site would be located within the Project's Urban Development Component. The Habitat Creation/Restoration Component of the Proposed Project would include no new population or roadways. Therefore, the following discussion of the Project Design Features and the Impact Analysis addresses activities within the Urban Development Component.

3.3.1 Internal Streets

The proposed roadway system within the Proposed Project boundaries is graphically displayed in Figure 69 on page 838.

The Proposed Project would augment the grid pattern of streets begun during the construction of the adjacent Playa Vista First Phase Project. Access to the Project site would be obtained from access points along Jefferson Boulevard, Centinela Avenue-Campus Center Drive and Bluff Creek Drive. Specific access points would occur at Westlawn Avenue, 2nd Street and McConnell Avenue from both Jefferson Boulevard and Bluff Creek Drive, all of which would be signalized, when warranted. Several right-turn in and out driveways would also offer access to the Proposed Project.



PCR

Figure 69
Proposed Roadway System

Source: Psomas and Associates & PCR Services Corporation, July 2003

3.3.2 Streets of Regional Significance

In addition to the local street network, the Proposed Project includes, within its boundaries, the following regional road improvements (which are described more fully in the Traffic Study, Appendix K:

- Bluff Creek Drive would be completed between the adjacent Playa Vista First Phase residential area to the west of the Proposed Project and the office and commercial uses (including entertainment, media and technology) to the east. With completion, Bluff Creek Drive would extend from Lincoln Boulevard easterly to Centinela Avenue, generally, as a four-lane divided roadway consistent with secondary highway standards.

- Jefferson Boulevard would be widened on its south side between Beethoven Street and a location just west of Centinela Avenue. This widening would link with similar widening included in the adjacent Playa Vista First Phase Project to the west and east of this location, providing for continuous four easterly lanes and three westerly lanes along Jefferson Boulevard, between Playa Vista Drive and Centinela Avenue north of the adjacent Playa Vista First Phase Project and the Proposed Project.

3.3.3 Internal Shuttle System

The Proposed Project proposes a comprehensive transit program to contribute to both the reduction of vehicular trips within the Proposed Project site and surrounding area, and the system-wide improvement of transit travel corridors. The following transit components are included as Project Design Features under the "2010 With Project Scenario" in the analysis below.

- An internal shuttle available to residents, workers and visitors within the Proposed Project and the adjacent Playa Vista First Phase Project.
  - The shuttle would be fare-free at all times for residents and workers within the Proposed Project and adjacent First Phase Project.
  - The shuttle would be fare-free during peak hours (8:00 to 9:00 A.M. and 5:00 to 6:00 P.M.) for visitors not residing or working within the Proposed Project or adjacent First Phase Project.

- Provision of real-time information to all Proposed Project residents and workers, as well as those associated with the adjacent Playa Vista First Phase Project, on the operation and location of the internal shuttle.

3.3.4 Non-Motorized Improvements

As delineated above in Section II.D, Project Characteristics, proposed Project development would include a mix of residential, commercial, office, community-serving, and recreational uses. This use-mix and design have been developed to allow Proposed Project residents to perform multiple activities within the Project site, thus reducing impacts on off-site roadways, and performing these activities without reliance on automobiles. Further, the Proposed Project has incorporated design features to encourage alternative modes of travel:

- Class II bicycle facilities would be provided to supplement the Playa Vista First Phase Project bicycle network provisions. These bicycle facilities would connect all of the residential uses within the site with the Village Center retail uses. Additionally, connections would be provided between the adjacent Playa Vista First Phase office and studio uses and the Proposed Project residential and retail uses. The bicycle facilities are being designed to meet all City design standards.

- Convenient and extensive pedestrian facilities and amenities would also be provided. In addition to a well-defined sidewalk network along all residential local, collector and arterial streets within the Proposed Project site, pedestrian paths would be provided at appropriate locations to connect with crosswalks at intersections and other key destinations within the site. A pedestrian path would also be provided along the south side of Bluff Creek Drive within the Proposed Project and the adjacent First Phase Project from Lincoln Boulevard on the west to Centinela Avenue on the east. The pedestrian facilities are being designed to meet all City design standards.

3.4 Project Impacts – Prior to Mitigation

3.4.1 Introduction

The analysis of the Proposed Project's traffic impacts is presented in the following nine subsections that address the following topics, respectively:

- Future Conditions Without the Project – This analysis presents 2010 baseline conditions focusing on changes to the roadway system and operating conditions that would be in place due to growth between 2003 and 2010. The 2010 baseline year is used as the horizon for buildout and is the year against which the Proposed Project impacts are measured.

- Project Trip Generation – This analysis determines the total number of trips that would be generated by each of the Project uses. Information is provided regarding trip ends (i.e., vehicles entering and leaving a particular use) and vehicular trips (i.e.,

trips a traveler adds to the road network, sometimes involving visits to more than one use location). Information is also provided regarding the origin of trips occurring within the Project site, as well as the trips destined to the Project site. This information is input to the next step in the analysis.

- Project Trip Distribution and Traffic Assignment – These analyses distribute and assign the Project's traffic to the road network. These analyses also indicate the number of new vehicles that would be traveling over/through various links and intersections. This information is input to the next step in the analysis.

- Intersection Impacts – This analysis determines the changes in operations that would occur at each of the intersections analyzed due to the Proposed Project. These changes determine the significance of Project impacts. Separate analyses are performed at all the study intersections using the LADOT-CMA Methodology, including 17 CMP intersections to identify significant impacts.[367]

- Freeway Capacity – This analysis, per County CMP guidelines, determines the operational changes that would occur along analyzed freeway links, and whether Project impacts would be significant.

- Neighborhood Street Impacts – This analysis evaluates the potential impacts on local residential streets that might be used in lieu of major streets.

- Project Access – This analysis evaluates impacts associated with access to and from the Proposed Project site by automobiles, bike riders and pedestrians.

- Transit Capacity – This analysis identifies the additional number of bus riders that would be generated by the Project and the number and frequency of buses that would be required to accommodate the increased ridership. This transit analysis fulfills the CMP transit analysis requirements.

- Construction-Related Impacts – This analysis addresses the potential short-term impacts on local streets that would arise from construction of the Proposed Project. It addresses impacts associated with truck traffic, travel to and from the site by construction workers, and reductions in existing street capacity due to temporary lane closures.

[367] *In addition to the analysis presented below, an analysis of the intersections located within the City of Santa Monica, that is based on the "Operational Analysis" method from the Highway Capacity Manual, preferred by the City of Santa Monica, is presented in the Traffic Report, Appendix K.*

3.4.2 Future Conditions Without the Proposed Project (2010 Baseline)

The traffic analysis of the Proposed Project measures its potential impacts in relation to expected baseline conditions in the year 2010. The various roadway improvements programmed to be completed by the year 2010 within the Cities of Los Angeles, Culver City, and Santa Monica and the South Bay Cities were included in the 2010 baseline conditions. In accordance with LADOT requirements for the preparation of traffic studies, the programmed improvements have firm funding and other commitments to be built by the year 2010. In addition to the roadway segment improvements (including First Phase mitigation measures) programmed in the study area detailed below, specific intersection improvements are also programmed within this area. These intersection improvements are listed and schematically represented in the Traffic Report, Appendix K of the EIR, and its related Appendices.

The roadway improvements in the 2010 baseline conditions are illustrated on Figure 70 on page 843 and include the following:[368]

1. Improvement of Aviation Boulevard to three lanes in each direction from Manhattan Beach Boulevard to Arbor Vitae.

2. Provision of a two-lane connection (extension of Olympic Boulevard) between 4th St. on-ramp to I-10 eastbound and Ocean Avenue in the Santa Monica Civic Center Specific Plan Area.

3. Conversion of Braddock Drive to a local street (i.e., de-emphasize Braddock Drive by installing traffic circles, allowing on-street parking, or other measures) from Sawtelle Boulevard to east of Overland Avenue in the City of Culver City).

4. Provision of connections to facilitate northbound Lincoln Boulevard to eastbound Culver Boulevard and west and eastbound Culver Boulevard to northbound Lincoln Boulevard traffic movements.

5. Widening of Lincoln Boulevard to four lanes northbound and three lanes southbound between La Tijera Boulevard and Loyola Marymount University (LMU) Drive (formerly Hughes Terrace).

6. Widening of Lincoln Boulevard to four lanes in each direction between LMU Drive and Jefferson Boulevard.

[368] *Information regarding jurisdictional locations is provided in Table 3-2 of Appendix K.*

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Figure 70
Committed 2010 Baseline Roadway Improvements

Source: Kaku Associates, July 2003

7. Provision of three lanes in either direction along Lincoln Boulevard between Jefferson Boulevard and Fiji Way.

8. Widening of Jefferson Boulevard to four lanes eastbound from Lincoln Boulevard to Beethoven Street. Widening of Jefferson Boulevard to four lanes westbound between Lincoln Boulevard and Playa Vista Drive.

9. Widening of Jefferson Boulevard to three lanes in each direction from west of Centinela Avenue to Mesmer Avenue.

10. Widening of Culver Boulevard to five lanes from Lincoln Boulevard to SR-90.

11. Provision of Playa Vista Drive roadway from Bluff Creek Drive to Culver Boulevard. Provide two lanes in each direction and a divided median or central turn lane between Bluff Creek Drive and Culver Boulevard.

12. Provision of a four-lane bridge of mainline SR-90 (two lanes in each direction) over Culver Boulevard. Improvement of SR-90 to two lanes in each direction from Mindanao Way to the Culver Boulevard ramps.

13. Provision of signalized on-off ramps at Culver Boulevard from/to SR-90.

14. Widening of Centinela Avenue from Jefferson Boulevard to north of Juniette Street to three lanes in each direction. Provision of Centinela Avenue-Campus Center Drive roadway (four-lane divided street) between Jefferson Boulevard and Bluff Creek Drive.

15. Provision of a four-lane Bluff Creek Drive connection between Westlawn Avenue and Campus Center Drive and a six-lane section between Campus Center Drive and Centinela Avenue within both tracts 49104 and 52092.

16. Provision of a six-lane Bluff Creek Drive connection between Lincoln Boulevard and Playa Vista Drive and a four-lane section between Playa Vista Drive and Dawn Creek.

17. Provision of high occupancy vehicle (HOV) lanes (one lane in each direction) along I-405 between SR-90 and I-10. This extends the HOV system to the I-10. HOV lanes are currently being provided between I-105 and SR-90.

18. Provision of a new on-off ramp at Arbor Vitae and I-405 to/from the south.

19. Widening of Arbor Vitae to two lanes in each direction between La Brea Avenue and Oak Street.

20. Provision of two lanes plus parking in both directions, plus a central left turn lane on Centinela Avenue from Washington Boulevard to Short Avenue.

21. Provision of a new I-405 NB off-ramp at Culver Boulevard. Also, improve existing I-405 NB on-ramp at Culver Boulevard. Provision of direct access to I-405 ramps to and from the main (south) Culver Boulevard roadway.

22. Closure of I-405 NB on-off ramps at Braddock Drive. Improve I-405 SB on-ramp at Braddock Drive. Provision of a southbound auxiliary roadway to connect from Sawtelle Boulevard to the I-405 SB on-ramp at Braddock Drive.

23. Widening of Culver Boulevard to six lanes between Sawtelle Boulevard and Sepulveda Boulevard. This includes improvements to the intersections of Sawtelle Boulevard/Culver Boulevard and Sepulveda Boulevard/Culver Boulevard.

The adjacent Playa Vista First Phase Project committed to add bus service to the Lincoln Boulevard Corridor as part of a Transit Enhancement Program. This bus service is being added through an agreement with the Santa Monica Municipal Bus Line (SMMBL). The frequency of service along this SMMBL route would improve as a result of implementation of this improvement. Additionally, automated traffic surveillance and control at numerous intersections along this corridor would also be provided to work in conjunction with the Lincoln Boulevard Transit Enhancement Program.

It is also anticipated that additional lines will be added to the Metro Rapid Expansion Program. This Program offers faster travel choices for bus riders with "rail-like" operating characteristics on the bus lines. Thirteen key attributes distinguish this system from other bus systems. They include simple route layout, frequent service, headway-based schedules, less frequent stops, bus signal priority, improved bus features including level and multiple door boarding and lighting, higher capacity, unique bus and station design with "next trip" displays and information kiosks, off-vehicle fare payment, feeder network, exclusive bus lanes where feasible and coordinated land use planning. Three rapid bus lines are planned within the Proposed Project's traffic study area: Sepulveda (south) between Westwood and the Aviation Green Line Station, Manchester from Lincoln Boulevard to the east through the study area, and Lincoln Boulevard between Santa Monica Downtown and Airport Lot C. These lines are programmed and funded for implementation by 2008.

The MTA is also planning a new light rail service to the west side of Los Angeles along the Exposition corridor. This new rail service would travel in an east-west direction in the northern most portions of the study area. However, since this service is still in the planning stages, no automobile trip discounts were taken as part of this transportation analysis to account for this potential light rail service.

The forecasted 2010 roadway conditions, prior to implementation of the Proposed Project, is presented in Table 119 on page 847 along with the conditions that would occur in 2003, and in 2010 with the Proposed Project (see column 2). In summary, of the 217 intersections analyzed in the 2010 baseline Without Project scenario, the number of intersections that would be operating at unacceptable levels of service, LOS E or F is 84 intersections during the A.M. peak hour, and 104 intersections during the P.M. peak hour.[369] These conditions may be contrasted with the number of such intersections during the 2003 base period (as reported in Table 115 on page 812): 42 intersections at LOS E or F during the A.M. peak hour and 49 intersections during the P.M. peak hour out of a total of 209 intersections in operation**.**

In accordance with LADOT requirements for the preparation of traffic studies, the programmed improvements detailed above have firm funding and other commitments to be built by the year 2010. In addition to the roadway segment improvements programmed in the study area detailed above, specific intersection improvements are also programmed within this area. These intersection improvements are listed and schematically represented in the Traffic Report, Appendix K of the EIR, and its related Appendices.

Some of the road improvements discussed above may need to obtain additional permits prior to construction; additionally, some of the road improvements have obtained the necessary permits, but are currently subject to legal challenge. To the extent certain improvements assumed in the 2010 baseline are not yet implemented prior to construction of the Proposed Project, there may be temporary significant impacts remaining until completion of those improvements. However, these impacts would be temporary in nature and would be eliminated when the improvements assumed in the 2010 baseline conditions are completed. There is also a possibility that some improvements will not be built. For example, Caltrans' SR-90 Marina Freeway bridge over Culver Boulevard has received Coastal Commission approval but has been challenged in court. If the Coastal Commission approval is successfully challenged, the Marina Freeway project may not be built prior to the 2010 baseline, and possibly not at all. In the event some of these improvements which are assumed in the 2010 baseline conditions are not ultimately constructed, additional significant impacts may occur. The number of possible scenarios is limitless; this analysis presents the most likely scenario based on currently available information.

[369] *The number of intersections included in different traffic scenarios; e.g., 2003 base, 2010 base, etc., varies as a function of assumptions regarding which intersections would be in operation under the specified scenario. In this case, one of the 218 analyzed intersections (McConnell Avenue and Bluff Creek Drive) would not occur under 2010 base conditions.*

Table 119

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
City of Los Angeles										
111th St @ La Cienega Bl	192	A.M.	0.241	A	0.273	A	0.273	A	0.000	N
		P.M.	0.357	A	0.531	A	0.532	A	0.001	N
12th St @ Bluff Creek Dr	220	A.M.	N/A	–	0.327	A	0.393	A	0.066	N
		P.M.	N/A	–	0.415	A	0.525	A	0.110	N
77th St/76th St @ Sepulveda Bl	64	A.M.	0.976	E	1.048	F	1.056	F	0.008	N
		P.M.	0.687	B	1.000	E	1.034	F	0.034	Y
80th St/79th St @ Sepulveda Bl	91	A.M.	0.699	B	0.761	C	0.767	C	0.006	N
		P.M.	0.793	C	1.005	F	1.022	F	0.017	Y
83rd St @ Lincoln Bl	45	A.M.	1.163	F	1.339	F	1.366	F	0.027	Y
		P.M.	0.724	C	1.021	F	1.083	F	0.062	Y
83rd St @ Sepulveda Bl	92	A.M.	0.591	A	0.738	C	0.742	C	0.004	N
		P.M.	0.627	B	0.859	D	0.873	D	0.014	N
88th St/La Tijera Bl @ Sepulveda Bl	44	A.M.	0.721	C	0.843	D	0.847	D	0.004	N
		P.M.	0.719	C	0.913	E	0.932	E	0.019	Y
96th St @ Airport Bl	68	A.M.	0.386	A	0.419	A	0.427	A	0.008	N
		P.M.	0.391	A	0.672	B	0.688	B	0.016	N
Abbott Kinney Bl @ Venice Bl	171	A.M.	0.687	B	0.707	C	0.710	C	0.003	N
		P.M.	0.652	B	0.764	C	0.771	C	0.007	N
Airport Bl @ Century Bl	2	A.M.	0.526	A	0.626	B	0.631	B	0.005	N
		P.M.	0.613	B	0.652	B	0.659	B	0.007	N
Airport Bl @ La Tijera Bl	3	A.M.	0.670	B	0.742	C	0.743	C	0.001	N
		P.M.	0.489	A	0.715	C	0.715	C	0.000	N
Airport Bl @ Manchester Av	172	A.M.	0.675	B	0.752	C	0.757	C	0.005	N
		P.M.	0.707	C	0.870	D	0.878	D	0.008	N
Airport Bl @ Westchester Pkwy/ Arbor Vitae St	1	A.M.	0.515	A	0.707	C	0.707	C	0.000	N
		P.M.	0.523	A	0.819	D	0.825	D	0.006	N
Alla Rd @ Jefferson Bl	69	A.M.	0.284	A	0.550	A	0.584	A	0.034	N
		P.M.	0.239	A	0.468	A	0.512	A	0.044	N
Arbor Vitae St @ Aviation Bl	4	A.M.	0.515	A	0.667	B	0.670	B	0.003	N
		P.M.	0.689	B	0.802	D	0.807	D	0.005	N
Aviation Bl @ Century Bl	6	A.M.	0.838	D	0.886	D	0.888	D	0.002	N
		P.M.	0.751	C	0.972	E	0.981	E	0.009	N
Aviation Bl @ Imperial Hwy	7	A.M.	0.718	C	0.865	D	0.865	D	0.000	N
		P.M.	0.717	C	0.908	E	0.908	E	0.000	N
B St @ Playa Vista Dr	216	A.M.	N/A	–	0.382	A	0.388	A	0.006	N
		P.M.	N/A	–	0.337	A	0.344	A	0.007	N
Beethoven St @ Jefferson Bl	70	A.M.	0.206	A	0.370	A	0.402	A	0.032	N
		P.M.	0.285	A	0.367	A	0.402	A	0.035	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Braddock Dr @ Sawtelle Bl	152	A.M.	0.602	B	0.699	B	0.703	C	0.004	N
		P.M.	0.700	B	0.753	C	0.758	C	0.005	N
Brooks Av/ Abbot Kinney Bl @ Main St	71	A.M.	0.459	A	0.610	B	0.611	B	0.001	N
		P.M.	0.539	A	0.858	D	0.860	D	0.002	N
Bundy Dr @ I-10 EB On-Ramp	173	A.M.	1.034	F	1.297	F	1.297	F	0.000	N
		P.M.	0.964	E	1.169	F	1.169	F	0.000	N
Bundy Dr @ Ocean Park Bl	72	A.M.	0.919	E	1.086	F	1.098	F	0.012	Y
		P.M.	1.308	F	1.332	F	1.348	F	0.016	Y
Centinela Av @ Culver Bl	11	A.M.	0.637	B	0.892	D	0.905	E	0.013	Y
		P.M.	0.767	C	0.850	D	0.869	D	0.019	N
Centinela Av @ Jefferson Bl	12	A.M.	0.669	B	0.656	B	0.746	C	0.090	Y
		P.M.	0.495	A	0.747	C	0.855	D	0.108	Y
Centinela Av @ La Cienega Bl	13	A.M.	1.103	F	1.201	F	1.211	F	0.010	Y
		P.M.	1.102	F	1.253	F	1.262	F	0.009	N
Centinela Av @ La Tijera Bl	14	A.M.	0.974	E	1.048	F	1.089	F	0.041	Y
		P.M.	0.726	C	0.872	D	0.902	E	0.030	Y
Centinela Av @ Marina Fwy EB Ramps	73	A.M.	0.534	A	0.398	A	0.462	A	0.064	N
		P.M.	0.708	C	0.566	A	0.615	B	0.049	N
Centinela Av @ Marina Fwy WB Ramps	74	A.M.	0.647	B	0.478	A	0.497	A	0.019	N
		P.M.	0.753	C	0.449	A	0.470	A	0.021	N
Centinela Av @ Mesmer Av	75	A.M.	57.2 [a]	F	0.438	A	0.457	A	0.019	N
		P.M.	32.4 [a]	D	0.406	A	0.447	A	0.041	N
Centinela Av @ Short Av	123	A.M.	0.589	A	0.643	B	0.655	B	0.012	N
		P.M.	0.578	A	0.634	B	0.653	B	0.019	N
Centinela Av @ Bluff Creek Dr	76	A.M.	N/A	–	0.474	A	0.512	A	0.038	N
		P.M.	N/A	–	0.591	A	0.726	C	0.135	Y
Centinela Av @ Venice Bl	209	A.M.	1.128	F	1.228	F	1.248	F	0.020	Y
		P.M.	1.167	F	1.332	F	1.350	F	0.018	Y
Century Bl @ Sepulveda Bl	17	A.M.	0.617	B	0.691	B	0.698	B	0.007	N
		P.M.	0.763	C	0.887	D	0.895	D	0.008	N
Crenshaw Bl @ Florence Av	180	A.M.	0.697	B	0.815	D	0.817	D	0.002	N
		P.M.	0.824	D	0.873	D	0.875	D	0.002	N
Crenshaw Bl @ Slauson Av	178	A.M.	0.942	E	1.057	F	1.059	F	0.002	N
		P.M.	1.287	F	1.289	F	1.292	F	0.003	N
Crenshaw Bl @ Stocker St	174	A.M.	0.684	B	0.793	C	0.799	C	0.006	N
		P.M.	0.739	C	0.794	C	0.799	C	0.005	N
Culver Bl @ Inglewood Bl	77	A.M.	0.641	B	0.798	C	0.846	D	0.048	Y
		P.M.	0.785	C	0.979	E	1.053	F	0.074	Y

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Culver Bl @ Jefferson Bl	18	A.M.	0.741	C	0.817	D	0.835	D	0.018	N
		P.M.	0.675	B	0.807	D	0.829	D	0.022	Y
Culver Bl @ Marina Exwy EB Ramps	19	A.M.	0.696	B	0.785	C	0.790	C	0.005	N
		P.M.	0.888	D	0.621	B	0.623	B	0.002	N
Culver Bl @ Marina Exwy WB Ramps	20	A.M.	0.900	D	1.082	F	1.084	F	0.002	N
		P.M.	0.941	E	1.033	F	1.042	F	0.009	N
Culver Bl @ Nicholson St	78	A.M.	0.660	B	0.917	E	0.933	E	0.016	Y
		P.M.	0.814	D	0.739	C	0.765	C	0.026	N
Culver Bl @ Playa Vista Dr	215	A.M.	N/A	–	0.678	B	0.678	B	0.000	N
		P.M.	N/A	–	0.474	A	0.478	A	0.004	N
Culver Bl @ Venice Bl	161	A.M.	0.828	D	1.035	F	1.039	F	0.004	N
		P.M.	0.915	E	0.994	E	0.997	E	0.003	N
Culver Bl @ Vista Del Mar	22	A.M.	0.628	B	0.883	D	0.896	D	0.013	N
		P.M.	0.642	B	0.599	A	0.618	B	0.019	N
Culver Bl (Southeast) @ Lincoln Bl Ramp	142	A.M.	N/A	–	0.521	A	0.521	A	0.000	N
		P.M.	N/A	–	0.228	A	0.228	A	0.000	N
Fairfax Av @ La Cienega Bl	67	A.M.	1.056	F	1.113	F	1.121	F	0.008	N
		P.M.	0.861	D	0.929	E	0.938	E	0.009	N
Fairfax Av @ Washington Bl	179	A.M.	0.868	D	1.225	F	1.233	F	0.008	N
		P.M.	0.687	B	0.693	B	0.700	B	0.007	N
Falmouth Av @ Manchester Av	79	A.M.	0.216	A	0.455	A	0.463	A	0.008	N
		P.M.	0.255	A	0.594	A	0.597	A	0.003	N
Glencoe Av @ Maxella Av	80	A.M.	0.322	A	0.323	A	0.323	A	0.000	N
		P.M.	0.567	A	0.571	A	0.572	A	0.001	N
Grand Av @ Vista Del Mar	177	A.M.	0.697	B	0.803	D	0.809	D	0.006	N
		P.M.	0.508	A	0.540	A	0.548	A	0.008	N
Howard Hughes Pkwy @ Sepulveda Bl	26	A.M.	0.796	C	0.962	E	0.984	E	0.022	Y
		P.M.	0.774	C	0.953	E	1.003	F	0.050	Y
I-10 EB Off-Ramp @ La Brea Av	186	A.M.	0.565	A	0.585	A	0.586	A	0.001	N
		P.M.	0.634	B	0.689	B	0.691	B	0.002	N
I-10 EB Off-Ramp @ La Cienega Bl	191	A.M.	28.3 [a]	D	0.814	D	0.815	D	0.001	N
		P.M.	34.8 [a]	D	0.785	C	0.786	C	0.001	N
I-10 EB On-Ramp @ Washington Bl	210	A.M.	0.497	A	0.551	A	0.563	A	0.012	N
		P.M.	0.623	B	0.661	B	0.667	B	0.006	N
I-10 WB Off-Ramp @ La Brea Av	187	A.M.	0.633	B	0.639	B	0.639	B	0.000	N
		P.M.	0.637	B	0.639	B	0.639	B	0.000	N
I-10 WB Off-Ramp/Apple St @ Washington Bl	211	A.M.	0.498	A	0.531	A	0.536	A	0.005	N
		P.M.	0.558	A	0.577	A	0.583	A	0.006	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
I-105 WB @ Sepulveda Bl	63	A.M.	1.228	F	1.237	F	1.246	F	0.009	N
Off-Ramp		P.M.	0.931	E	1.237	F	1.256	F	0.019	Y
I-405 NB Ramps @ Jefferson Bl	30	A.M.	0.718	C	0.835	D	0.855	D	0.020	Y
		P.M.	0.788	C	1.313	F	1.323	F	0.010	Y
I-405 NB Ramps @ La Tijera Bl	40	A.M.	0.829	D	0.693	B	0.693	B	0.000	N
		P.M.	0.828	D	0.763	C	0.763	C	0.000	N
I-405 SB Ramps @ Jefferson Bl	31	A.M.	0.568	A	0.678	B	0.733	C	0.055	Y
		P.M.	0.560	A	0.761	C	0.815	D	0.054	Y
I-405 SB Ramps @ La Tijera Bl	41	A.M.	0.710	C	0.668	B	0.668	B	0.000	N
		P.M.	0.803	D	0.703	C	0.703	C	0.000	N
I-405 SB Ramps @ La Cienega Bl	201	A.M.	0.609	B	0.633	B	0.634	B	0.001	N
N/O Century Bl		P.M.	0.561	A	0.620	B	0.623	B	0.003	N
I-405 SB Ramps @ La Cienega Bl	194	A.M.	0.361	A	0.453	A	0.454	A	0.001	N
N/O Imperial Hwy		P.M.	0.255	A	0.306	A	0.307	A	0.001	N
I-405 SB Ramps @ La Cienega Bl	193	A.M.	0.434	A	0.541	A	0.543	A	0.002	N
S/O Century Bl		P.M.	0.503	A	0.506	A	0.508	A	0.002	N
Imperial Hwy @ La Cienega Bl	185	A.M.	0.337	A	0.645	B	0.645	B	0.000	N
		P.M.	0.463	A	0.464	A	0.464	A	0.000	N
Imperial Hwy @ Pershing Dr	27	A.M.	0.666	B	0.955	E	0.957	E	0.002	N
		P.M.	0.453	A	0.521	A	0.525	A	0.004	N
Imperial Hwy @ Sepulveda Bl	28	A.M.	0.903	E	0.969	E	0.974	E	0.005	N
		P.M.	1.066	F	1.230	F	1.255	F	0.025	Y
Imperial Hwy @ Vista Del Mar	184	A.M.	0.539	A	1.092	F	1.100	F	0.008	N
		P.M.	0.462	A	0.483	A	0.490	A	0.007	N
Inglewood Bl/ @ Jefferson Bl	82	A.M.	0.613	B	0.833	D	0.862	D	0.029	Y
Centinela Av		P.M.	0.610	B	0.789	C	0.828	D	0.039	Y
Jefferson Bl @ La Cienega Bl	32	A.M.	1.196	F	1.308	F	1.316	F	0.008	N
		P.M.	1.143	F	1.178	F	1.185	F	0.007	N
Jefferson Bl @ Lincoln Bl	33	A.M.	0.765	C	0.991	E	1.024	F	0.033	Y
		P.M.	0.800	C	1.051	F	1.110	F	0.059	Y
Jefferson Bl @ McConnell Av	83	A.M.	52.8 [a]	F	95.4 [a]	F	0.451	A	N/A	N
		P.M.	273.4 [a]	F	696.2 [a]	F	0.385	A	N/A	N
Jefferson Bl @ Mesmer Av	84	A.M.	0.311	A	0.416	A	0.442	A	0.026	N
		P.M.	0.263	A	0.464	A	0.517	A	0.053	N
Jefferson Bl @ National Bl	163	A.M.	0.435	A	0.466	A	0.469	A	0.003	N
		P.M.	0.613	B	0.635	B	0.646	B	0.011	N
Jefferson Bl @ Playa Vista Dr	217	A.M.	N/A	–	0.661	B	0.687	B	0.026	N
		P.M.	N/A	–	0.715	C	0.744	C	0.029	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Jefferson Bl @ Rodeo Rd	164	A.M.	0.757	C	0.806	D	0.818	D	0.012	N
		P.M.	0.807	D	0.878	D	0.886	D	0.008	N
Jefferson Bl @ Westlawn Av	85	A.M.	0.315	A	0.447	A	0.499	A	0.052	N
		P.M.	0.379	A	0.473	A	0.572	A	0.099	N
La Cienega Bl @ La Tijera Bl	36	A.M.	0.811	D	0.898	D	0.904	E	0.006	N
		P.M.	0.761	C	0.789	C	0.799	C	0.010	N
La Cienega Bl @ Rodeo Rd	37	A.M.	0.979	E	1.161	F	1.170	F	0.009	N
		P.M.	1.189	F	1.253	F	1.262	F	0.009	N
La Cienega Bl @ Venice Bl	198	A.M.	1.059	F	1.176	F	1.178	F	0.002	N
		P.M.	0.990	E	1.064	F	1.065	F	0.001	N
La Tijera Bl @ Lincoln Bl	42	A.M.	0.413	A	0.799	C	0.818	D	0.019	N
		P.M.	0.484	A	0.868	D	0.894	D	0.026	Y
La Tijera Bl @ Manchester Av	43	A.M.	0.614	B	0.747	C	0.752	C	0.005	N
		P.M.	0.598	A	0.769	C	0.777	C	0.008	N
Lincoln Bl @ LMU Drive	81	A.M.	0.688	B	0.585	A	0.605	B	0.020	N
		P.M.	0.917	E	0.780	C	0.824	D	0.044	Y
Lincoln Bl @ Loyola Bl	86	A.M.	0.417	A	0.723	C	0.744	C	0.021	N
		P.M.	0.538	A	0.699	B	0.728	C	0.029	N
Lincoln Bl @ Manchester Av	46	A.M.	0.833	D	1.264	F	1.291	F	0.027	Y
		P.M.	0.816	D	1.203	F	1.237	F	0.034	Y
Lincoln Bl @ Marina Exwy	47	A.M.	0.851	D	1.039	F	1.056	F	0.017	Y
		P.M.	0.931	E	1.096	F	1.113	F	0.017	Y
Lincoln Bl @ Maxella Av	48	A.M.	0.685	B	0.897	D	0.909	E	0.012	Y
		P.M.	0.750	C	0.952	E	0.963	E	0.011	Y
Lincoln Bl @ Rose Av	50	A.M.	0.841	D	0.929	E	0.938	E	0.009	N
		P.M.	0.829	D	0.894	D	0.902	E	0.008	N
Lincoln Bl @ Sepulveda Bl	51	A.M.	0.523	A	0.595	A	0.603	B	0.008	N
		P.M.	0.645	B	0.819	D	0.836	D	0.017	N
Lincoln Bl @ Bluff Creek Dr (Hughes Way)	52	A.M.	N/A	–	0.710	C	0.737	C	0.027	N
		P.M.	N/A	–	0.868	D	0.908	E	0.040	Y
Lincoln Bl @ Venice Bl	53	A.M.	1.080	F	1.087	F	1.100	F	0.013	Y
		P.M.	1.016	F	1.060	F	1.071	F	0.011	Y
Lincoln Bl @ Washington Bl	54	A.M.	0.816	D	1.153	F	1.163	F	0.010	Y
		P.M.	0.964	E	1.241	F	1.254	F	0.013	Y
Main St @ Rose Av	55	A.M.	0.467	A	0.510	A	0.511	A	0.001	N
		P.M.	0.784	C	0.900	D	0.903	E	0.003	N
Manchester Av @ Pershing Dr	56	A.M.	0.515	A	0.443	A	0.445	A	0.002	N
		P.M.	0.430	A	0.411	A	0.419	A	0.008	N
Manchester Av @ Sepulveda Bl	57	A.M.	0.866	D	1.001	F	1.008	F	0.007	N
		P.M.	1.016	F	1.178	F	1.235	F	0.057	Y

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	2010 w/Project* V/C Change	2010 w/Project* Significant Impact
Marina Exwy @ Mindanao Wy	87	A.M.	0.666	B	0.804	D	0.804	D	0.000	N
EB Ramps		P.M.	0.830	D	0.889	D	0.893	D	0.004	N
Marina Exwy @ Mindanao Wy	88	A.M.	0.420	A	0.560	A	0.562	A	0.002	N
WB Ramps		P.M.	0.616	B	0.635	B	0.635	B	0.000	N
McConnell Av @ Bluff Creek Dr	219	A.M.	N/A	–	N/A	–	0.310	A	N/A	N
		P.M.	N/A	–	N/A	–	0.455	A	N/A	N
Motor Av @ Venice Bl	160	A.M.	0.849	D	0.991	E	0.993	E	0.002	N
		P.M.	0.925	E	1.019	F	1.028	F	0.009	N
Ocean Av/ @ Washington Bl	94	A.M.	0.680	B	1.233	F	1.236	F	0.003	N
Via Marina		P.M.	0.875	D	1.311	F	1.314	F	0.003	N
Overland Av @ Palms Bl	212	A.M.	0.803	D	0.913	E	0.915	E	0.002	N
		P.M.	0.857	D	1.106	F	1.111	F	0.005	N
Overland Av @ Venice Bl	157	A.M.	0.886	D	1.124	F	1.126	F	0.002	N
		P.M.	1.002	F	1.145	F	1.151	F	0.006	N
Pacific Av @ Washington Bl	89	A.M.	0.590	A	0.673	B	0.674	B	0.001	N
		P.M.	0.647	B	0.697	B	0.699	B	0.002	N
Palawan Way @ Washington Bl	90	A.M.	18.0 [a]	C	1.009	F	1.009	F	0.000	N
		P.M.	19.6 [a]	C	0.948	E	0.948	E	0.000	N
Pershing Dr @ Westchester Pkwy	59	A.M.	0.287	A	0.432	A	0.434	A	0.002	N
		P.M.	0.251	A	0.388	A	0.392	A	0.004	N
Playa Vista Dr @ Bluff Creek Dr	218	A.M.	N/A	–	0.439	A	0.473	A	0.034	N
		P.M.	N/A	–	0.549	A	0.599	A	0.050	N
Sepulveda Bl @ Westchester Pkwy	200	A.M.	0.695	B	1.056	F	1.062	F	0.006	N
		P.M.	0.792	C	1.200	F	1.239	F	0.039	Y
Venice Bl @ Walgrove Av	93	A.M.	0.711	C	0.864	D	0.866	D	0.002	N
		P.M.	0.859	D	1.079	F	1.082	F	0.003	N
County of Los Angeles										
Admiralty Way @ Bali Way	112	A.M.	0.515	A	0.771	C	0.775	C	0.004	N
		P.M.	0.813	D	1.069	F	1.078	F	0.009	N
Admiralty Way @ Fiji Way	113	A.M.	0.319	A	0.473	A	0.477	A	0.004	N
		P.M.	0.501	A	0.647	B	0.659	B	0.012	N
Admiralty Way @ Mindanao Way	114	A.M.	0.765	C	0.903	E	0.906	E	0.003	N
		P.M.	0.921	E	1.132	F	1.145	F	0.013	Y
Admiralty Way @ Palawan Way	115	A.M.	0.543	A	0.865	D	0.871	D	0.006	N
		P.M.	0.804	D	1.132	F	1.145	F	0.013	Y
Admiralty Way @ Via Marina	116	A.M.	0.582	A	0.912	E	0.918	E	0.006	N
		P.M.	0.859	D	1.119	F	1.127	F	0.008	N
Alvern St @ Centinela Av	140	A.M.	0.738	C	0.741	C	0.762	C	0.021	N
		P.M.	0.610	B	0.752	C	0.781	C	0.029	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Bali Way @ Lincoln Bl	10	A.M.	0.467	A	0.833	D	0.844	D	0.011	N
		P.M.	0.664	B	1.018	F	1.034	F	0.016	Y
Centinela Av @ Sherbourne Dr	141	A.M.	0.746	C	0.785	C	0.807	D	0.022	Y
		P.M.	0.591	A	0.700	B	0.724	C	0.024	N
Century Bl @ I-405 NB Off Ramp	202	A.M.	0.765	C	1.114	F	1.115	F	0.001	N
		P.M.	0.565	A	0.600	A	0.601	B	0.001	N
Corning Av @ Slauson Av	144	A.M.	0.843	D	0.859	D	0.864	D	0.005	N
		P.M.	0.629	B	0.691	B	0.696	B	0.005	N
Fairfax Av @ Slauson Av	147	A.M.	0.847	D	1.091	F	1.092	F	0.001	N
		P.M.	0.793	C	1.008	F	1.015	F	0.007	N
Fiji Way @ Lincoln Bl	24	A.M.	0.539	A	0.779	C	0.792	C	0.013	N
		P.M.	0.795	C	0.903	E	0.927	E	0.024	Y
Hawthorne Bl @ I-105 EB Off Ramp	203	A.M.	0.496	A	0.519	A	0.519	A	0.000	N
		P.M.	0.579	A	0.600	A	0.600	A	0.000	N
Hawthorne Bl @ Lennox Bl	204	A.M.	0.563	A	0.662	B	0.662	B	0.000	N
		P.M.	0.818	D	0.840	D	0.841	D	0.001	N
Inglewood Av @ Lennox Bl	205	A.M.	0.697	B	0.825	D	0.827	D	0.002	N
		P.M.	0.814	D	0.920	E	0.921	E	0.001	N
Kings Rd @ Slauson Av	145	A.M.	0.552	A	0.558	A	0.559	A	0.001	N
		P.M.	0.486	A	0.575	A	0.586	A	0.011	N
La Brea Av @ Slauson Av	189	A.M.	0.972	E	1.132	F	1.139	F	0.007	N
		P.M.	0.961	E	1.081	F	1.090	F	0.009	N
La Brea Av/ Overhill Dr @ Stocker St	190	A.M.	0.936	E	0.953	E	0.956	E	0.003	N
		P.M.	1.067	F	1.168	F	1.174	F	0.006	N
La Cienega Bl @ Lennox Bl	195	A.M.	0.334	A	0.402	A	0.405	A	0.003	N
		P.M.	0.311	A	0.516	A	0.519	A	0.003	N
La Cienega Bl @ Stocker St	197	A.M.	1.227	F	1.335	F	1.341	F	0.006	N
		P.M.	1.066	F	1.218	F	1.225	F	0.007	N
La Cienega Bl Ramps N @ Slauson Av	38	A.M.	0.738	C	0.926	E	0.926	E	0.000	N
		P.M.	0.583	A	0.625	B	0.629	B	0.004	N
La Cienega Bl Ramps S @ Slauson Av	39	A.M.	0.892	D	0.795	C	0.804	D	0.009	N
		P.M.	0.742	C	0.758	C	0.773	C	0.015	N
La Tijera Bl @ Slauson Av	146	A.M.	0.512	A	0.616	B	0.617	B	0.001	N
		P.M.	0.586	A	0.734	C	0.743	C	0.009	N
Lincoln Bl @ Mindanao Way	49	A.M.	0.825	D	0.996	E	1.013	F	0.017	Y
		P.M.	0.927	E	1.152	F	1.171	F	0.019	Y
Shenandoah Av @ Slauson Av	143	A.M.	0.686	B	0.753	C	0.759	C	0.006	N
		P.M.	0.618	B	0.641	B	0.648	B	0.007	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	2010 w/Project* V/C Change	2010 w/Project* Significant Impact
City of Culver City										
Braddock Dr @ Overland Av	159	A.M.	0.551	A	0.881	D	0.897	D	0.016	N
		P.M.	0.616	B	0.965	E	0.974	E	0.009	N
Braddock Dr @ Sepulveda Bl	153	A.M.	0.572	A	0.847	D	0.849	D	0.002	N
		P.M.	0.611	B	0.968	E	0.974	E	0.006	N
Bristol Pkwy @ Centinela Av	96	A.M.	0.760	C	0.603	B	0.625	B	0.022	N
		P.M.	0.538	A	0.571	A	0.620	B	0.049	N
Bristol Pkwy @ Slauson Av	95	A.M.	24.7 [a]	C	0.725	C	0.730	C	0.005	N
		P.M.	19.5 [a]	C	0.675	B	0.684	B	0.009	N
Buckingham Pkwy @ Slauson Av	97	A.M.	0.662	B	0.792	C	0.796	C	0.004	N
		P.M.	0.811	D	0.792	C	0.801	D	0.009	N
Centinela Av @ Green Valley Cir	98	A.M.	0.807	D	0.895	D	0.916	E	0.021	Y
		P.M.	0.574	A	0.670	B	0.699	B	0.029	N
Centinela Av @ Sepulveda Bl	15	A.M.	0.852	D	1.230	F	1.261	F	0.031	Y
		P.M.	0.750	C	1.185	F	1.262	F	0.077	Y
Centinela Av @ Washington Bl	16	A.M.	0.757	C	0.882	D	0.901	E	0.019	Y
		P.M.	0.887	D	0.973	E	0.991	E	0.018	Y
Centinela Av @ Washington Pl	99	A.M.	0.894	D	0.918	E	0.929	E	0.011	Y
		P.M.	0.963	E	0.941	E	0.955	E	0.014	Y
Culver Bl @ Main St/ Washington Bl	21	A.M.	0.934	E	1.084	F	1.091	F	0.007	N
		P.M.	0.745	C	0.881	D	0.885	D	0.004	N
Culver Bl @ Overland Av	100	A.M.	0.719	C	0.971	E	0.990	E	0.019	Y
		P.M.	0.748	C	0.945	E	0.966	E	0.021	Y
Culver Bl @ Sawtelle Bl	102	A.M.	0.735	C	0.889	D	0.897	D	0.008	N
		P.M.	0.745	C	1.027	F	1.046	F	0.019	Y
Culver Bl @ Sepulveda Bl	101	A.M.	0.954	E	0.993	E	1.003	F	0.010	Y
		P.M.	0.923	E	0.926	E	0.937	E	0.011	Y
Duquesne Av @ Jefferson Bl	165	A.M.	0.838	D	0.964	E	0.971	E	0.007	N
		P.M.	0.888	D	0.976	E	0.987	E	0.011	Y
Glencoe Av @ Washington Bl	103	A.M.	0.581	A	0.678	B	0.679	B	0.001	N
		P.M.	0.782	C	0.968	E	0.969	E	0.001	N
Green Valley Cir @ Sepulveda Bl	166	A.M.	0.616	B	0.679	B	0.679	B	0.000	N
		P.M.	0.679	B	0.740	C	0.741	C	0.001	N
Hannum Av @ Playa St	104	A.M.	0.701	C	0.869	D	0.897	D	0.028	Y
		P.M.	0.707	C	0.788	C	0.799	C	0.011	N
Hannum Av @ Slauson Av	105	A.M.	0.540	A	0.551	A	0.551	A	0.000	N
		P.M.	0.480	A	0.536	A	0.541	A	0.005	N
I-405 NB Ramps @ Sepulveda Bl S/O Venice Bl	156	A.M.	0.744	C	1.002	F	1.007	F	0.005	N
		P.M.	0.729	C	0.977	E	0.985	E	0.008	N
I-405 SB Off- @ Sawtelle Bl	151	A.M.	0.229	A	0.495	A	0.499	A	0.004	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Ramp N/O Culver Bl		P.M.	0.251	A	0.494	A	0.499	A	0.005	N
Inglewood Bl @ Washington Bl	29	A.M.	0.603	B	0.808	D	0.818	D	0.010	N
		P.M.	0.896	D	0.993	E	1.014	F	0.021	Y
Jefferson Bl @ Overland Av	34	A.M.	0.776	C	1.006	F	1.035	F	0.029	Y
		P.M.	0.881	D	0.874	D	0.897	D	0.023	Y
Jefferson Bl @ Sepulveda Bl (N)	35	A.M.	0.715	C	1.079	F	1.086	F	0.007	N
		P.M.	0.815	D	0.986	E	0.996	E	0.010	Y
Jefferson Bl @ Slauson Av	106	A.M.	0.431	A	0.577	A	0.591	A	0.014	N
		P.M.	0.539	A	0.654	B	0.691	B	0.037	N
La Cienega Bl @ Washington Bl	199	A.M.	0.941	E	1.032	F	1.034	F	0.002	N
		P.M.	0.770	C	0.816	D	0.817	D	0.001	N
Marina Fwy @ Slauson Av	107	A.M.	0.677	B	0.672	B	0.692	B	0.020	N
		P.M.	0.663	B	0.747	C	0.760	C	0.013	N
Matteson Av/ I-405 SB Ramps @ Sawtelle Bl	148	A.M.	0.939	E	1.126	F	1.129	F	0.003	N
		P.M.	0.612	B	1.081	F	1.087	F	0.006	N
Motor Av @ Washington Bl	162	A.M.	0.744	C	1.004	F	1.006	F	0.002	N
		P.M.	0.778	C	0.922	E	0.931	E	0.009	N
Overland Av @ Washington Bl	158	A.M.	0.940	E	1.011	F	1.020	F	0.009	N
		P.M.	0.863	D	1.213	F	1.221	F	0.008	N
Playa St/ Jefferson Bl @ Sepulveda Bl	60	A.M.	0.862	D	0.865	D	0.898	D	0.033	Y
		P.M.	0.958	E	0.925	E	0.953	E	0.028	Y
Redwood Av @ Washington Bl	108	A.M.	0.401	A	0.657	B	0.657	B	0.000	N
		P.M.	0.427	A	0.713	C	0.714	C	0.001	N
Sawtelle Bl @ Sepulveda Bl	170	A.M.	0.715	C	1.079	F	1.086	F	0.007	N
		P.M.	0.815	D	0.986	E	0.996	E	0.010	Y
Sawtelle Bl @ Venice Bl	62	A.M.	0.858	D	1.161	F	1.164	F	0.003	N
		P.M.	0.851	D	1.238	F	1.242	F	0.004	N
Sawtelle Bl @ Washington Bl	150	A.M.	0.484	A	0.771	C	0.775	C	0.004	N
		P.M.	0.577	A	0.981	E	0.987	E	0.006	N
Sawtelle Bl @ Washington Pl	149	A.M.	0.511	A	0.906	E	0.907	E	0.001	N
		P.M.	0.525	A	1.072	F	1.075	F	0.003	N
Sepulveda Bl @ Slauson Av	65	A.M.	0.679	B	1.068	F	1.073	F	0.005	N
		P.M.	0.729	C	1.029	F	1.042	F	0.013	Y
Sepulveda Bl @ Venice Bl	66	A.M.	0.907	E	1.152	F	1.155	F	0.003	N
		P.M.	0.764	C	1.124	F	1.127	F	0.003	N
Sepulveda Bl @ Washington Bl	155	A.M.	0.741	C	0.891	D	0.898	D	0.007	N
		P.M.	0.769	C	1.026	F	1.035	F	0.009	N
Sepulveda Bl @ Washington Pl	154	A.M.	0.838	D	1.027	F	1.029	F	0.002	N
		P.M.	0.635	B	1.107	F	1.113	F	0.006	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Walgrove Av @ Washington Bl	167	A.M.	23.2 [a]	C	0.791	C	0.791	C	0.000	N
		P.M.	16.7 [a]	C	0.955	E	0.957	E	0.002	N
City of Santa Monica										
23rd St @ Ocean Park Bl	133	A.M.	0.974	E	1.095	F	1.097	F	0.002	N
		P.M.	1.272	F	1.308	F	1.311	F	0.003	N
23rd St @ Pico Bl	132	A.M.	0.677	B	0.730	C	0.732	C	0.002	N
		P.M.	0.975	E	0.988	E	0.990	E	0.002	N
26th St @ Wilshire Bl	136	A.M.	0.719	C	0.952	E	0.953	E	0.001	N
		P.M.	0.910	E	0.970	E	0.970	E	0.000	N
4th St @ Colorado Av	137	A.M.	0.637	B	0.692	B	0.692	B	0.000	N
		P.M.	0.844	D	0.902	E	0.903	E	0.001	N
4th St @ Ocean Park Bl N	129	A.M.	16.9 [a]	C	0.471	A	0.473	A	0.002	N
		P.M.	18.5 [a]	C	0.551	A	0.552	A	0.001	N
4th St @ Ocean Park Bl S	130	A.M.	13.6 [a]	B	0.454	A	0.455	A	0.001	N
		P.M.	13.1 [a]	B	0.493	A	0.495	A	0.002	N
4th St @ Pico Bl	128	A.M.	0.943	E	1.031	F	1.035	F	0.004	N
		P.M.	0.912	E	1.021	F	1.023	F	0.002	N
4th St @ Wilshire Bl	127	A.M.	0.577	A	0.659	B	0.660	B	0.001	N
		P.M.	0.602	B	0.726	C	0.726	C	0.000	N
Cloverfield Bl @ I-10 EB On Ramp	138	A.M.	0.882	D	0.888	D	0.888	D	0.000	N
		P.M.	0.926	E	1.116	F	1.116	F	0.000	N
Cloverfield Bl @ I-10 WB Off Ramp	139	A.M.	0.948	E	0.951	E	0.953	E	0.002	N
		P.M.	0.869	D	0.919	E	0.920	E	0.001	N
Cloverfield Bl @ Ocean Park Bl	135	A.M.	0.607	B	0.727	C	0.729	C	0.002	N
		P.M.	0.709	C	0.819	D	0.823	D	0.004	N
Cloverfield Bl @ Pico Bl	134	A.M.	0.823	D	0.931	E	0.933	E	0.002	N
		P.M.	0.891	D	0.916	E	0.917	E	0.001	N
I-10 EB On-Ramp @ Lincoln Bl	168	A.M.	1.184	F	1.208	F	1.212	F	0.004	N
		P.M.	0.928	E	1.039	F	1.041	F	0.002	N
I-10 WB Off-Ramp @ Lincoln Bl	169	A.M.	0.881	D	0.971	E	0.971	E	0.000	N
		P.M.	0.966	E	1.138	F	1.141	F	0.003	N
Lincoln Bl @ Ocean Park Bl	109	A.M.	1.130	F	1.248	F	1.252	F	0.004	N
		P.M.	1.133	F	1.369	F	1.372	F	0.003	N
Lincoln Bl @ Pico Bl	124	A.M.	0.988	E	1.240	F	1.243	F	0.003	N
		P.M.	1.065	F	1.228	F	1.232	F	0.004	N
Lincoln Bl @ Wilshire Bl	131	A.M.	0.729	C	0.897	D	0.899	D	0.002	N
		P.M.	0.883	D	0.910	E	0.912	E	0.002	N
Main St @ Ocean Park Bl	110	A.M.	0.921	E	0.958	E	0.958	E	0.000	N
		P.M.	0.838	D	1.022	F	1.023	F	0.001	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Main St @ Pico Bl	117	A.M.	0.680	B	0.775	C	0.775	C	0.000	N
		P.M.	0.912	E	0.945	E	0.945	E	0.000	N
Neilson Way @ Ocean Park Bl	111	A.M.	0.695	B	0.726	C	0.727	C	0.001	N
		P.M.	0.737	C	0.775	C	0.776	C	0.001	N
Ocean Av @ Palisades Beach Rd Ramps	126	A.M.	0.481	A	0.621	B	0.622	B	0.001	N
		P.M.	0.934	E	0.958	E	0.959	E	0.001	N
Ocean Av @ Wilshire Bl	125	A.M.	0.618	B	0.717	C	0.717	C	0.000	N
		P.M.	0.624	B	0.684	B	0.684	B	0.000	N
Ocean Av/ Neilson Way @ Pico Bl	118	A.M.	0.632	B	0.729	C	0.730	C	0.001	N
		P.M.	0.841	D	0.888	D	0.889	D	0.001	N
City of Inglewood										
Arbor Vitae St @ La Cienega Bl	5	A.M.	0.538	A	0.678	B	0.679	B	0.001	N
		P.M.	0.633	B	0.731	C	0.734	C	0.003	N
Centinela Av @ Florence Av	206	A.M.	0.545	A	0.613	B	0.622	B	0.009	N
		P.M.	0.780	C	0.825	D	0.832	D	0.007	N
Centinela Av @ La Brea Av	175	A.M.	1.167	F	1.395	F	1.412	F	0.017	Y
		P.M.	1.134	F	1.192	F	1.201	F	0.009	N
Florence Av/ Aviation Bl @ Manchester Bl	8	A.M.	0.937	E	1.143	F	1.147	F	0.004	N
		P.M.	0.873	D	0.887	D	0.921	E	0.034	Y
La Brea Av @ Manchester Bl	188	A.M.	1.068	F	1.070	F	1.071	F	0.001	N
		P.M.	0.989	E	1.123	F	1.124	F	0.001	N
La Cienega Bl @ Manchester Bl	196	A.M.	0.598	A	0.899	D	0.902	E	0.003	N
		P.M.	0.928	E	0.940	E	0.942	E	0.002	N
South Bay Cities [b]										
Artesia Bl @ Sepulveda Bl/PCH	208	A.M.	0.863	D	0.869	D	0.873	D	0.004	N
		P.M.	1.209	F	1.220	F	1.222	F	0.002	N
Aviation Bl @ Rosecrans Av	9	A.M.	1.041	F	1.001	F	1.003	F	0.002	N
		P.M.	1.339	F	1.064	F	1.064	F	0.000	N
Douglas St @ Imperial Hwy	176	A.M.	0.545	A	0.770	C	0.771	C	0.001	N
		P.M.	0.432	A	0.590	A	0.593	A	0.003	N
El Segundo Bl @ Sepulveda Bl	23	A.M.	0.941	E	1.074	F	1.076	F	0.002	N
		P.M.	1.100	F	1.297	F	1.303	F	0.006	N
Grand Av @ Sepulveda Bl	120	A.M.	1.004	F	1.026	F	1.034	F	0.008	N
		P.M.	1.164	F	1.305	F	1.310	F	0.005	N
Highland Av @ Manhattan Beach Bl	207	A.M.	0.564	A	0.787	C	0.790	C	0.003	N
		P.M.	0.552	A	0.620	B	0.621	B	0.001	N
I-405 NB Ramps @ Imperial Hwy	181	A.M.	0.323	A	0.415	A	0.416	A	0.001	N
		P.M.	0.464	A	0.497	A	0.498	A	0.001	N
I-105 WB Off-Ramp/Nash St @ Imperial Hwy	183	A.M.	0.614	B	0.796	C	0.799	C	0.003	N
		P.M.	0.329	A	0.425	A	0.427	A	0.002	N

Table 119 (Continued)

INTERSECTION OPERATING CONDITIONS – PRIOR TO MITIGATION

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base w/out Project* V/C	2010 Base w/out Project* LOS	2010 w/Project* V/C	2010 w/Project* LOS	V/C Change	Significant Impact
Imperial Hwy @ Main St	182	A.M.	0.757	C	1.007	F	1.011	F	0.004	N
		P.M.	0.672	B	0.904	E	0.906	E	0.002	N
Manhattan Beach Bl @ Sepulveda Bl	122	A.M.	1.167	F	1.189	F	1.193	F	0.004	N
		P.M.	1.251	F	1.335	F	1.337	F	0.002	N
Maple Av @ Sepulveda Bl	119	A.M.	0.686	B	0.827	D	0.831	D	0.004	N
		P.M.	0.771	C	1.075	F	1.078	F	0.003	N
Marine Av @ Sepulveda Bl	121	A.M.	1.063	F	1.103	F	1.105	F	0.002	N
		P.M.	1.133	F	1.330	F	1.332	F	0.002	N
Mariposa Av @ Sepulveda Bl	58	A.M.	0.870	D	0.898	D	0.901	E	0.003	N
		P.M.	0.872	D	1.074	F	1.077	F	0.003	N
Rosecrans Av @ Sepulveda Bl	61	A.M.	0.868	D	1.020	F	1.023	F	0.003	N
		P.M.	1.093	F	1.397	F	1.400	F	0.003	N
Rosecrans Av @ Vista del Mar/ Highland Av	25	A.M.	1.193	F	1.278	F	1.281	F	0.003	N
		P.M.	0.887	D	0.893	D	0.897	D	0.004	N
TOTAL NUMBER OF INTERSECTIONS AT LOS E OR F		**A.M.**		**42**		**84**		**90**		
		P.M.		**49**		**104**		**108**		
NUMBER OF INTERSECTIONS WITH SIGNIFICANT IMPACTS		**A.M.**								**31**
		P.M.								**47**

S/O = south of *SB = southbound*
N/O = north of *NB = northbound*
E/O = east of *EB = eastbound*
W/O = west of *WB = westbound*
N/A = Not Applicable. Intersection does not currently exist or intersection will not exist in the future.

* *All known related projects were checked against the year 2010 land use projections to verify the assumptions in the model. (These related projects are listed and illustrated in Section III.B, above. Only those 2010 forecasted street improvements that have secured funding were assumed to be in place.*

[a] *Denotes intersections controlled by Stop Signs on minor approaches. Indicates average vehicle delay in seconds (not V/C Ratio) for the intersections.*

[b] *South Bay Cities Include El Segundo, Manhattan Beach, Hawthorne, and Hermosa Beach.*

Source: Kaku Associates, Inc., and Raju Associates, Inc., July 2003.

In addition, the Caltrans SR-1 improvements within the Coastal Zone included both the Lincoln South and Lincoln North improvement projects. The Lincoln South project was approved by the Coastal Commission and is planned for construction; these improvements are included in the 2010 baseline conditions summarized above. The Lincoln North project has not been approved by the Coastal Commission; instead, the Commission requested Caltrans study additional alternatives for this project. The Lincoln North improvement was not a component of the adjacent Playa Vista First Phase project's traffic mitigation program, and is not assumed in

the 2010 baseline improvements for this traffic study. Therefore, the Lincoln North project has no bearing on traffic impacts associated with the proposed Village at Playa Vista project.

The California Department of Transportation (Caltrans) has a number of operational and physical improvements under study within the Project study area. Caltrans is investigating alternate configurations for the I-405/Jefferson interchange in order to improve operations at the interchange. Further, additional auxiliary lanes along the I-405 freeway within the study area are under study. Neither of these improvements are currently approved or funded, and, therefore, they are not included as part of the assumed roadway system. If they are ultimately approved by Caltrans they would be subject to further separate environmental review. Although detailed information concerning what improvements Caltrans might adopt is not known, preliminary transportation modeling conducted as part of the analysis of these alternates showed that the freeway improvements would improve the congested north-south corridors in the study area. The implementation of these freeway-related improvements would improve the Level of Service at study intersections and increase the effectiveness of the Project mitigation program.

3.4.3 Trip Generation

Table 120 on page 860 provides a listing of the proposed land uses for the Proposed Project, and identifies the trip generation (i.e., trip ends) associated with each proposed use. As indicated, on a typical weekday, the Project is estimated to generate 1,626 A.M. peak hour trip ends, 2,302 P.M. peak hour trip ends and 24,220 daily trip ends. Of the 1,626 trip ends during the A.M. peak hour, the Project is estimated to generate 577 in-bound trip ends (to the site) and 1,049 out-bound trip ends (from the site). During the P.M. peak hour, the Project is estimated to generate 1,275 in-bound trip ends and 1,027 out-bound trip ends.

In order to convert the trip ends to vehicular trips on the external street system, the trips are broken down into three basic trip categories: (1) Internal, consisting of trips within the Project Site; (2) Internal-External (I-E), which are typically longer trips that originate within the Project site and have their destination outside the Project site; and (3) External-Internal (E-I), also typically longer trips that originate outside the Project site and have their destination within the Project site.

Figure 71 on page 861 shows a graphical summary of the Project's trip table separated into the three trip categories explained above. As indicated, the approximately 1,626 A.M. peak trips identified in Table 120, include 124 trips which are internal within the site, 531 which are external to internal, and 971 which are internal to external. Peak trips in the P.M. include approximately 120 trips which are internal to the site, 1,202 which are external to internal, and 980 internal to external. The 124 A.M. internal trip ends and the 120 P.M. internal trip ends represent 62 and 60 internal trips, respectively. Since these trips are internal in nature, they have

Table 120

TRIP GENERATION ESTIMATES

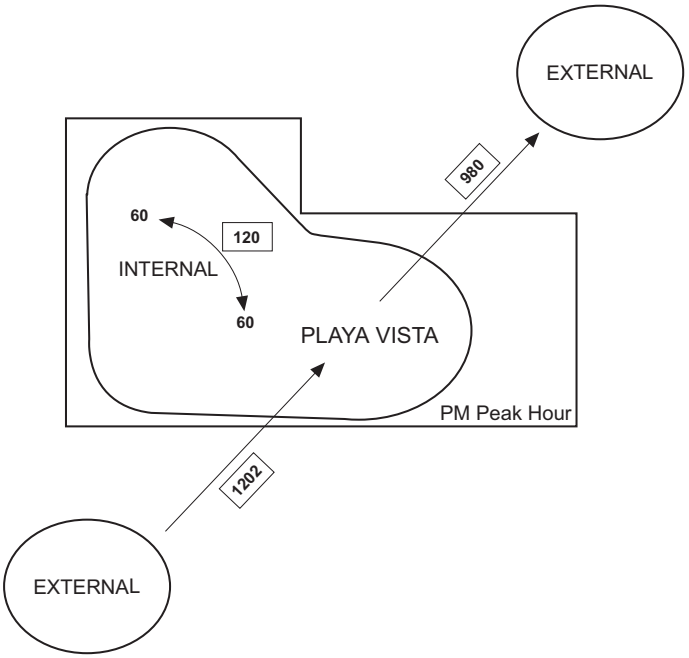
Land Use	Size	Daily [a]	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Office	175,000 sf	2,271	287	39	326	52	253	305
Dwelling Units	2,600 units	15,236	194	950	1,144	941	463	1,404
Retail (Neighborhood)	150,000 sf	6,193	87	56	143	276	299	575
Community Serving Uses [b]	40,000 sf	520	9	4	13	6	12	18
TOTAL		**24,220**	**577**	**1,049**	**1,626**	**1,275**	**1,027**	**2,302**

* *For a breakdown of the total A.M. and P.M. trips according to those which are internal to the Project, and those which represent travelers coming to, or leaving the site, refer to Figure 71 on page 861.*

[a] *Factors based on ITE "Trip Generation," 6th Edition, 1997, SANDAG "San Diego Traffic Generators," 1998.*

[b] *Breakdown of Community Serving Uses and their respective trip generation estimates are provided in Appendix K, Traffic Study.*

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.



TRIP TYPE	AM PEAK HOUR AUTO TRIPS		
	TRIP ENDS	ON PLAYA VISTA STREETS	ON EXTERNAL STREETS
INTERNAL	124	62	0
EXTERNAL			
EXTERNAL TO INTERNAL (INBOUND)	531	531	531
INTERNAL TO EXTERNAL (OUTBOUND)	971	971	971
TOTAL	**1,626**	**1,564**	**1,502**

TRIP TYPE	PM PEAK HOUR AUTO TRIPS		
	TRIP ENDS	ON PLAYA VISTA STREETS	ON EXTERNAL STREETS
INTERNAL	120	60	0
EXTERNAL			
EXTERNAL TO INTERNAL (INBOUND)	1,202	1,202	1,202
INTERNAL TO EXTERNAL (OUTBOUND)	980	980	980
TOTAL	**2,302**	**2,242**	**2,182**

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Figure 71
Playa Vista Trip Making Categories

Source: Kaku Associates, July 2003

very little impact on the external street system although some of these trips may utilize regional roadways such as Jefferson Boulevard, Bluff Creek Drive, and Centinela Avenue-Campus Center Drive within and along the Project boundaries. These internal trips were also part of the traffic assignment where they were assigned to the above roadways to satisfy the trips, wherever required.

The remaining 1,502 A.M. trip ends (531 E-I trip ends and 971 I-E trip ends) and 2,182 P.M. trip ends (1,202 E-I trip ends and 980 I-E trip ends) match the number of vehicular trips because only one trip end is within Playa Vista. These trips would affect the external street system.

3.4.4 Trip Distribution/Traffic Assignment

The trip distribution for the Project trips was performed within the Transportation Model Framework using a "Gravity Model" formulation that allocates trips between two land-use types based on the size and impedance or travel times for those trips. The gravity model looks at the trips produced by a specific land use zone and distributes those trips proportionately to all the zones that could attract that particular type of trip. The trips are distributed in proportion to the size of the attracting zones and inversely proportional to the distance or travel time between the zones. The internal and external components of the Project trips were obtained using the calibrated gravity model for the region. The Project trip distribution was verified against the trip lengths for areas with similar amounts of land use and through coordination with LADOT.

The traffic assignment process next assigns the Proposed Project's traffic in addition to the other traffic, as described in the previous section, to the road network. The analysis also tracks the additional trips to and from the specified on-site traffic zones, (reflecting Project traffic) on each link of the road network, based on the likely travel patterns simulated by the model. These total traffic volumes are then utilized to obtain turning movements at intersections.

Traffic assignments were performed for the year 2010 traffic conditions during the A.M. and P.M. peak hours, keeping track of the Project trips in the assignment process. The "Project-only" traffic volume flows are shown in the Traffic Study, Appendix K to the EIR. The overall generalized 2010 with Project traffic volume flows are also identified in the Traffic Study. The intersection turning movement volumes at each of the analyzed intersections during the A.M. and P.M. peak hours are also set forth in the Traffic Study.

The analysis of the "Project-only" traffic indicates that trips from the Proposed Project would utilize travel corridors within the study area as listed below:

- Lincoln Boulevard and Admiralty Way Corridors to/from points north and south – 18%
- SR-90, Culver Boulevard, Slauson Avenue and Jefferson Boulevard Corridors – 35%
- Culver Boulevard and Vista Del Mar Corridors to/from points south and west – 5%
- Sepulveda Boulevard Corridor to points south – 14%
- I-405 travel corridor to points north and south – 12%
- Centinela Avenue corridors to the north and south/east – 16%

As discussed in the Traffic Study, the analysis further indicates that approximately 5 to 7 percent of the Proposed Project trips remain internal to the Project site; however, some of these trips will utilize internal and adjacent regional roadways like Jefferson Boulevard, Bluff Creek Drive, and Centinela Avenue-Campus Center Drive to access/egress various neighborhoods and areas within the Proposed Project site. Approximately 45 to 50 percent of the Project trips have their final destinations within three to four miles of the Proposed Project site. A total of 65 to 70 percent of the trips are completed within five miles. While the study area covers 100 square miles, the majority of the Proposed Project traffic effects occur close to the Project site, and the effects drop off quickly farther away from the Project.

3.4.5 Project Impacts on Intersections – Prior to Mitigation[370]

The threshold used in the intersection analysis incorporates all elements of the Draft Los Angeles CEQA Thresholds Guide's recommended thresholds. Furthermore, the Project's significance threshold is consistent with the current thresholds recommended by LADOT. As the LADOT methodologies and threshold criteria are more stringent than those used in other jurisdictions, all other affected jurisdictions, except for Santa Monica, have agreed to the application of the same for the Traffic Study. An additional analysis of intersections in Santa Monica using that City's preferred methodology is included in the Traffic Study, Appendix K, of the EIR. The Proposed Project is not subject to any Transportation Specific Plan or Interim Control Ordinance containing stricter thresholds. Thus, the Guide's recommended threshold for addressing impacts on signalized and unsignalized intersections has been applied in the analysis methodology.

3.4.5.1 Overall Study Intersections

The analysis of intersection impacts is based on a methodology in which four traffic condition scenarios are analyzed: 2003 Baseline Conditions, 2010 Baseline Conditions,

[370] *Mitigation measures to reduce Project impacts are discussed under Section 4.0, below.*

2010 Baseline Conditions with the Project added, and 2010 Baseline Conditions with the Project and proposed mitigation measures. The analyses that includes the effects of proposed mitigation measures is presented in Section 5.1 on page 905. The traffic conditions under the first three scenarios are presented in Table 119 on page 846 through 858. Traffic conditions with the Proposed Project, and the related incremental impacts over the 2010 Baseline conditions without the Proposed Project, are shown in the third column of Table 119. These "With Project – Before Mitigation" conditions are also displayed graphically in Figure 72 on page 865 and Figure 73 on page 866, for A.M. and P.M. peak hours, respectively. These figures also indicate the intersections that would be operating at LOS levels A-D, E and F during the A.M. and P.M. peak hours, respectively.

Figure 74 on page 867 graphically illustrates the significantly impacted locations. As indicated in the table and figures, during the A.M. peak hour, the Proposed Project prior to mitigation would result in a significant impact to a total of 8 intersections operating at LOS C or LOS D, 8 intersections operating at LOS E and 15 intersections operating at LOS F. During the P.M. peak hour, the Proposed Project would, prior to mitigation, result in a significant impact to 8 intersections operating at LOS C or LOS D, 14 intersections operating at LOS E, and 25 intersections operating at LOS F. The Proposed Project would not result in a significant impact to the remaining study intersections (187 intersections in the A.M. peak hour and 171 intersections in the P.M. peak hour would not have a significant impact). This evaluation of Project traffic impacts could be moderated by traffic mitigation measures associated with other related projects for which mitigation measures have been identified but not yet funded ,as well as mitigation measures or other projects that have not yet been established and therefore not taken into account.

Traffic operations under the conditions described in Table 119 indicate that many of the study intersections would be congested during the peak hours. If not mitigated, these conditions could extend the peak hours and increase average delays during the peak hours.

The impacts identified in this analysis are based on the total buildout of the Proposed Project. However, the Proposed Project would be built over several years with new site population, and related traffic impacts occurring incrementally over time. Therefore, the mitigation measures for the Proposed Project have been placed into a sequence of improvements that would occur roughly commensurate with the increase in Project impact. This sequence is described in a Traffic Subphasing Plan that has been incorporated into the mitigation measures, in Subsection 5.0, below.

The Traffic Subphasing Plan has been designed, and included in the mitigation program to ensure that mitigation measures are implemented commensurate with anticipated development to the extent feasible. There could be situations where anticipated impacts do not occur during the short-term, and unanticipated impacts do occur, prior to the implementation of a specific

LEGEND

	Number of Intersections	Percentage	Significantly Impacted Intersections	Percentage significant
▲ LOS A-D	128	59%	8	3.5%
■ LOS E	27	12%	8	3.5%
● LOS F	63	29%	15	7%
TOTAL	218	100%	31	14%

Proposed Village at Playa Vista

0 1 2 Miles

N

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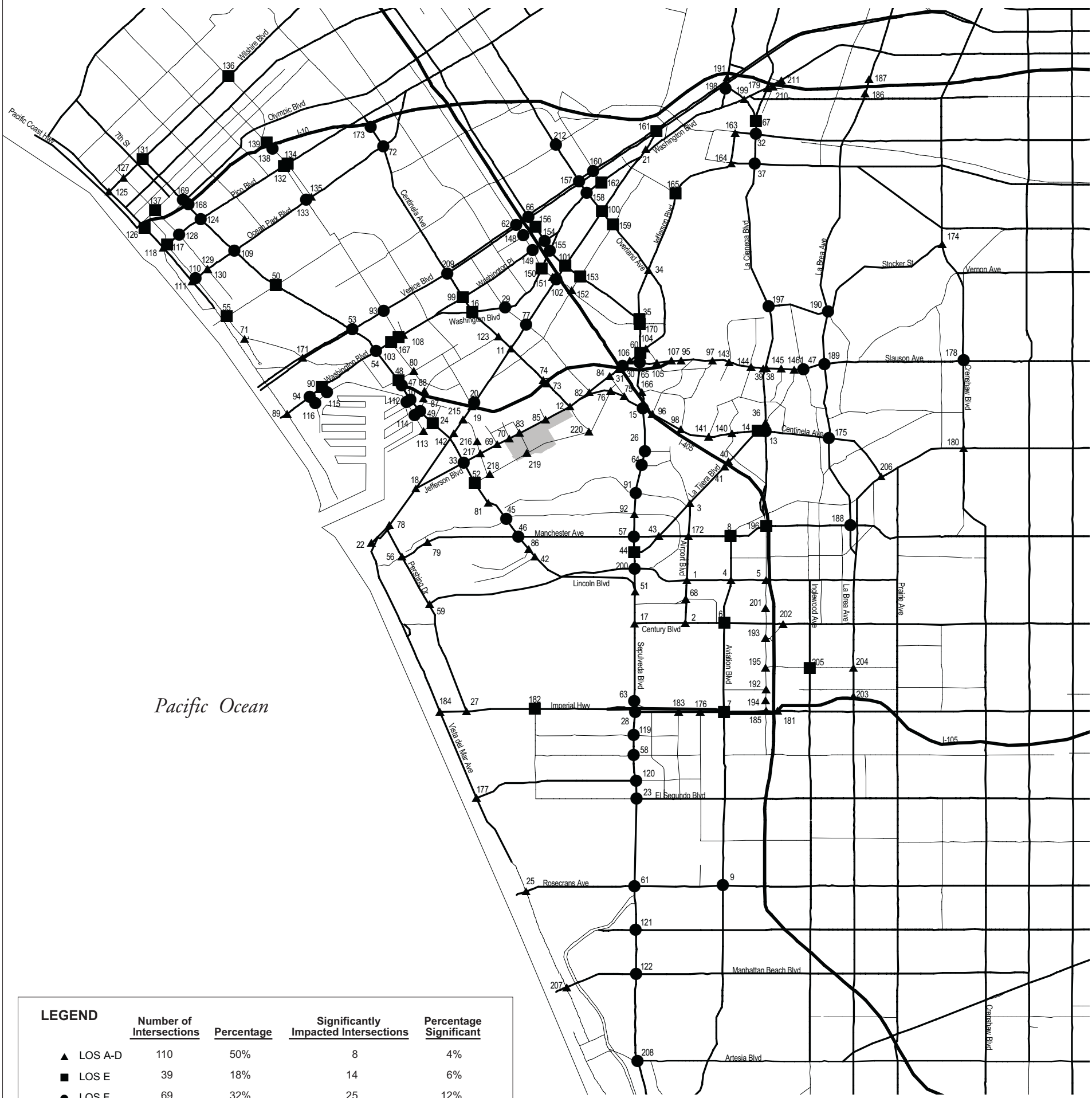
Figure 72
Intersection Levels of Service
Future 2010 with Project
AM Peak Hour
(Before Mitigation)

Source: Kaku Associates, July 2003



LEGEND

	Number of Intersections	Percentage	Significantly Impacted Intersections	Percentage Significant
▲ LOS A-D	110	50%	8	4%
■ LOS E	39	18%	14	6%
● LOS F	69	32%	25	12%
TOTAL	218	100%	47	22%

Proposed Village at Playa Vista

N

0 1 2 Miles

PCR

Figure 73
Intersection Levels of Service
Future 2010 with Project
PM Peak Hour
(Before Mitigation)

Source: Kaku Associates, July 2003

Figure 74
Summary of Significantly Impacted Intersections Future 2010 with Project (Before Mitigation)

Source: Kaku Associates, July 2003

mitigation measure. Therefore, there remains a potential for short-term significant impacts to occur during the subphasing of mitigation that would be resolved at later stages of implementation.

3.4.5.2 County CMP Intersections – Prior to Mitigation

As described above, 17 CMP intersections were analyzed under the Los Angeles County Management Program, a state-mandated program which serves as the monitoring and analytical basis for state-related transportation funding decisions. The 17 CMP intersections are included in the analysis of the 218 intersections in the traffic study area (see Table 119 on page 847) and are summarized in Table 121 on page 869. Table 121 summarizes the results of the capacity analysis at each of the County CMP intersections for the "2003 Base," "2010 Base," and "2010 with Project" conditions. As shown in Table 121, prior to mitigation, the Proposed Project would significantly impact one intersection in the A.M. peak hour, one intersection in the P.M. peak hour, and four intersections in both the A.M. and P.M. peak hours.

3.4.6 Project Impacts on Freeways – Prior to Mitigation

The recommended threshold for freeway capacity that is established in the Draft Los Angeles CEQA Thresholds Guide (see Subsection 3.2.2, above) has been applied directly to the following analysis of freeway segments. The threshold in the Guide also addresses impacts on freeway ramps, as well as freeway segments. In this EIR, the analysis of freeway ramps has been incorporated into the intersection analysis, and has used the intersection thresholds for measuring impacts on freeway ramps. The significance thresholds for intersections are more stringent than this recommended threshold. This standard is consistent with the applicable standard established in the Los Angeles County Congestion Management Program (CMP) and is thus appropriate for the evaluation of CMP facilities.

The "2010 with Project" freeway operating conditions (prior to mitigation) for the A.M. and P.M. peak hours are shown on Table 122 and Table 123 on pages 870 and 871, respectively. The future background traffic growth combined with the Project traffic would bring certain segments of the I-405, I-10 and I-105 to LOS E or LOS F conditions during the A.M. and P.M. peak hours; however, some of these freeway segments are currently operating at LOS E and LOS F during the peak hours. The SR-90 is projected to continue operating at acceptable levels of service (LOS B and LOS C) during the A.M. and P.M. peak hours, even with the addition of Project traffic. Motorists using the SR-90 would not experience much change in average travel speed even as compared to current conditions.

Table 121

INTERSECTION OPERATION CONDITIONS – CONGESTION MANAGEMENT PROGRAM ARTERIAL MONITORING LOCATIONS

Intersection	Inter-section #	Peak Hour	2003 Base V/C	2003 Base LOS	2010 Base without Project V/C	2010 Base without Project LOS	2010 with Project V/C	2010 with Project LOS	V/C Increase	Significant Impact
Centinela Av @ La Cienega Bl	13	A.M.	1.103	F	1.201	F	1.211	F	0.010	Y
		P.M.	1.102	F	1.253	F	1.262	F	0.009	N
El Segundo Bl @ Sepulveda Bl	23	A.M.	0.941	E	1.074	F	1.076	F	0.002	N
		P.M.	1.100	F	1.297	F	1.303	F	0.006	N
Jefferson Bl @ La Cienega Bl	32	A.M.	1.196	F	1.308	F	1.316	F	0.008	N
		P.M.	1.143	F	1.178	F	1.185	F	0.007	N
Lincoln Bl @ Manchester Av	46	A.M.	0.833	D	1.264	F	1.291	F	0.027	Y
		P.M.	0.816	D	1.203	F	1.237	F	0.034	Y
Lincoln Bl @ Marina Exwy	47	A.M.	0.851	D	1.039	F	1.056	F	0.017	Y
		P.M.	0.931	E	1.096	F	1.113	F	0.017	Y
Lincoln Bl @ Sepulveda Bl	51	A.M.	0.523	A	0.595	A	0.603	B	0.008	N
		P.M.	0.645	B	0.819	D	0.836	D	0.017	N
Lincoln Bl @ Venice Bl	53	A.M.	1.080	F	1.087	F	1.100	F	0.013	Y
		P.M.	1.016	F	1.060	F	1.071	F	0.011	Y
Manchester Av @ Sepulveda Bl	57	A.M.	0.866	D	1.001	F	1.008	F	0.007	N
		P.M.	1.016	F	1.178	F	1.235	F	0.057	Y
Rosecrans Av @ Sepulveda Bl	61	A.M.	0.868	D	1.020	F	1.023	F	0.003	N
		P.M.	1.093	F	1.397	F	1.400	F	0.003	N
Lincoln Bl @ Pico Bl	124	A.M.	0.988	E	1.240	F	1.243	F	0.003	N
		P.M.	1.065	F	1.228	F	1.232	F	0.004	N
26th St @ Wilshire Bl	136	A.M.	0.719	C	0.952	E	0.953	E	0.001	N
		P.M.	0.910	E	0.970	E	0.970	E	0.000	N
Overland Av @ Venice Bl	157	A.M.	0.886	D	1.124	F	1.126	F	0.002	N
		P.M.	1.002	F	1.145	F	1.151	F	0.006	N
La Brea Av @ Manchester Bl	188	A.M.	1.068	F	1.070	F	1.071	F	0.001	N
		P.M.	0.989	E	1.123	F	1.124	F	0.001	N
La Cienega Bl @ Stocker St	197	A.M.	1.227	F	1.335	F	1.341	F	0.006	N
		P.M.	1.066	F	1.218	F	1.225	F	0.007	N
La Cienega Bl @ Venice Bl	198	A.M.	1.059	F	1.176	F	1.178	F	0.002	N
		P.M.	0.990	E	1.064	F	1.065	F	0.001	N
Artesia Bl @ Sepulveda Bl/PCH	208	A.M.	0.863	D	0.869	D	0.873	D	0.004	N
		P.M.	1.209	F	1.220	F	1.222	F	0.002	N
Centinela Av @ Venice Bl	209	A.M.	1.128	F	1.228	F	1.248	F	0.020	Y
		P.M.	1.167	F	1.332	F	1.350	F	0.018	Y

Source: Kaku Associates, Inc., and Raju Associates, Inc., July 2003.

Table 122

FREEWAY OPERATING CONDITIONS A.M. PEAK HOUR PRIOR TO MITIGATION

			2003 Base			2010 Base without Project			2010 with Project				
		Direction	Demand [a]	D/C [b]	LOS [c]	Demand [a]	D/C [b]	LOS [c]	Demand [a]	D/C [b]	LOS [c]	Change in D/C	Significant Project Impacts
I-405	South of I-110 Fwy [c]	NB	10,569	1.06	F(0)	10,753	0.98	E	10,763	0.98	E	0.001	No
		SB	8,788	0.88	D	9,505	0.86	D	9,520	0.87	D	0.001	No
I-405	at Compton Blvd.	NB	9,318	1.04	F(0)	10,494	1.17	F(0)	10,523	1.17	F(0)	0.003	No
		SB	7,823	0.87	D	8,533	0.95	E	8,574	0.95	E	0.005	No
I-405	North of La Tijera Blvd. [c]	NB	10,367	1.04	F(0)	10,522	0.96	E	10,570	0.96	E	0.004	No
		SB	8,496	0.85	D	10,342	0.94	E	10,427	0.95	E	0.008	No
I-405	North of Venice Blvd. [c]	NB	10,756	1.08	F(0)	10,782	0.98	E	10,831	0.98	E	0.004	No
		SB	8,814	0.88	D	10,564	0.96	E	10,600	0.96	E	0.003	No
I-405	South of Mulholland Dr.	NB	7,992	0.80	D	9,755	0.89	D	9,767	0.89	D	0.001	No
		SB	12,575	1.40	F(2)	13,187	1.47	F(3)	13,217	1.47	F(3)	0.003	No
SR-90	West of I-405 Fwy	EB	3,355	0.42	B	3,504	0.44	B	3,620	0.45	B	0.015	No
		WB	2,268	0.28	A	2,889	0.36	B	2,912	0.36	B	0.003	No
I-10	Lincoln Blvd.	EB	5,256	0.88	D	5,559	0.93	D	5,561	0.93	D	0.000	No
		WB	4,746	0.79	D	5,973	1.00	E	5,975	1.00	E	0.000	No
I-10	East of Overland Av.	EB	9,267	1.16	F(0)	10,229	1.28	F(1)	10,230	1.28	F(1)	0.000	No
		WB	8,218	0.82	D	8,758	0.88	D	8,758	0.88	D	0.000	No
I-10	East of La Brea Av.	EB	8,405	0.84	D	10,845	1.08	F(0)	10,877	1.09	F(0)	0.003	No
		WB	10,294	1.29	F(1)	12,372	1.55	F(3)	12,390	1.55	F(3)	0.002	No
I-105	East of Sepulveda Blvd.	EB	2,841	0.47	B	2,980	0.50	B	2,985	0.50	B	0.001	No
		WB	3,847	0.64	C	5,638	0.94	E	5,662	0.94	E	0.004	No
I-105	East of Crenshaw Blvd.	EB	7,631	0.85	D	7,695	0.86	D	7,721	0.86	D	0.003	No
		WB	9,277	1.03	F(0)	10,478	1.16	F(0)	10,506	1.17	F(0)	0.003	No

[a] *Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes. The D/C ratio is used to analyze freeway segments, which could be impacted by project-related traffic; whereas volume-to-capacity (V/C) ratio is a measure of the actual traffic volume at a given intersection compared to the theoretical capacity of that intersection to accommodate traffic.*

[b] *Freeway mainline Level of Service (LOS) is based on the following D/C scale:*

D/C Ratio	LOS
> 0.00 to 0.35	A
> 0.35 to 0.54	B
> 0.54 to 0.77	C
> 0.77 to 0.93	D
> 0.93 to 1.00	E
> 1.00 to 1.25	F(0)
> 1.25 to 1.35	F(1)
> 1.35 to 1.45	F(2)
> 1.45	F(3)

[c] *A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the programmed and State-funded HOV improvement.*

Source: Kaku Associates, Inc., and Raju Associates, Inc., July 2003.

Table 123

FREEWAY OPERATING CONDITIONS P.M. PEAK HOUR PRIOR TO MITIGATION

			2003 Base			2010 Base without Project			2010 with Project				
		Direction	Demand [a]	D/C [b]	LOS [c]	Demand [a]	D/C [b]	LOS [c]	Demand [a]	D/C [b]	LOS [c]	Change in D/C	Significant Project Impacts
I-405	South of I-110 Fwy [c]	NB	8,619	0.86	D	8,950	0.81	D	8,960	0.81	D	0.001	No
		SB	10,233	1.02	F(0)	10,861	0.99	E	10,875	0.99	E	0.001	No
I-405	at Compton Blvd.	NB	9,118	1.01	F(0)	9,456	1.05	F(0)	9,483	1.05	F(0)	0.003	No
		SB	9,284	1.03	F(0)	11,177	1.24	F(0)	11,215	1.25	F(0)	0.004	No
I-405	North of La Tijera Blvd. [c]	NB	10,885	1.09	F(0)	11,818	1.07	F(0)	11,826	1.08	F(0)	0.001	No
		SB	10,242	1.02	F(0)	11,105	1.01	F(0)	11,202	1.02	F(0)	0.009	No
I-405	North of Venice Blvd. [c]	NB	10,210	1.02	F(0)	12,239	1.11	F(0)	12,290	1.12	F(0)	0.005	No
		SB	9,608	0.96	E	9,927	0.90	D	9,965	0.91	D	0.003	No
I-405	South of Mulholland Dr.	NB	8,696	0.87	D	13,860	1.26	F(1)	13,893	1.26	F(1)	0.003	No
		SB	12,008	1.33	F(1)	12,132	1.35	F(2)	12,157	1.35	F(2)	0.003	No
SR-90	West of I-405 Fwy	EB	3,022	0.38	B	4,092	0.51	B	4,149	0.52	B	0.007	No
		WB	2,828	0.35	B	3,147	0.39	B	3,188	0.40	B	0.005	No
I-10	Lincoln Blvd.	EB	4,407	0.73	C	6,127	1.02	F(0)	6,127	1.02	F(0)	0.000	No
		WB	4,967	0.83	D	5,708	0.95	E	5,709	0.95	E	0.000	No
I-10	East of Overland Av.	EB	9,194	1.15	F(0)	9,594	1.20	F(0)	9,595	1.20	F(0)	0.000	No
		WB	7,194	0.72	C	9,093	0.91	D	9,093	0.91	D	0.000	No
I-10	East of La Brea Av.	EB	9,989	1.00	E	12,064	1.21	F(0)	12,082	1.21	F(0)	0.002	No
		WB	11,040	1.38	F(2)	11,676	1.46	F(3)	11,696	1.46	F(3)	0.002	No
I-105	East of Sepulveda Blvd.	EB	3,205	0.53	B	4,319	0.72	C	4,323	0.72	C	0.001	No
		WB	2,432	0.41	B	4,220	0.70	C	4,232	0.71	C	0.002	No
I-105	East of Crenshaw Blvd.	EB	8,679	0.96	E	8,716	0.97	E	8,743	0.97	E	0.003	No
		WB	8,648	0.96	E	8,705	0.97	E	8,731	0.97	E	0.003	No

[a] *Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes. The D/C ratio is used to analyze freeway segments, which could be impacted by project-related traffic; whereas volume-to-capacity (V/C) ratio is a measure of the actual traffic volume at a given intersection compared to the theoretical capacity of that intersection to accommodate traffic.*

[b] *Freeway mainline Level of Service (LOS) is based on the following D/C scale:*

D/C Ratio	LOS
> 0.00 to 0.35	A
> 0.35 to 0.54	B
> 0.54 to 0.77	C
> 0.77 to 0.93	D
> 0.93 to 1.00	E
> 1.00 to 1.25	F(0)
> 1.25 to 1.35	F(1)
> 1.35 to 1.45	F(2)
> 1.45	F(3)

[c] *A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the programmed and State-funded HOV improvement.*

Source: Kaku Associates, Inc., and Raju Associates, Inc., July 2003.

Under the future "With Project" conditions before mitigation, approximately 35 percent of all freeway miles located within the traffic study area would operate at LOS D or better during the A.M. peak hour. Approximately 11 percent and 54 percent would operate at LOS E and LOS F, respectively. During the P.M. peak hour, approximately 24 percent of all freeway miles within the traffic study area would operate at LOS D or better and 12 percent and 64 percent would operate at LOS E and LOS F, respectively.

As previously described under Subsection 3.2 above, Significance Thresholds, the Proposed Project would result in a significant impact to a CMP facility if it increases traffic demand on a CMP facility by 2 percent of capacity thereby causing or worsening LOS F (V/C>1.0). A project would not result in a significant impact to a CMP facility if the analyzed facility is operating at LOS E or better after the addition of project traffic.

As identified in Table 122 and Table 123, using the CMP significant impact criteria, the Proposed Project would not result in any significant impact to CMP facilities in the A.M. or P.M. peak hour. The Proposed Project adds a maximum of approximately 85 trips or less in any direction along the analyzed freeway segments of the I-405 during the A.M. peak hour. This translates to a maximum increase in demand to capacity (D/C) ratio of 0.008 or 0.8 percent of the overall freeway capacity. Using the Los Angeles County Congestion Management Program criteria for significant impact (0.02 increase in D/C at Level of Service F), this estimated increase would not result in any significant impact. Similarly, the Proposed Project's maximum increase in D/C ratio of 0.015 along the SR 90 freeway segment west of the I-405, would also not result in any significant impact. During the P.M. peak hour, the Proposed Project results in a maximum increase in traffic along the I-405 of 97 trips or less which would increase the D/C ratio by 0.009 or 0.9 percent. Again, this increase would not result in any significant impact per CMP significance criteria. Along the SR 90 freeway, the Proposed Project would increase the D/C ratio by a maximum of 0.007 or 0.7 percent of its capacity, which would also not result in any significant impact in the P.M. peak hour.

3.4.7 Impacts on Neighborhood Streets Prior to Mitigation

The Draft Los Angeles CEQA Thresholds Guide states that significance thresholds for neighborhood streets be based on a case-by-case basis, but also offers recommended thresholds based on the addition of project traffic on the future traffic conditions of neighborhood streets (see Subsection 3.2.3, above). The number of trips required to trigger a potential impact starts at 120 project trips and increases as a function of the traffic volumes on a local residential street. The recommended trigger levels per existing traffic conditions have been incorporated into the significance thresholds. However, for the purposes of identifying potential impact areas, this analysis has used the most conservative level of 120 daily Project trips as the screening criteria for identifying neighborhoods with potentially significant impacts. The actual determination of significant impact would be calculated based on the condition of the individual street in question.

Impacts on local neighborhoods occur when congestion on arterial corridors is sufficient to cause motorists traveling along the corridor to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterials streets typically provide greater capacities, higher travel speeds, less driveway access, fewer stop signs, etc.

In order to evaluate the potential impact from such diverted traffic, this analysis identified the three contributors to diversion of traffic that would be required for significant neighborhood intrusion impacts to occur:

- First, the analysis identified the corridors where the Proposed Project's additional traffic to the corridor could be such that the volume shifting to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, with only a small portion of motorists inclined to seek alternative routes. Therefore, corridors were examined to which the Proposed Project may add 1,200 or more daily trips, assuming that at most 10 percent of these trips may shift to alternative routes.

- Second, the analysis identified baseline conditions along the corridors that were projected to have over-capacity conditions (LOS F) at key intersections; and

- Third, the analysis identified the availability of local neighborhood street(s) providing a parallel or alternate route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated. The arterial corridors identified and the locations of the LOS F intersections along these corridors are illustrated in Figure 75 on page 874. As indicated, the corridors to which 1,200 or more daily trips are projected to be added by the Proposed Project include:

- Centinela Avenue between Culver Boulevard and Jefferson Boulevard and between Jefferson Boulevard and La Tijera Boulevard

- Inglewood Boulevard between Culver Boulevard and Jefferson Boulevard

- Jefferson Boulevard between Lincoln Boulevard and Overland Avenue

- Lincoln Boulevard between Maxella Avenue and Jefferson Boulevard and between Bluff Creek Drive and Sepulveda Boulevard

- Sepulveda Boulevard between Centinela Avenue and Imperial Highway

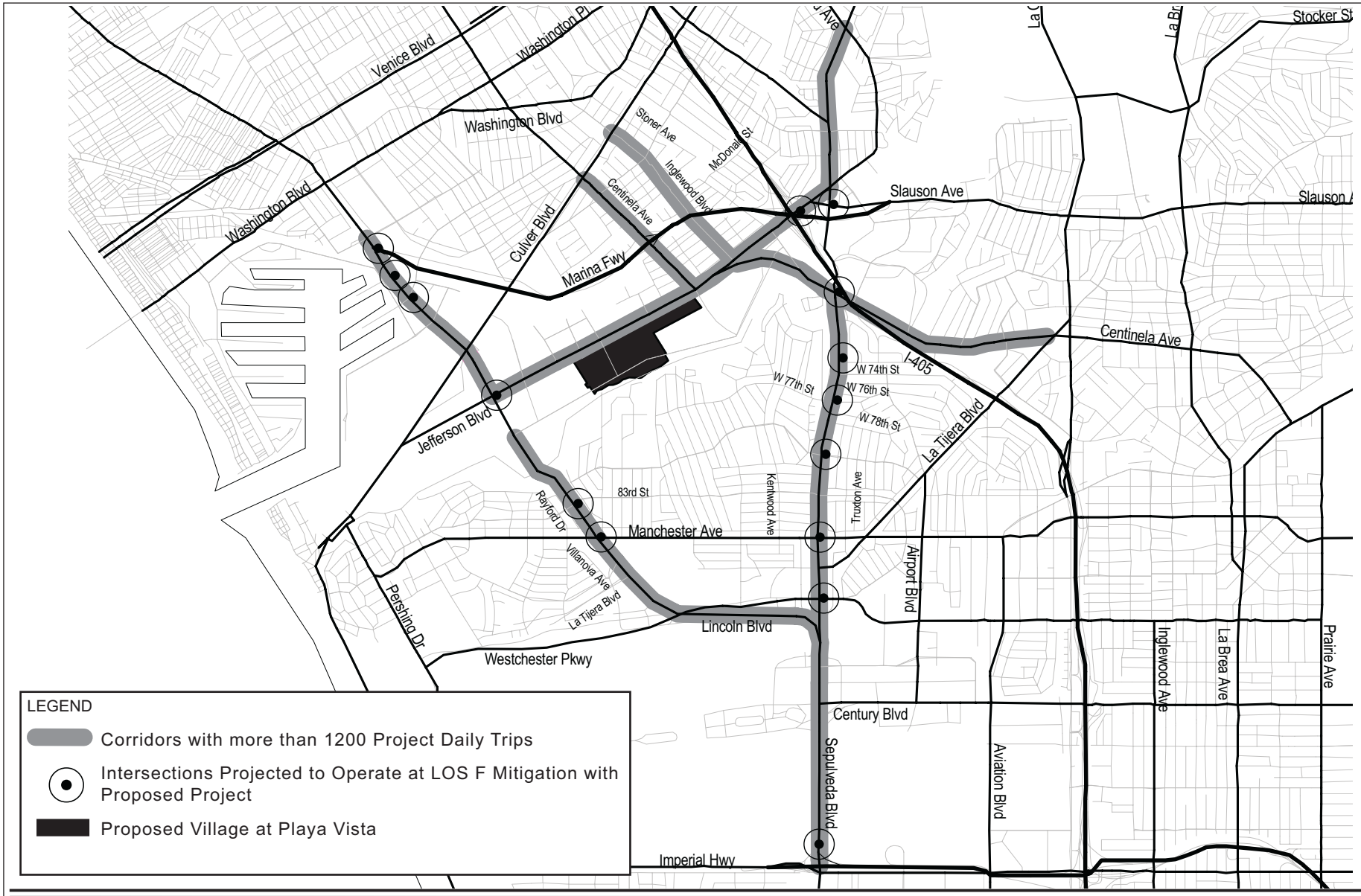


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Figure 75
Neighborhood Impact Corridors

Source: Kaku Associates, July 2003

The presence of congested cumulative conditions and the availability of local street(s) providing a parallel route of travel in the vicinity of congested portions of the corridors was then investigated for each of the corridors. The following discusses the results of this investigation for each corridor:

- Centinela Avenue, Culver Boulevard to Jefferson Boulevard – No intersections are projected to operate at LOS F along the Centinela Avenue corridor from Culver Boulevard to Jefferson Boulevard. Due to this condition plus the presence of physical barriers to local north/south travel created by the Marina Freeway and Ballona Creek (and the resultant lack of parallel routes via local residential streets), no significant neighborhood intrusion impacts would be anticipated in this area.

- Centinela Avenue, Jefferson Boulevard to La Tijera Boulevard – The sole intersection along the Centinela Avenue corridor from Jefferson Boulevard to La Tijera Boulevard that is projected to operate at LOS F is the intersection of Centinela Avenue at Sepulveda Boulevard. Due to the physical barriers created by the San Diego Freeway and the Westchester Bluffs, there are no parallel routes via local residential streets available as a bypass to Centinela Avenue around the Sepulveda Boulevard intersection. Therefore, no significant neighborhood intrusion impacts would be anticipated in this area.

- Inglewood Boulevard, Culver Boulevard to Jefferson Boulevard – No intersections are projected to operate at LOS F along the Inglewood Boulevard corridor from Culver Boulevard to Jefferson Boulevard. No significant neighborhood intrusion impacts would therefore be anticipated in this area.

- Jefferson Boulevard, Lincoln Boulevard to Overland Avenue – The intersections of Jefferson Boulevard/Lincoln Boulevard and Jefferson Boulevard/San Diego Freeway northbound ramp are projected to operate at LOS F. No local streets are available in the vicinity of the Jefferson Boulevard/Lincoln Boulevard intersection that could be used as an alternative route. Due to the physical barrier created by the San Diego Freeway, there are no close parallel routes via local residential streets available as a bypass to Jefferson Boulevard around the San Diego Freeway interchange. However, routes such as Inglewood Avenue to McDonald Street to Sawtelle Boulevard could potentially be used.

- Lincoln Boulevard, Maxella Avenue to Jefferson Boulevard – A number of intersections in this corridor are projected to operate at LOS F, including Lincoln Boulevard at Mindanao Way, at Bali Way, and at the Marina Expressway. Since access from Fiji Way to La Villa Marina has been blocked, there are no nearby parallel routes via local residential streets available to be used as an alternative route

to this portion of Lincoln Boulevard. Therefore, no significant neighborhood intrusion impacts would be anticipated in this area.

- Lincoln Boulevard, Bluff Creek Drive to Sepulveda Boulevard – A number of intersections in this corridor are projected to operate at LOS F, including Lincoln Boulevard at 83rd Street and at Manchester Avenue. A potential alternative route that would avoid the Lincoln Boulevard/Manchester Avenue intersection (but not the Lincoln Boulevard/83rd Street intersection) could be 83rd Street to Rayford Drive to Villanova Avenue to Loyola Boulevard to La Tijera Boulevard.

- Sepulveda Boulevard, Centinela Avenue to Imperial Highway – A number of intersections in this corridor are projected to operate at LOS F, including Sepulveda Boulevard at Centinela Avenue, at Howard Hughes Parkway, at 76th Street/ 77th Street, at 79th Street/80th Street, at Manchester Avenue, and at Westchester Parkway. There are no continuous parallel local street routes in the Centinela Avenue/Howard Hughes Parkway portion of the corridor. Similarly, further south in the vicinity of LAX, there are no parallel local street routes that could be impacted. Through the Westchester portion of the corridor, however, potential alternative routes could include 74th or 76th Streets to Airport Boulevard, 77th Street to Kentwood Avenue, or 78th Street to Truxton Avenue.

On the bases of the above investigation, four neighborhoods were identified that may be subject to potentially significant neighborhood intrusion impacts. They include the areas bounded by the following:

- Inglewood Boulevard, Ballona Creek, Sawtelle Boulevard, Bray Street/Port Road
- Kentwood Avenue, 77th Street, Sepulveda Boulevard, Manchester Avenue
- Sepulveda Boulevard, 74th Street, La Tijera Boulevard, Manchester Avenue
- Rayford Drive, 83rd Street, Lincoln Boulevard, La Tijera Boulevard

Mitigation of neighborhood traffic intrusion impacts requires development and implementation of a neighborhood traffic management plan which would identify measures to make local routes less attractive to through traffic, such as turn restrictions, chokers or narrowing of street widths, diverters or semi-diverters, cul-de-sacs or street closures, speed humps, and stop signs. Because implementation of neighborhood traffic controls on one street can cause intruding traffic to shift to other streets, an effective neighborhood traffic management plan can only be implemented on an area-wide basis with all affected parties involved in development of the plan, including neighborhood residents, Council representatives, planners, and traffic

engineers. The City of Los Angeles Department of Transportation has a neighborhood traffic management process in place to address these issues in consultation with all affected parties.

Accordingly, a mitigation measure is recommended in Section 4.0, Mitigation, Measures, below, which provides mechanisms for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods identified above.

3.4.8 Impacts on Project Access

The Draft Los Angeles CEQA Thresholds Guide identifies a recommended significance threshold regarding traffic congestion at the intersections nearest the primary site access, and four factors to be used for determining the significance of a project's impacts on the safety of site accessibility (See Subsection 3.2.4, above). With regard to congestion, the first threshold has been applied directly as a significance threshold for the Proposed Project. With regard to the four safety of site accessibility factors, the second factor has been incorporated into a second access threshold. The remaining three safety factors describe design considerations that can affect safety conditions, and the amount of population exposure to hazards that would occur, if unsafe designs were implemented. The design and population exposure conditions were considered in the analysis and application of the safety threshold.

3.4.8.1 Impacts on Operational Accessibility

The roadways providing access to the Proposed Project site are illustrated on Figure 69 on page 838. The Proposed Project obtains access along Jefferson Boulevard, Centinela Avenue and Bluff Creek Drive. With implementation of the Proposed Project and its Project Design Features/mitigation measures, there will be seven intersections that provide access to the Proposed Project site. The expected 2010 operating conditions at these intersections is presented in Table 124 on page 878. The intersections are as follows:

- Jefferson Boulevard / Centinela Avenue
- Jefferson Boulevard / Alla Road
- Bluff Creek Drive / Playa Vista Drive
- Bluff Creek Drive / Campus Center Drive
- Jefferson Boulevard / McConnell Avenue
- Jefferson Boulevard / Westlawn Avenue
- Bluff Creek Drive / McConnell Avenue

Table 124

ACCESS INTERSECTIONS – FUTURE SERVICE LEVELS

	Year 2010 with Proposed Project and Project Design Features/Mitigations		
Intersection Name	**A.M. Peak Hour Level of Service**	**P.M. Peak Hour Level of Service**	**Project Access Impact (Y or N)**
Jefferson Boulevard/Centinela Avenue	C	D	N
Jefferson Boulevard/Alla Road	A	A	N
Bluff Creek Drive/Campus Center Drive (12th Street)	A	A	N
Bluff Creek Drive/Playa Vista Drive	A	A	N
Jefferson Boulevard/Westlawn Avenue	A	A	N
Jefferson Boulevard/McConnell Avenue	A	A	N
Bluff Creek Drive/McConnell Avenue	A	A	N

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

As indicated in Table 124, 2010 operating conditions with the Proposed Project would be at LOS A during both the A.M. and P.M. peak hours at all of the intersections except one. This is considered excellent service. Conditions at Jefferson Boulevard and Centinela Avenue would be at LOS C during the A.M. peak hour, and LOS D during the P.M. peak hour, good and fair levels of services, respectively. Since none of the intersections providing access into the Proposed Project site would be operating at LOS E or F during the A.M. or P.M. peak hours, Project impacts with regard to operational accessibility would be less than significant.

3.4.8.2 Impacts on Access-Safety

The Proposed Project is a planned community that is implementing new interior roadways, and linkages to the regional system, with mitigation measures addressing roadway improvements along the Project's access corridors. As such all roadways would be required to meet all current roadway standards and protocols for safety.

The Proposed Project's internal streets including Runway Road, Millennium Drive, McConnell Avenue and Westlawn Avenue are all planned to include Class II (on-street) Bicycle Lanes designed to meet all applicable safety standards. Additionally, pedestrian amenities including shelters at bus stops, sidewalks, painted crosswalks (mostly at intersections), parkways and direct-connections to the Village Center area of the Project from adjacent uses are being proposed as part of the design features for the Proposed Project. All of the Proposed Project access and circulation roadways and intersections would be designed such that no sight-distance (horizontal and/or vertical) hazards would be created and that no project design features would create any other safety hazards for pedestrians, bicyclists and vehicles. Further, appropriate roadway geometrics relative to lane-widths, lane transitions, turn pockets and driveway spacing

and distances from key intersections and adequate traffic control would be provided in accordance with all applicable safety standards. Therefore, no obstructions to the visibility of pedestrians and bicyclists toward drivers, nor visibility of drivers toward pedestrians and bicyclists that would cause hazardous conditions would occur. The Proposed Project would not cause any significant impacts regarding the safety of project accessibility.

3.4.9 Project Impacts on Public Transit

Currently, there are six MTA bus lines, six Culver City lines, three Santa Monica bus lines, and three LADOT lines that operate within the Project Study Area. These bus lines are shown on Figure 68 on page 824.

The number of bus riders that would be generated by the Project was analyzed as a function of the total number of trips associated with the Project. The total number of Project trips, the factors used in the analysis, and the conclusions regarding the number of transit trips are presented in Table 125 on page 880.

As shown, the Proposed Project would be expected to generate 1,187 daily transit trips, 80 A.M. peak-hour trips and 113 P.M. peak-hour trips.

The additional transit ridership generated by the Proposed Project may contribute to overcrowding on individual lines serving the study area which already experience operational and service deficiencies; in particular, Culver City Line 6 and Line 2. In addition, the transit demand associated with the Proposed Project may exceed the capacity of the existing connections from the Proposed Project site to the regional transit system.

As discussed in Subsection 2.2.5, above, Culver City Line 6 patronage data currently indicates frequent overcrowding in many segments of the route during peak periods. During the A.M. peak period, 11 of the 20 bus trips in the northbound direction have passenger demand exceeding 125 percent of the seating capacity of the bus; another 4 of the 20 bus trips operate with completely full buses. Northbound buses fill again during the 3:30 P.M. to 5:30 P.M. time period. Southbound buses show a similar pattern with some southbound buses full during the morning peak and 11 of the 25 bus trips exceeding 125 percent of seating capacity in the 2 P.M. to 6:30 P.M. time period.

The Culver City Line 2 is a local area circulator that provides bus service to Mar Vista and Culver City during the peak periods. Peak-hour demand for the Line 2 bus is heavy; the westbound bus fills to crush load levels (i.e., almost twice as many passengers as there are seats on the bus) for the 7 A.M. run. The 8 A.M. run again almost fills up, as does the 3 P.M. run. In the eastbound direction, the 7:30 A.M. run, as well as two afternoon runs, fill up beyond capacity.

Table 125

CONGESTION MANAGEMENT PROGRAM – TRANSIT TRIP ESTIMATES

	Daily [a]	A.M. Peak Hour	P.M. Peak Hour
# of Vehicle Trips	23,700	1,613	2,284
Person Trip Factor	1.4	1.4	1.4
# of Person Trips	33,180	2,258	3,198
Transit Percentage	3.5%	3.5%	3.5%
Transit Trips	1,161	79	112
Community Serving			
# of Vehicle Trips	520	13	18
Person Trip Factor	1.4	1.4	1.4
# of Person Trips	728	18	25
Transit Percentage	3.5%	3.5%	3.5%
Transit Trips	25	1	1
Total Transit Trips	**1,187**	**80**	**113**

(# of) Vehicle Trips = A vehicle trip is a one-way movement of a vehicle between two-points
Person Trip Factor = A factor used to convert vehicles trips to person trips. This accounts for vehicle ridership or occupancies.
(# of) Person Trips = A person trip is a one-way movement of a person between two-points
Transit Percentage = Proportion of person trips made using transit mode.
Transit Trip = A one-way movement between two-points using transit mode.

2002 Congestion Management Program, Los Angeles County Metropolitan Transit Authority, June 2002.

Source: Kaku Associates, Inc., and Raju Associates, Inc., July 2003.

Because the seating capacity of these individual transit lines may be exceeded due to the additional transit ridership generated by the Proposed Project, impacts to these specific lines are considered potentially significant. Mitigation measures are proposed in Subsection 5.5, below, to address these operational and service deficiencies and ensure excess seating capacity on a line-by-line basis.

Although impacts on these individual lines may be considered potentially significant, the bus transit system within the study area as a whole will continue to have excess capacity and operate satisfactorily. Table 126 on page 881 shows the existing seating capacity and the future seating capacity with the Proposed Project added to the existing demand on a system-wide basis. As indicated, the excess seating capacity would be 806 seats in the A.M. peak hour and 773 seats in the P.M. peak hour. Since there would be remaining seating capacity on the transit system serving the Proposed Project site during the A.M. and P.M. peak hours, on a system-wide basis, impacts would not be significant.

Table 126

PUBLIC TRANSIT IMPACTS – PRIOR TO MITIGATION

		A.M. Peak Hour	P.M. Peak Hour
Existing Capacity			
Number of Peak Hour Buses [a]	57		
Average Load Factor	0.63		
Seated Capacity/Bus	42		
Surplus Capacity (seats)	886	886	886
Project Transit Trips [b]		80	113
Surplus/(deficit) (seats)		**806**	**773**

[a] *Buses shown here are those bus lines described in Table 117 on page 825.*
[b] *The trip generation for public transit is calculated in Table 125.*

Source: Kaku Associates, Inc., and Raju Associates, Inc., July 2003.

3.4.10 Construction-Related Impacts

The Draft Los Angeles CEQA Thresholds Guide identifies four types of in-street construction impacts and 16 factors to be used for determining the significance of a project's impacts on these four types of in-street construction (see Subsection 3.2.6, above). Each of the four types of construction impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are: (1) Temporary Traffic Impacts, potential impacts on vehicular travelers on roadways; (2) Temporary Loss of Access, potential impacts on visitors entering and leaving sites; (3) Temporary Loss of Bus Stops or Rerouting of Bus Lines, potential impacts on bus travelers; and (4) Temporary Loss of On-Street Parking, potential impacts on parkers. The factors identify the components that determine whether an impact might occur, or the extent to which it might occur. Each of the factors presents a consideration that would contribute to either a potential inconvenience in the performance of one's daily activities (i.e., an impact on traffic operations) and/or a concern to public safety. The factors have been considered in determining the extent to which an inconvenience or threat to safety would occur. The two significance thresholds address potential inconvenience and safety, respectively. Traffic impacts from construction activities would be expected to occur as a result of the following three types of activities:

- Increases in truck traffic associated with removal or import of fill materials and delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the site; and

- Reductions in existing street capacity from temporary lane closures necessary for the construction of roadway improvements, utility relocation and drainage facilities.

The impact of construction truck traffic would be a lessening of the capacities of access streets and haul routes because of the slower movements and larger turning radii of trucks. Estimates of average daily truck travel range from 114 trips per day during the average month to 376 trips per day during the peak month.[371] On an average hourly basis, assuming a uniform distribution of trips over the workday, these daily trip totals would translate to 11 trips per hour in the average month and 36 trips per hour in the peak month. This level of truck travel would be equivalent to between 33 and 108 passenger cars per hour, including each peak hour.

Outside of peak hours, this level of added traffic would not adversely affect street operations because of the reduced levels of traffic volumes present during these times. The typical hours of construction and deliveries would not overlap with the P.M. peak hour and would preclude most, if not all, effects of traffic in the evening peak hour on adjacent streets. In the morning peak hour, there would be partial overlap of operations, but the truck traffic is not anticipated to adversely reduce the operating efficiency on adjacent streets during the periods of overlap.

Construction worker traffic would depend on not only the level of effort during various construction phases, but also on the mode and time of travel used by the workers. The hours of construction typically require workers to be on-site prior to the A.M. commute peak and allow them to leave prior to the evening peak. Many workers carpool to the job site and others stage off-site at contractors' yards and are transported to the job site in groups. There would be about 325 worker trips per day during the average month of construction, which would rise to about 578 trips per day during the peak month.

Impacts from construction traffic would primarily affect the following roadways in and around the Proposed Project site:

- Dawn Creek Drive, Runway Road, Bluff Creek Drive, Discovery Creek, Playa Vista Drive, Pacific Promenade, Seabluff Drive, Celedon Road, Alla Road, Millennium Drive, Westlawn Avenue, Centinela Avenue, Campus Center Drive and Jefferson Boulevard.

Potential impacts associated with physical construction of the Proposed Project; e.g., lane closures, would be limited to those locations immediately adjacent to the Proposed Project site. The most notable impact would occur with the road widening along the south side of Jefferson

[371] *Derivation of the construction trip estimates is provided in the Air Quality Technical Appendix, Appendix E.*

Boulevard, adjacent to the Proposed Project site. Widening of the roadway from its current three eastbound lanes to four eastbound lanes would require a temporary reduction in service to two eastbound lanes, and could cause delays for eastbound travelers. Otherwise, the physical effects of construction would be limited. Roadway linkages with Playa Vista First Phase roadways (Bluff Creek Drive, Dawn Creek, Westlawn Avenue, Runway Road and Millennium Road) would be limited to individual intersections that lie along the edges of the First Phase Project and serve very few trips, and no off-site/regional traffic. Development facing Runway Road and Campus Center Drive could require very short-term impacts at localized, individual building locations, for curb cuts, curb landscaping, etc. Substantial lane closures would not be required along these locations. Restrictions to on-street parking for the short-term or duration of construction along Runway Road may be required. However, the curb cuts and access roadways and driveways occur prior to the completion of the development they would be serving. There would be no parking utilization within the construction zones and there would be no impact on parking.

Overall, the impact on the transportation system from construction activities would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity near the Project site. Impacts on traffic conditions associated with construction of projects are typically considered temporary, short-term adverse impacts, but not significant. LADOT has not established a significance threshold for such impacts. Nonetheless, two significance thresholds have been identified in Subsection 3.2.6, above. As to the first significance threshold, regarding substantial inconvenience to auto travelers, bus riders or parkers, it is concluded that the lane closures along Jefferson Boulevard would cause traffic delays that might be considered substantial by the affected parties. Otherwise, delays from the additional construction traffic, and/or construction activities at other locations would not be expected to be substantial. Construction traffic impacts on roadway operations are considered to be potentially short-term significant impacts, prior to mitigation. Accordingly, mitigation measures are recommended below to reduce such impacts to levels that would be less than significant.

As to the second significance threshold, regarding hazardous conditions, Project construction is not expected to create hazards for roadway travelers, so long as commonly practiced safety procedures for construction are followed. Such procedures have been incorporated into the mitigation measures for construction impacts.

3.4.11 Equivalency Program Impacts

The exchange of office uses for retail and/or assisted living units would be accomplished within the same building parameters, and would occur at relatively limited locations within the Project site. Furthermore, under the Equivalency Program, there would be no change in the Project's street configurations, or related site entry points. The exchange of office uses to retail

and/or assisted living units would not vary the maximum amount of vehicle trips generated by the Proposed Project. This is because the amount of retail or assisted living uses that could be built in-lieu of office space has been calibrated to not exceed the same trip generation. The trip generation under each of the Equivalency Scenarios is presented in Table 127 on page 885 and Table 128 on page 885, for the A.M. and P.M. peak hours, respectively. (Refer to the Traffic Study, Appendix K, for further discussion.) As indicated, trip generation during the P.M. peak hour is equivalent for the Proposed Project under all of the Equivalency Scenarios. During the A.M. peak hour, the Equivalency Scenarios generate less traffic than the Proposed Project. As impacts on intersections, freeways, neighborhood streets and public transit directly result from the amount of vehicle trips generated, and the trip generation under all of the Equivalency Scenarios does not exceed that of the Proposed Project, impacts associated with implementation of the Equivalency Program would not exceed those of the Proposed Project. Since the site's entry points under the Equivalency Program would be the same as with the Proposed Project, and the service levels at the entry intersections would be the same, impacts regarding Project access would be the same. Likewise, with the similar construction requirements for the development of the roadways and building pads, construction impacts would also not exceed those of the Proposed Project.

All Project Design Features (as discussed in Subsection 3.3 above) and/or recommended mitigation measures (discussed in Subsection 4.0, Mitigation Measures, below) to minimize traffic impacts under the Proposed Project would be implemented, under the Equivalency Program. Consequently, with implementation of applicable mitigation measures (discussed below), traffic impacts attributable to the Equivalency Program, would not exceed those occurring with the Proposed Project.

3.4.12 Impacts of Off-Site Improvements

The mitigation measures in the following section require certain improvements to roadways and related infrastructure facilities to reduce the traffic impacts of the Proposed Project, as described in the preceding sections. These improvements require roadway widening at seven locations, as well as other minor roadway enhancements that include re-striping of roadways and improvement of signalization and bus stop facilities. (Refer to Subsection 5.8, below, for further discussion.) Construction and operation of these improvements would result in impacts on the environment. Such impacts are considered indirect, or secondary impacts of the Proposed Project. The secondary impacts of the Proposed Project are described within each environmental topic in Section IV of the EIR. The impacts on Traffic and Circulation for operations and construction of the off-site improvements are as follows.

Table 127

TRIP GENERATION, P.M. PEAK HOUR – PROPOSED PROJECT AND EQUIVALENCY SCENARIOS

		Equivalency Scenario: Retail		Equivalency Scenario: Assisted Living		Equivalency Scenario: Retail/Assisted Living	
	P.M. Peak Hour Trips	Amount of Development	Trips	Amount of Development	Trips	Amount of Development	Trips
Office (ksf)	1.74	50	88	150.90	264	50	88
Retail (ksf)	3.83	206.832	792	150	575	195.877	750
Assisted Living (units/rooms)	0.2	0	0	200	40	200	40
Community Serving (ksf)	0.45	40	18	40	18	40	18
Residential	0.54	2,600	1,404	2,600	1,404	2,600	1,404
Total			**2,302**		**2,301**		**2,300**
Proposed Project			**2,302**		**2,302**		**2,302**
Over/(Under) Proposed Project			**(1)**		**(2)**		**(3)**

Table 128

TRIP GENERATION, A.M. PEAK HOUR – PROPOSED PROJECT AND EQUIVALENCY SCENARIOS

		Equivalency Scenario: Retail		Equivalency Scenario: Assisted Living		Equivalency Scenario: Retail/Assisted Living	
	A.M. Peak Hour Trips	Amount of Development	Trips	Amount of Development	Trips	Amount of Development	Trips
Office (ksf)	1.86	50	93	150.90	281	50	93
Retail (ksf)	0.95	206.832	196	150	143	195.877	186
Assisted Living (units/rooms)	0.2	0	0	200	40	200	40
Community Serving (ksf)	0.33	40	13	40	13	40	13
Residential	0.44	2,600	1,144	2,600	1,144	2,600	1,144
Total			**1,446**		**1,621**		**1,476**
Proposed Project			**1,626**		**1,626**		**1,626**
Over/(Under) Proposed Project			**(180)**		**(5)**		**(150)**

Operations

The off-site improvements are proposed to accommodate existing and future demand on the circulation system generated by the Proposed Project. These off-site mitigation improvements, therefore, would not result in increased vehicular movement on any of the roadways. Rather, these improvements would serve to improve the overall efficiency of the circulation system by accommodating demand. A beneficial impact would result, and no mitigation measures would be required.

Construction

During construction, however, noticeable traffic delays could occur in a manner typical of such roadway improvements. Impacts on traffic conditions associated with construction of projects are typically considered temporary, short-term adverse impacts, but not significant. Nonetheless, there is a potential that motorists would be substantially inconvenienced by the implementation of anticipated roadway improvements. At most of the locations, construction would occur over a fairly short time frame and would not require notable lane closures. However, some of the widenings would require more extensive lane closures effecting large numbers of travelers. In particular, the construction activities along the Centinela Avenue Corridor, and the widening along Centinela Avenue at the intersection of La Tijera Boulevard. The inconvenience encountered in some cases may be considered substantial by the travelers.

Also, during construction, there may be disruption of bus stops at some intersection locations. These bus stops would be required to be moved to a temporary location outside of the construction area until completion of construction activities, which would replace the affected bus stops at their current locations, resulting in inconvenience for bus riders. A mitigation measure is proposed that would require that the responsible transit agency be contacted to determine the appropriate temporary location of the bus stops affected by the proposed street widenings.

The mitigation measures that are proposed for the Proposed Project in Section 4.0 include measures for reducing the impacts of construction on adjacent roadways. Those measures would be applicable to the off-improvements as well. The applicable measures are so designated with an asterisk. In addition to the measures cited for the Proposed Project, an additional measure has been proposed that would be applicable to the off-site improvements only.

While the mitigation measures would reduce the impacts of construction on local traffic flows, there may still be short-term impacts that would be considered substantial by travelers. Therefore, short-term significant impacts during construction of the off-site improvements may

occur, individually, as well as contribute to the significant short-term construction impact identified for the Proposed Project itself.

4.0 MITIGATION MEASURES

Mitigation for the Proposed Project and the Equivalency Program

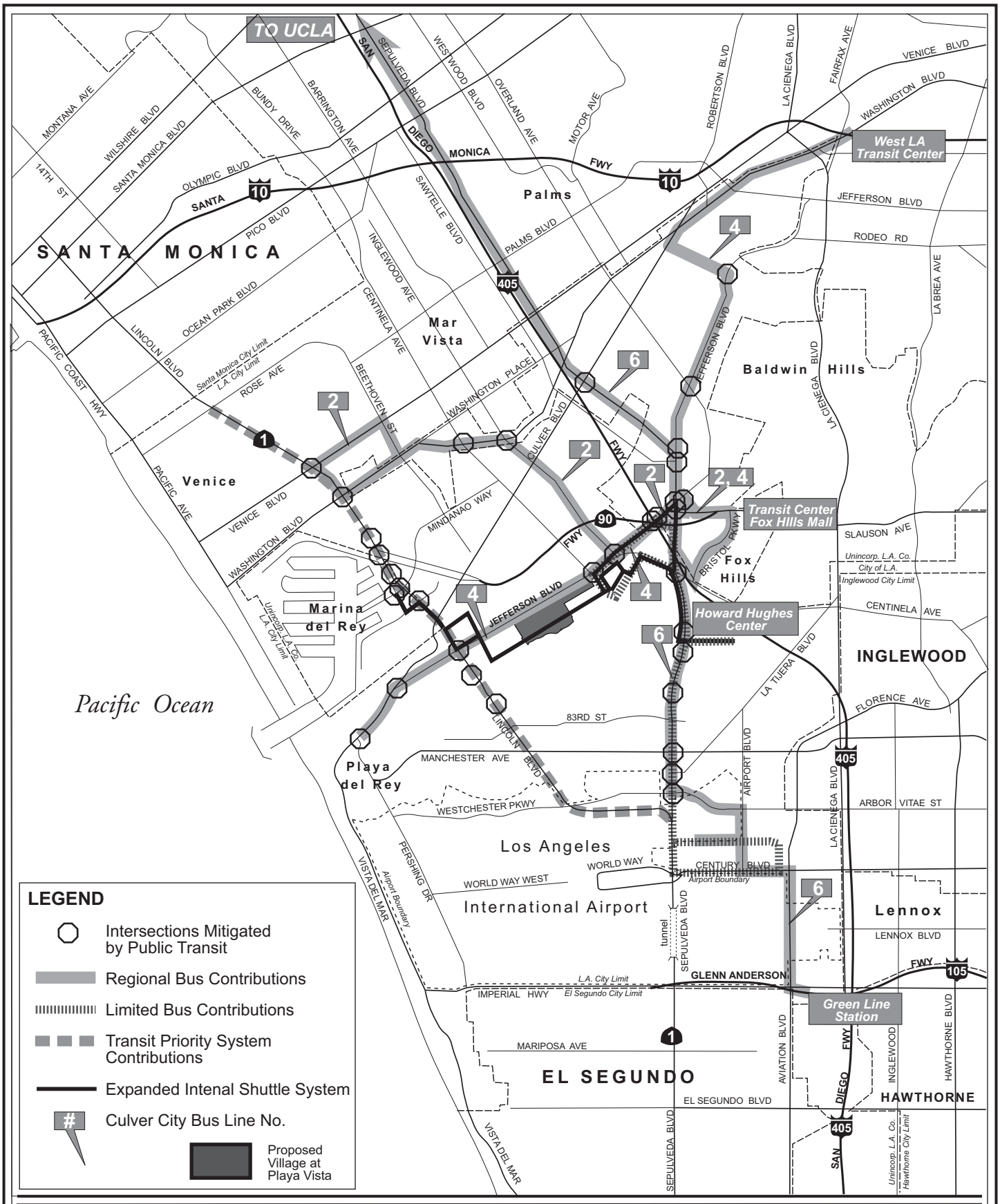
Introduction

The traffic mitigation measures, referred to collectively as the Village at Playa Vista Transportation Improvement Program, include several mechanisms for reducing potential traffic impacts. These mechanisms consist of: (1) public transit improvements which support and encourage the use of public transit systems; (2) improvements to major and secondary arterial roadways and intersections in the vicinity of the Project site; (3) improvements to the signalized intersections in the study area to upgrade locations to include the latest generation of computerized traffic signal system controls; (4) neighborhood traffic management plans; and (5) measures to reduce potential impacts from construction activity. All of the mitigation measures have been organized in a subphasing plan that addresses the timing and sequencing of the mitigation measures. The public transit improvements are portrayed in Figure 76 on page 888. Exhibits which illustrate these roadway improvements are provided in detail in the Traffic Study, Appendix K of the EIR. A general portrayal of the physical roadway and intersection improvements is provided in Figure 77 on page 889.

All traffic mitigation measures within the City shall be completed to the satisfaction of LADOT. If any of the traffic mitigation measures within the City of Los Angeles or any other jurisdiction are determined to be infeasible, or necessary permits/approvals to implement the mitigation measures cannot be obtained, then a significant impact (or impacts) may remain.

All traffic mitigation measure improvements within the responsibility and jurisdiction of the public agencies other than the City of Los Angeles shall be monitored through LADOT and implemented to the extent feasible. If improvements within the responsibility and jurisdiction of public agencies other than the City of Los Angeles (i.e., County of Los Angeles, City of Culver City, City of Inglewood, Caltrans, Coastal Commission, etc.) cannot be implemented, significant traffic impacts may remain at such locations.[372]

[372] *Under CEQA Section 15091(a)(2), a Lead Agency may approve a project with significant impacts, if there is a finding that". . . changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding . . . [and that] such changes have been adopted by such other agency or can and should be adopted by such other agency."*



PCR

Figure 76
Public Transit Improvement Mitigation Measures

Source: PCR Services Corp. and Playa Capital Company, July 2003

Figure 77
Roadway Improvement Mitigation Measures

Source: PCR Services Corporation, July 2003

The Applicant shall implement or provide funding for traffic mitigation measures as required below. Funding for measures may be provided by various sources. Measures that require funding may be guaranteed with the applicable agency, or by a commitment from a funding source that may be allocated to that improvement, including, but not limited to, funds from: Mello-Roos, homeowner/property owner associations, as well as any other method of guaranteeing the measure that is acceptable to the City. In the event funding is provided for an agency to implement a measure but the measure is not implemented, there is a potential that a significant impact may remain.

If any of the traffic mitigation measures are determined to be infeasible or if superior mitigation measures are identified in the future, the Applicant may provide substitute mitigation, subject to the approval of LADOT. Any such substitute mitigation measure must be approved by the agency with jurisdiction over the location of the measure, upon demonstration that the substitute measure is equivalent to, or superior to the original mitigation measure.

Transportation Improvement Program/Phasing

- The Transportation Improvement Program shall be implemented according to the traffic mitigation measure subphasing plan presented in Table 129 on page 891, as may be modified and approved by LADOT in accordance with this measure. The subphasing plan may be revised, where appropriate and as determined by the LADOT: (1) upon demonstration that measures for each subphase in the revised subphasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon demonstration that approval or implementation of measures has been delayed by other governmental entities, provided that the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT

- Prior to the issuance of any building permit for each subphase, all on- and off-site traffic mitigation measures required for that subphase shall be completed or suitably guaranteed satisfactory to LADOT.

- Prior to the issuance of the final Certificate of Occupancy in the final subphase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of the LADOT.

Table 129

THE VILLAGE AT PLAYA VISTA
DRAFT MITIGATION SUBPHASING PLAN [a]

Subphase [b]	PM Peak Hour Trips per Subphase [b]	Transportation System Improvements [c, d, e, f]	Jurisdiction
Village Subphase 1	575	1. Provide funding for 1 bus for Culver City Bus Line 6 (CC6)	Culver City
		2. Provide funding for 1 bus for Culver City Bus Line 2 (CC2)	Culver City
		3. Provide funding for Airport System ATCS	City of Los Angeles
		4. Provide funding for Transit Priority System (TPS) on Lincoln Corridor	City of LA/Caltrans
		5. Signal improvement (phasing) at Lincoln Bl/83rd St	City of LA/Caltrans
		6. Provide funding for neighborhood traffic management	City of Los Angeles
Village Subphase 2	575	1. Provide funding for 2 buses for CC4 (includes extension to Playa Del Rey)	Culver City
	(1,150	2. Physical and/or operational improvements at:	
	cumulative)	2a. Centinela Av/Venice Bl	City of LA/Caltrans
		2b. Green Valley Circle/Centinela Avenue	Culver City
		2c. La Tijera Bl/Centinela Av	City of Los Angeles
		2d. Overland Av/Culver Bl	Culver City
		2e. Sawtelle Bl/Culver Bl	Culver City
		3. Provide funding for signal improvement at Aviation Bl/Florence Av/Manchester Av	City of Inglewood
		4. Project component – Jefferson Boulevard Corridor Improvement (Beethoven Av to Centinela Av) [g]	City of Los Angeles
Village Subphase 3	575	1. Provide funding for Smart Corridor System ATCS	City of Los Angeles
	(1,725	2. Extension of internal shuttle to off-site locations	LA/Culver City/LA County
	cumulative)	3. Physical and/or operational improvements at:	
		3a. Centinela Av/Culver Bl	City of Los Angeles
		3b. Centinela Av/Washington Pl	Culver City
		3c. La Brea Av/Centinela Av	City of Inglewood
		3d. Palawan Way/Admiralty Way	Los Angeles County

Table 129 (Continued)

THE VILLAGE AT PLAYA VISTA
DRAFT MITIGATION SUBPHASING PLAN

Subphase [b]	PM Peak Hour Trips per Subphase [b]	Transportation System Improvements [c, d, e, f]	Jurisdiction
Village Subphase 4	575 (2,300 cumulative)	1. Provide funding for 2 buses for CC6 Limited	Culver City
		2. Operational improvement at I-405 NB Ramps/Jefferson Bl	Culver City/Caltrans
		3. Centinela Avenue corridor improvement (Culver to SR-90)	City of Los Angeles
		4. Project component – Jefferson Boulevard Corridor Improvement (Beethoven Av to Centinela Av) [g]	City of Los Angeles

[a] *The subphasing plan may be revised, where appropriate and as determined by the LADOT: (1) upon demonstration that measures for each subphase in the revised subphasing plan are equivalent or superior to the original mitigation measures, and/or (2) upon demonstration that approval or implementation of measures has been delayed, provided that the Applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.*

[b] *P.M. peak-hour trip generation for each subphase would determine the specific traffic improvements shown. P.M. peak-hour trip generation to be estimated as subphases develop using the following factors:*

Dwelling Units – 0.54 trip per unit
Office – 1.74 trips per 1,000 sf
Retail – 3.83 trips per 1,000 sf (includes pass-by reduction)
Community Serving Uses – 0.45 trip per 1,000 sf (includes internal capture reduction)

[c] *Prior to the issuance of any building permit for each subphase, all on- and off-site mitigation measures for the subphase shall be complete or suitably guaranteed satisfactory to the LADOT.*

[d] *Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.*

[e] *Substitute mitigation measures may be provided subject to approval by the agency with jurisdiction over the location of the measure, upon demonstration that the substitute measure is equivalent or superior to the original mitigation measure.*

[f] *Prior to the issuance of the final Certificate of Occupancy in the final subphase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of the LADOT.*

[g] *The Jefferson Boulevard and Bluff Creek corridor improvements are components of the Project and are included in this table to establish the appropriate timing of completion.*

Public Transit System Improvements

- The Proposed Project shall provide four additional buses (to be operated by the City of Culver City) to supplement regional bus transit service along key travel corridors. The Proposed Project shall provide one bus each to supplement peak-hour operations for Lines 2 and 6, and two buses to supplement peak-hour operations and to extend Line 4 to provide all-day bus service from Fox Hills Transit Center along Jefferson Boulevard to the west. The Proposed Project shall also fully fund operations and maintenance costs for each new bus for a period of three years and compensate for the unsubsidized portion of the operations and maintenance costs for an additional seven years to ensure continued operations. Farebox revenues shall be credited against operating costs. The City shall be provided a copy of the agreement between the applicant and Culver City regarding implementation of the measure prior to tract recordation.

- The Proposed Project shall provide design and implementation costs for implementation of the Transit Priority System (TPS) associated with the Metro Rapid Expansion Project at twenty-five (25) intersections along the Lincoln Boulevard Rapid Bus Route corridor. The TPS hardware includes updated traffic signal controllers at signalized intersections and other associated bus vehicle identification system components that contribute to a system of real-time signalization control.

- The Proposed Project shall extend and expand the Internal Shuttle System, creating an intelligent demand-responsive Expanded Shuttle System which provides enhanced transit service for Project residents, visitors, employees, and the surrounding community, focusing on providing connections to key destinations such as Marina del Rey, Howard Hughes Center, the adjacent Playa Vista First Phase Project, and the Fox Hills Mall. Connections to regional transit service shall be provided at Lincoln Boulevard/Jefferson Boulevard and Fox Hills Mall Transit Center. This shuttle shall consist of the following key features:

  – Core Service Area – The central portion of the service area includes the area within the Proposed Project and Playa Vista First Phase Project sites. This core service area shall be continuously served by a core route along Runway Road from Crescent Park on the west side of the development to the Campus on the east. Minimum 15 minute-headways shall be provided during the morning and evening peak hours along this core route. Key neighboring destinations, including Marina Del Rey, Fox Hills Mall, and Howard Hughes Center, shall be included as part of the demand-response component within the service area.

  – Specially Equipped Buses – Buses shall be low emission or zero emission buses sized appropriate to their role within the project (approximately 20 to 25 passenger vehicles). The buses shall be equipped with GPS (global

positioning system) or other vehicle tracking system devices and communications systems in order to be able to provide the "Next Bus" locational and status information and to respond to calls from the extended service areas on a real-time basis.

- "Next Bus" Real Time Information – Information on bus location and status shall be available over the internet and at bus shelters

- Bus Call Ability – Patrons at bus stops outside of the central system core shall have the ability to call for the shuttle bus at the bus stop; whereby the shuttle operator would proceed to the requested location. Information on the status of the bus and the anticipated wait time would then be given to the patron.

- The Proposed Project shall provide two additional buses for the implementation of a Limited Stop Bus Service (to be operated by the Culver City Bus) during peak hours. Service frequency shall be approximately 30 minutes during the peak hours. This Limited Bus shall originate from the Fox Hills Mall Transit Center and shall serve the areas along the Sepulveda, Jefferson, and Centinela corridors, including the office, studio, and residential uses within the Proposed Project and adjacent First Phase Playa Vista project; the retail and office complex at Howard Hughes Center; downtown Westchester; and the Century Boulevard Office Corridor. The Limited Bus Service would offer connections and potentially coordinated transfers with other regional bus service and the Playa Vista intelligent shuttle. Farebox revenues shall be credited against operating costs. The City shall be provided a copy of the agreement between the applicant and Culver City regarding implementation of the measure prior to tract recordation.

Roadway and Intersection Improvements

City of Los Angeles

Widening, re-striping, signal system improvements such as Adaptive Traffic Control Systems (ATCS)[373] and/or public transit enhancements at the following intersections shall be required in a manner satisfactory to LADOT.

[373] *This system includes provisions of ATCS-associated signal equipment, additional loop detectors, communications set-up and the associated controller hardware/software, if required. The ATCS is a PC-based traffic signal control program that provides full-response signal control based on real time traffic operating conditions. ATCS automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal subsystem such that the number of stops and the amount of delay are minimized along with improved traffic signal coordination throughout the subsystem. Currently, the Mar Vista subsystem*
(Footnote continued on next page)

- *Centinela Avenue Corridor.* This corridor is proposed to be improved between Culver Boulevard and the SR-90 Freeway. This improvement consists of provision of an additional northbound lane along Centinela Avenue within the corridor along with a central turn lane where feasible. This improvement would result in three lanes northbound and two lanes southbound and effectively extend the three-lane-per-direction improvement provisions of the adjacent Playa Vista First Phase Project between Jefferson Boulevard and SR-90 to the north to Culver Boulevard. All the intersections along this corridor would also be improved with the additional travel lane in the northbound direction. The implementation of this corridor improvement would occur in two phases. The first phase of this improvement involves widening the Centinela Avenue roadway to provide two lanes in each direction plus a central two-way left turn lane and parking on both sides of the street. In the second phase, on-street parking would be restricted on the east side of the roadway during peak commute hours to facilitate provision of a third northbound lane between SR 90 and Culver Boulevard. This second phase improvement would not be considered until traffic demands reveal the need for added roadway capacity.

- *La Tijera Boulevard/Centinela Avenue.* Add a westbound through lane along Centinela Avenue so that the westbound approach would provide two through lanes, a shared through–right-turn lane, and dual left-turn lanes.

- *Culver Boulevard/Nicholson Street.* Implement the Regional Bus enhancements providing additional service along Culver City Bus Line 4 extending its service to Playa del Rey along Jefferson Boulevard and Culver Boulevard.

- *Sepulveda Boulevard/Howard Hughes Parkway*. Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6 and the design and implementation of the expanded internal shuttle system serving the Howard Hughes Center. Additionally, contribute to the design and implementation of a Limited Bus Service along Sepulveda Boulevard between the Proposed Project and Howard Hughes Center and the Century Boulevard Office Corridor.

- *Sepulveda Boulevard/Imperial Highway.* Contribute to the design and implementation of Airport System ATCS or a similar signal system enhancement program.

- *I-405 NB Ramps/Jefferson Boulevard.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Lines 2 and 4 and its extension and the design and implementation of the expanded internal shuttle system

within the City of Los Angeles is under ATCS control. LADOT estimates that the ATCS improves intersection capacity by an additional 3% over that operating under ATSAC only.

serving the Fox Hills Mall. Additionally, restripe the intersection's westbound approach to provide a separate right-turn lane, a through–right-turn lane, and two through lanes.

- *I-405 SB Ramps/Jefferson Boulevard.* Implement the Regional Bus enhancements providing additional service along Culver City Bus Lines 2 and 4 and its extension and the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall.

- *Lincoln Boulevard/83rd Street.* Contribute to the provision of additional signal equipment, if required, to obtain the following overlapping right-turn arrow signal indications: Westbound 83rd Street right turns overlapping with the Lincoln Boulevard north-south left-turn phase. Contribute to the design and implementation of Airport System ATCS.

- *Lincoln Boulevard/Manchester Avenue.* Contribute to the design and implementation of Airport System ATCS.

- *Lincoln Boulevard/Venice Boulevard.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 2. Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

- *Sepulveda Boulevard/Manchester Avenue.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6. Contribute to the design and implementation of a Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor. Contribute to the design and implementation of Airport System ATCS.

- *Sepulveda Boulevard/I-105 WB Off-Ramp.* Contribute to the design and implementation of Airport System ATCS.

- *Sepulveda Boulevard/76th and 77th Streets.* Contribute to the design and implementation of a Limited Bus Service between the Proposed Project, Howard Hughes Center, and the Century Boulevard Office Corridor.

- *Bundy Drive/Ocean Park Boulevard.* Contribute to the design and implementation of Smart Corridor System ATCS.

- *Bluff Creek Drive/Centinela Avenue*. Restripe northbound Bluff Creek Drive to have a left-turn lane, two through lanes, and two right-turn lanes.

- *Lincoln Boulevard/La Tijera Boulevard.* Contribute to the design and implementation of Airport System ATCS.

- *Sepulveda Boulevard/79th and 80th Streets.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6. Contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.

- *Sepulveda Boulevard/Westchester Parkway.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6.

- *Centinela Avenue/Venice Boulevard.* Restripe to provide a separate southbound right-turn lane so that this Centinela Avenue approach would have a separate right-turn lane, two through lanes, and a single left-turn lane. Contribute to the design and implementation of Smart Corridor System ATCS.

- *Centinela Avenue/Culver Boulevard.* Provide a westbound right-turn lane so that the Culver Boulevard westbound approach would have a separate right-turn lane, two through lanes, and a single left-turn lane.

- *Inglewood Boulevard/Culver Boulevard.* Provide left-turn lanes along eastbound and westbound Culver Boulevard, such that the eastbound and westbound approaches would each have a separate left-turn lane, a through lane, and a shared through–right-turn lane.

- *Centinela Avenue/Jefferson Boulevard.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard. Also, contribute to the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall and its environs. Contribute to the design and implementation of the Limited Bus Service serving the Proposed Project, Howard Hughes Center and the Century Boulevard Office Corridor.

- *Culver Boulevard/Jefferson Boulevard.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard.

- *Lincoln Boulevard/Jefferson Boulevard.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard. Contribute to the design and implementation of the expanded internal shuttle system serving the Marina del Rey area. Also, contribute to the design and early implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

- *La Cienega Boulevard/Centinela Avenue.* Contribute to the design and implementation of Airport System ATCS.

- *Sepulveda Boulevard/La Tijera Boulevard.* Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6. Contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.

- *Lincoln Boulevard/Marina Expressway (SR 90).* Contribute to the design and implementation of Transit Priority System (signal system components) along Lincoln Boulevard.

- *Lincoln Boulevard/Maxella Avenue.* Contribute to the design and implementation of Transit Priority System (signal system components) along Lincoln Boulevard.

- *Lincoln Boulevard/Washington Boulevard.* Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

- *Lincoln Boulevard/Bluff Creek Drive*. Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

- *Lincoln Boulevard/Loyola Marymount (LMU) Drive.* Contribute to design and implementation of Transit Priority System (signal system components) along Lincoln Boulevard. Also, contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor and provide for the expansion of the internal shuttle system.

- *Inglewood Boulevard/Jefferson Boulevard*. Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard, and towards additional service along the Culver City Bus Line 2. Also, contribute to the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall and its environs. Contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.

County of Los Angeles

The Proposed Project shall provide the following intersection improvements to the satisfaction of the Los Angeles County Department of Public Works (LACDPW).

- *Admiralty Way/Mindanao Way*. Contribute to the design and implementation of an expanded internal shuttle system serving the Marina del Rey area.

- *Palawan Way/Admiralty Way.* Contribute a fair share towards the intersection improvement consistent with the Los Angeles County Department of Public Works proposed Admiralty Way Corridor Improvements. The improvement required by the Proposed Project consists of providing dual southbound left turn lanes which is consistent with the County planned improvements at this location. The southbound approach would have dual southbound left-turn lanes, a through lane, and a separate right-turn lane.

- *Sherbourne Drive/Centinela Avenue*. Contribute to the design and implementation of ATCS or any other signal system enhancement similar to it.

- *Lincoln Boulevard/Marina Freeway*. Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

- *Lincoln Boulevard/Bali Way*. Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

- *Lincoln Boulevard/Fiji Way*. Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard. Contribute to the design and implementation of an expanded internal shuttle system serving the Marina del Rey area.

- *Lincoln Boulevard/Mindanao Way*. Contribute to the design and early implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

City of Culver City

The following intersection improvements shall be provided in a manner satisfactory to the City of Culver City:

- *Sepulveda Boulevard/Centinela Avenue.* Contribute to the design and implementation of ATCS. Implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 6; and the design and implementation of the expanded internal shuttle system serving Howard Hughes Center. Contribute to the design and implementation of Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.

- *Inglewood Boulevard/Washington Boulevard.* Implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 2.

- *Jefferson Boulevard/Overland Avenue.* Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension.

- *Sepulveda Boulevard/Jefferson Boulevard and Playa Street*. Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension. Also, contribute to the design and implementation of additional service (one bus) along the Culver City Bus Line 6.

- *Sepulveda Boulevard/Slauson Avenue.* Implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 6.

- *Green Valley Circle/Centinela Avenue* – Restripe in order to provide a separate westbound right-turn lane on Centinela Avenue. The westbound approach would have a separate right lane and two through lanes.

- *Centinela Avenue/Washington Place* – Add a second left-turn lane to both eastbound and westbound approaches on Washington Place. The eastbound approach would have dual lefts, a shared through-right, and a separate through lane. The westbound approach would have dual lefts, two through lanes, and a separate right-turn lane.

- *Overland Avenue/Culver Boulevard*. Add a right-turn lane along the westbound approach on Culver Boulevard. This approach would have a separate right-turn lane, a left-turn lane, and two through lanes. In addition, provide a southbound right-turn-only lane on Overland Avenue at this location resulting in a separate right-turn lane, two through lanes, and dual left-turn lanes.

- *Sepulveda Boulevard/Culver Boulevard*. Implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 6.

- *Sawtelle Boulevard/Culver Boulevard*. Contribute towards provision of separate northbound and southbound right-turn lanes along Sawtelle Boulevard, consistent with the Caltrans' proposed improvement at this location. Both north- and southbound Sawtelle Boulevard approaches would have a separate right-turn lane, two through lanes, and a left-turn lane.

- *Hannum Avenue/Playa Street*. Implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 2.

- *Jefferson Boulevard/Duquesne Avenue*. Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension.

- *Centinela Avenue/Washington Boulevard*. Implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 2.

- *Jefferson Boulevard/Sepulveda Boulevard (N).* Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension.

- *Sepulveda Boulevard/Sawtelle Boulevard.* Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension. Also, implement the Regional Bus enhancements providing additional service (one bus) along the Culver City Bus Line 6.

City of Inglewood

The following intersection improvements shall be provided in a manner satisfactory to the City of Inglewood Department of Public Works.

- *Aviation Boulevard/Manchester Boulevard*. Contribute to the design and implementation of ATCS or any other similar computerized signal system enhancement.

- *La Brea Avenue/Centinela Avenue*. Restripe in order to add a westbound right-turn lane on Centinela Avenue. The westbound approach would have a right, a left and two through lanes.

City of El Segundo

Proposed improvements to the following intersection (which lies on the boundary of the City of El Segundo and the City of Los Angeles) shall be required in a manner satisfactory to the respective City Departments of Transportation/Public Works.

- *Sepulveda Boulevard/Imperial Highway (El Segundo)*. Contribute to the design and implementation of ATCS at this location or a similar signal system enhancement program.

Caltrans

The following improvements, which are described above, are located on State Roadways and shall be implemented to the satisfaction of Caltrans working closely with the jurisdictions in which the cross-streets are located. The proposed improvements at each of these intersection locations are described in more detail under the discussion of the mitigation measures for the various other jurisdictions, above. These improvements shall be coordinated with the City of Los Angeles, the County of Los Angeles, and the City of El Segundo as applicable. They include the following locations:

1. Lincoln Boulevard (SR 1) / Marina Freeway (SR 90) intersection (Contribution to Transit Priority System (signal system components) (City of Los Angeles)
2. Lincoln Boulevard / Maxella Avenue (City of Los Angeles)
3. Lincoln Boulevard / Venice Boulevard (City of Los Angeles)
4. Lincoln Boulevard / Washington Boulevard (City of Los Angeles)
5 Lincoln Boulevard / 83rd street (City of Los Angeles)
6. Venice Boulevard / Centinela Avenue (City of Los Angeles)
7. Sepulveda Boulevard / I-105 WB off-ramp (City of Los Angeles)
8. Sepulveda Boulevard / Imperial Highway (City of Los Angeles/El Segundo)
9. I-405 NB ramps / Jefferson Boulevard (City of Los Angeles)
10. I-405 SB ramps / Jefferson Boulevard (City of Los Angeles)
11. Lincoln Boulevard / Jefferson Boulevard (City of Los Angeles)
12. Lincoln Boulevard / Bluff Creek Drive (City of Los Angeles)
13. Lincoln Boulevard / Loyola Marymount University (LMU) Drive (City of Los Angeles)
14. Lincoln Boulevard / Fiji Way (Los Angeles County)
15. Lincoln Boulevard / Mindanao Way (Los Angeles County)
16. Lincoln Boulevard / Bali Way (Los Angeles County)

17. Lincoln Boulevard / Manchester Boulevard (City of Los Angeles)

18. Lincoln Boulevard / La Tijera Boulevard (City of Los Angeles)

Neighborhood Traffic Management

- Pursuant to the schedule established in the final adopted subphasing program, the project applicant shall provide a funding mechanism acceptable to LADOT for necessary City staff support for development of neighborhood traffic management plan(s) and for subsequent implementation of traffic calming measures contained in the plan(s). Development of a plan for any particular community would be initiated at the request of the residents in the community. Eligible communities would consist of the residential neighborhoods within the boundaries listed below:

  – Inglewood Boulevard, Ballona Creek, Sawtelle Boulevard, Bray Street/Port Road

  – Kentwood Avenue, 77th Street, Sepulveda Boulevard, Manchester Avenue

  – Sepulveda Boulevard, 74th Street, La Tijera Boulevard, Manchester Avenue

  – Rayford Drive, 83rd Street, Lincoln Boulevard, La Tijera Boulevard

Construction Impact Measures for the Proposed Project

- Prior to the issuance of any building or grading permit for the Project, construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans shall be prepared, satisfactory to LADOT. All construction contracts shall include provisions requiring compliance with the approved construction traffic management plans. Construction traffic management plans shall include, but are not limited to, the following:

  – Configure construction parking to minimize traffic interference to the extent feasible.

  – Provide temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person).

  – Schedule construction activities that affect traffic flow on public roadways to off-peak hours to the extent feasible.

  – Reroute construction trucks off congested streets.

  – Consolidate truck deliveries.

  - Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, to the extent feasible.

  - Construction-related vehicles shall not park on any residential street, with the exception of active construction sites within the Project.

  - No construction activity shall block access to any residence or place of business, without prior notice.

  - Safety precautions shall be provided for pedestrians and bicyclists through such measures as alternate routing, and protection barriers.

  - All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the Applicant's Monitor.

  - All construction-related deliveries, other than concrete and earthwork-related deliveries, shall be restricted to non-peak travel periods to the extent feasible.

- Construction vehicle travel through neighboring jurisdictions other than the City of Los Angeles shall be conducted in accordance with the standard rules and regulations established by the respective jurisdictions where such jurisdictions would be subject to construction impacts. These include allowable operating times for construction activities, truck haul routes, clearance requirements, etc.

- Prior to the issuance of any permit for the Project, required permits for the truck haul routes shall be obtained from LADOT, Caltrans, and other affected jurisdictions.

Additional Construction Mitigation Measures for Off-Site Improvements

- Provide temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person).

- Schedule construction activities that affect traffic flow on public roadways to off-peak hours to the extent feasible.

- Reroute construction trucks off congested streets.

- Consolidate truck deliveries.

- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site, to the extent feasible.

- Construction-related vehicles shall not park on any residential street, with the exception of active construction sites within the Project.

- No construction activity shall block access to any residence or place of business, without prior notice.

- Safety precautions shall be provided for pedestrians and bicyclist through such measures as alternate routing and protection barriers.

- There shall be coordination with applicable transit agencies for temporary alternative pick-up/drop-off points if bus stops are affected by construction of the off-site improvements.

5.0 UNAVOIDABLE ADVERSE IMPACTS

5.1 Impacts on Study Intersections – After Mitigation

5.1.1 Effectiveness of the Mitigation Measures

As described in Subsection 3.4.5.1 on page 863, the Project would create a significant traffic impact at 31 intersections in the morning peak hour and 47 intersections in the afternoon peak hour. The first three elements of the Village at Playa Vista Transportation Improvement Program (i.e., the public transit, roadway intersection and traffic signal system improvements) have been developed to mitigate the Project's impacts on the study intersections. The intent and effect of the three elements can be summarized as follows:

1. The transit mitigations seek to increase the capacity of the transit system in the area, thereby reducing the number of people that have to travel by automobile. By adding buses to deficient transit routes traversing impacted intersections and also by extending regional bus service to the Project site and points west, the Project increases the capacity of the bus system and offers the ability to reduce the number of automobiles in the corridors served by the additional buses. The mitigation program would add six regional transit buses to the morning and afternoon peak-hour service. In addition, the mitigation program calls for the extension of the Playa Vista internal shuttle bus service to serve key destinations within the community such as Marina del Rey, the Howard Hughes Center, and the Fox Hills Mall Transit Center. By comparing the additional capacity added to the system to the typical auto occupancy in the study area, an estimate can be made of the potential auto reduction through the impacted intersections. Mitigation credit (in terms of the number of autos reduced) was taken for only one additional regional transit bus trip per hour and one additional

shuttle trip per hour, even though many of the additional buses would be able to make more than one trip per hour. Under this conservative set of assumptions, the mitigation program's addition of transit capacity to the system would contribute toward mitigation of the Project's incremental impact to less-than-significant levels at 10 of the 31 impacted intersections during the morning peak hour and 20 of the 47 afternoon peak-hour impacted intersections.

2. The roadway improvements included as part of the mitigation program are aimed at increasing the capacity of the impacted intersections. Intersection capacity calculations show whether or not a mitigation measure adds enough capacity to the intersection to compensate for the incremental Project traffic added to the intersection. The analysis summarized below shows that the intersection and corridor improvements included in the Project mitigation program contribute toward mitigation of 7 of the 31 intersections in the morning peak hour and 6 of the 47 afternoon peak-hour impacted intersections.

3. The signalization improvements further increase roadway capacity. The Los Angeles Department of Transportation has conducted before and after studies to measure the effects of traffic signal system improvements. The implementation of Automated Traffic Signal and Capacity (ATSAC) technology to an intersection operating under independent status (i.e., not interconnected to adjacent intersections in the corridor) has the effect of increasing the capacity of that intersection by 7 percent. More vehicles are able to be processed through the intersection because by interconnecting the signals along a corridor through a computerized system, and fewer vehicles are required to stop for the signal. Start-up delays are minimized, and the ability of the intersection to accommodate traffic is increased. The ATSAC system has been improved through a second generation of computerized signal system control known as Adaptive Traffic Control System (ATCS). LADOT conservatively estimates that the additional capacity increase afforded by ATCS control is 3 percent. The Project mitigation program upgrades existing ATSAC control to ATCS system control at 38 locations across two different sub-systems within the City of Los Angeles and at two locations outside of the City of Los Angeles, one each in the City of Inglewood and the County of Los Angeles. These signal system improvements, in concert with the improvements described above, mitigate project impacts at 13 intersections in the A.M. and 20 intersections in the P.M.

As described further below, the net effect of the three mitigation elements described above results in the mitigation of 30 of the 31 morning impacts and 46 of the 47 intersections significantly impacted under P.M. conditions.

5.1.2 Summary of Intersection Impacts

An analysis of the Proposed Project impacts after mitigation was performed for all of the 218 intersections studied. The V/C ratios and level of significance for the Proposed Project with and without the mitigation measures are presented in Table 130 on page 908. The resulting levels of service are illustrated in Figure 78 and Figure 79 on pages 926 and 927 for the A.M. and P.M. peak hours, respectively. The resulting significant impacts are illustrated in Figure 80 on page 928. Prior to mitigation, significant impacts occur at 31 intersections in the A.M. peak hour and 47 in the P.M. peak hour. After mitigation, net significant impacts would occur at one intersection during both the A.M. and P.M. peak hours. This intersection is located at Jefferson Boulevard and Centinela Avenue.

While not considered in this traffic analysis, the adjacent Playa Vista First Phase Project provided improvements at numerous locations that resulted in mitigation beyond the level of impacts caused by its traffic. This excess capacity or over-mitigation credit was computed for various intersection locations using the Playa Vista First Phase Project's impacts and its improvement effectiveness. These values are shown in Table 5-9 within the Traffic Study, Appendix K. Excess capacity was provided by the Playa Vista First Phase Project at 33 intersections in the A.M. peak hour and 37 intersections in the P.M. peak hour. Included within the intersections with such over-mitigation is the Proposed Project's one intersection identified above as having a significant impact after mitigation: the intersection of Jefferson Boulevard and Centinela Avenue. The First Phase excess capacity or over-mitigation (as shown in Table 5-9 of the Traffic Study) at the Jefferson Boulevard and Centinela Avenue location provides adequate capacity to mitigate both the First Phase Project's impacts, as well as the Proposed Project's impacts. Therefore, if the excess capacity from the adjacent Playa Vista First Phase Project was taken into consideration, the impacts identified above as significant after mitigation would not be considered significant.

Table 131 on page 929 provides a summary of the information presented in Table 130. It indicates the number of intersections that would be operating at satisfactory levels of service (LOS A through D) and unsatisfactory levels of service (LOS E and F) under the various scenarios analyzed: 2003 Baseline, 2010 Baseline, 2010 Baseline with the Proposed Project added, and 2010 Baseline with the Proposed Project and its Mitigation Measures added. Table 131 also indicates the operating characteristics of the intersections where significant impacts occur with the Proposed Project, both prior to and after implementation of the mitigation measures.

Table 130

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
City of Los Angeles														
111th St	@	La Cienega Bl	192	A.M.	0.273	A	0.273	A	0.000	N	0.273	A	0.000	N
				P.M.	0.531	A	0.532	A	0.001	N	0.532	A	0.001	N
12th St	@	Bluff Creek Dr	220	A.M.	0.327	A	0.393	A	0.066	N	0.393	A	0.066	N
				P.M.	0.415	A	0.525	A	0.110	N	0.525	A	0.110	N
77th St/76th St	@	Sepulveda Bl	64	A.M.	1.048	F	1.056	F	0.008	N	1.029	F	-0.019	N
				P.M.	1.000	E	1.034	F	0.034	Y	1.007	F	0.007	N
80th St/79th St	@	Sepulveda Bl	91	A.M.	0.761	C	0.767	C	0.006	N	0.741	C	-0.020	N
				P.M.	1.005	F	1.022	F	0.017	Y	0.997	E	-0.008	N
83rd St	@	Lincoln Bl	45	A.M.	1.339	F	1.366	F	0.027	Y	1.265	F	-0.074	N
				P.M.	1.021	F	1.083	F	0.062	Y	1.011	F	-0.010	N
83rd St	@	Sepulveda Bl	92	A.M.	0.738	C	0.742	C	0.004	N	0.742	C	0.004	N
				P.M.	0.859	D	0.873	D	0.014	N	0.873	D	0.014	N
88th St/La Tijera Bl	@	Sepulveda Bl	44	A.M.	0.843	D	0.847	D	0.004	N	0.819	D	-0.024	N
				P.M.	0.913	E	0.932	E	0.019	Y	0.875	D	-0.038	N
96th St	@	Airport Bl	68	A.M.	0.419	A	0.427	A	0.008	N	0.427	A	0.008	N
				P.M.	0.672	B	0.688	B	0.016	N	0.688	B	0.016	N
Abbott Kinney Bl	@	Venice Bl	171	A.M.	0.707	C	0.710	C	0.003	N	0.710	C	0.003	N
				P.M.	0.764	C	0.771	C	0.007	N	0.771	C	0.007	N
Airport Bl	@	Century Bl	2	A.M.	0.626	B	0.631	B	0.005	N	0.631	B	0.005	N
				P.M.	0.652	B	0.659	B	0.007	N	0.659	B	0.007	N
Airport Bl	@	La Tijera Bl	3	A.M.	0.742	C	0.743	C	0.001	N	0.743	C	0.001	N
				P.M.	0.715	C	0.715	C	0.000	N	0.715	C	0.000	N
Airport Bl	@	Manchester Av	172	A.M.	0.752	C	0.757	C	0.005	N	0.757	C	0.005	N
				P.M.	0.870	D	0.878	D	0.008	N	0.878	D	0.008	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Airport Bl	@	Westchester Pkwy/ Arbor Vitae St	1	A.M.	0.707	C	0.707	C	0.000	N	0.707	C	0.000	N
				P.M.	0.819	D	0.825	D	0.006	N	0.825	D	0.006	N
Alla Rd	@	Jefferson Bl	69	A.M.	0.550	A	0.584	A	0.034	N	0.584	A	0.034	N
				P.M.	0.468	A	0.512	A	0.044	N	0.512	A	0.044	N
Arbor Vitae St	@	Aviation Bl	4	A.M.	0.667	B	0.670	B	0.003	N	0.670	B	0.003	N
				P.M.	0.802	D	0.807	D	0.005	N	0.807	D	0.005	N
Aviation Bl	@	Century Bl	6	A.M.	0.886	D	0.888	D	0.002	N	0.888	D	0.002	N
				P.M.	0.972	E	0.981	E	0.009	N	0.981	E	0.009	N
Aviation Bl	@	Imperial Hwy	7	A.M.	0.865	D	0.865	D	0.000	N	0.865	D	0.000	N
				P.M.	0.908	E	0.908	E	0.000	N	0.908	E	0.000	N
B St	@	Playa Vista Dr	216	A.M.	0.382	A	0.388	A	0.006	N	0.388	A	0.006	N
				P.M.	0.337	A	0.344	A	0.007	N	0.344	A	N/A	N
Beethoven St	@	Jefferson Bl	70	A.M.	0.370	A	0.402	A	0.032	N	0.402	A	0.032	N
				P.M.	0.367	A	0.402	A	0.035	N	0.402	A	0.035	N
Braddock Dr	@	Sawtelle Bl	152	A.M.	0.699	B	0.703	C	0.004	N	0.703	C	0.004	N
				P.M.	0.753	C	0.758	C	0.005	N	0.758	C	0.005	N
Brooks Av/Abbot Kinney Bl	@	Main St	71	A.M.	0.610	B	0.611	B	0.001	N	0.511	B	0.001	N
				P.M.	0.858	D	0.860	D	0.002	N	0.860	D	0.002	N
Bundy Dr	@	I-10 EB On-Ramp	173	A.M.	1.297	F	1.297	F	0.000	N	1.297	F	0.000	N
				P.M.	1.169	F	1.169	F	0.000	N	1.169	F	0.000	N
Bundy Dr	@	Ocean Park Bl	72	A.M.	1.086	F	1.098	F	0.012	Y	1.068	F	-0.018	N
				P.M.	1.332	F	1.348	F	0.016	Y	1.318	F	-0.014	N
Centinela Av	@	Culver Bl	11	A.M.	0.892	D	0.905	E	0.013	Y	0.839	D	-0.053	N
				P.M.	0.850	D	0.869	D	0.019	N	0.845	D	-0.005	N
Centinela Av	@	Jefferson Bl	12	A.M.	0.656	B	0.746	C	0.090	Y	0.728	C	0.072	Y
				P.M.	0.747	C	0.855	D	0.108	Y	0.837	D	0.090	Y

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Centinela Av	@	La Cienega Bl	13	A.M.	1.201	F	1.211	F	0.010	Y	1.181	F	-0.020	N
				P.M.	1.253	F	1.262	F	0.009	N	1.232	F	-0.021	N
Centinela Av	@	La Tijera Bl	14	A.M.	1.048	F	1.089	F	0.041	Y	0.914	E	-0.134	N
				P.M.	0.872	D	0.902	E	0.030	Y	0.798	C	-0.074	N
Centinela Av	@	Marina Fwy EB Ramps	73	A.M.	0.398	A	0.462	A	0.064	N	0.462	A	0.064	N
				P.M.	0.566	A	0.615	B	0.049	N	0.615	B	0.049	N
Centinela Av	@	Marina Fwy WB Ramps	74	A.M.	0.478	A	0.497	A	0.019	N	0.497	A	0.019	N
				P.M.	0.449	A	0.470	A	0.021	N	0.470	A	0.021	N
Centinela Av	@	Mesmer Av	75	A.M.	0.438	A	0.457	A	0.019	N	0.457	A	0.019	N
				P.M.	0.406	A	0.447	A	0.041	N	0.447	A	0.041	N
Centinela Av	@	Short Av	123	A.M.	0.643	B	0.655	B	0.012	N	0.655	B	0.012	N
				P.M.	0.634	B	0.653	B	0.019	N	0.653	B	0.019	N
Centinela Av	@	Bluff Creek Dr	76	A.M.	0.474	A	0.512	A	0.038	N	0.512	A	0.038	N
				P.M.	0.591	A	0.726	C	0.135	Y	0.698	B	0.107	N
Centinela Av	@	Venice Bl	209	A.M.	1.228	F	1.248	F	0.020	Y	1.199	F	-0.029	N
				P.M.	1.332	F	1.350	F	0.018	Y	1.251	F	-0.081	N
Century Bl	@	Sepulveda Bl	17	A.M.	0.691	B	0.698	B	0.007	N	0.698	B	0.007	N
				P.M.	0.887	D	0.895	D	0.008	N	0.895	D	0.008	N
Crenshaw Bl	@	Florence Av	180	A.M.	0.815	D	0.817	D	0.002	N	0.817	D	0.002	N
				P.M.	0.873	D	0.875	D	0.002	N	0.875	D	0.002	N
Crenshaw Bl	@	Slauson Av	178	A.M.	1.057	F	1.059	F	0.002	N	1.059	F	0.002	N
				P.M.	1.289	F	1.292	F	0.003	N	1.292	F	0.003	N
Crenshaw Bl	@	Stocker St	174	A.M.	0.793	C	0.799	C	0.006	N	0.799	C	0.006	N
				P.M.	0.794	C	0.799	C	0.005	N	0.799	C	0.005	N
Culver Bl	@	Inglewood Bl	77	A.M.	0.798	C	0.846	D	0.048	Y	0.661	B	-0.019	N
				P.M.	0.979	E	1.053	F	0.074	Y	0.824	D	-0.155	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Culver Bl	@	Jefferson Bl	18	A.M.	0.817	D	0.835	D	0.018	N	0.807	D	-0.010	N
				P.M.	0.807	D	0.829	D	0.022	Y	0.801	D	-0.006	N
Culver Bl	@	Marina Exwy EB Ramps	19	A.M.	0.785	C	0.790	C	0.005	N	0.790	C	0.005	N
				P.M.	0.621	B	0.623	B	0.002	N	0.623	B	0.002	N
Culver Bl	@	Marina Exwy WB Ramps	20	A.M.	1.082	F	1.084	F	0.002	N	1.084	F	0.002	N
				P.M.	1.033	F	1.042	F	0.009	N	1.042	F	0.009	N
Culver Bl	@	Nicholson St	78	A.M.	0.917	E	0.933	E	0.016	Y	0.907	E	-0.010	N
				P.M.	0.739	C	0.765	C	0.026	N	0.739	C	0.000	N
Culver Bl	@	Playa Vista Dr	215	A.M.	0.678	B	0.678	B	0.000	N	0.678	B	0.000	N
				P.M.	0.474	A	0.478	A	0.004	N	0.478	A	N/A	N
Culver Bl	@	Venice Bl	161	A.M.	1.035	F	1.039	F	0.004	N	1.039	F	0.004	N
				P.M.	0.994	E	0.997	E	0.003	N	0.997	E	0.003	N
Culver Bl	@	Vista Del Mar	22	A.M.	0.883	D	0.896	D	0.013	N	0.896	D	0.013	N
				P.M.	0.599	A	0.618	B	0.019	N	0.618	B	0.019	N
Culver Bl (Southeast)	@	Lincoln Bl Ramp	142	A.M.	0.521	A	0.521	A	0.000	N	0.521	A	0.000	N
				P.M.	0.228	A	0.228	A	0.000	N	0.228	A	0.000	N
Fairfax Av	@	La Cienega Bl	67	A.M.	1.113	F	1.121	F	0.008	N	1.121	F	0.008	N
				P.M.	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
Fairfax Av	@	Washington Bl	179	A.M.	1.225	F	1.233	F	0.008	N	1.233	F	0.008	N
				P.M.	0.693	B	0.700	B	0.007	N	0.700	B	0.007	N
Falmouth Av	@	Manchester Av	79	A.M.	0.455	A	0.463	A	0.008	N	0.463	A	0.008	N
				P.M.	0.594	A	0.597	A	0.003	N	0.597	A	0.003	N
Glencoe Av	@	Maxella Av	80	A.M.	0.323	A	0.323	A	0.000	N	0.323	A	0.000	N
				P.M.	0.571	A	0.572	A	0.001	N	0.572	A	0.001	N
Grand Av	@	Vista Del Mar	177	A.M.	0.803	D	0.809	D	0.006	N	0.809	D	0.006	N
				P.M.	0.540	A	0.548	A	0.008	N	0.548	A	0.008	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Howard Hughes Pkwy	@	Sepulveda Bl	26	A.M.	0.962	E	0.984	E	0.022	Y	0.938	E	-0.024	N
				P.M.	0.953	E	1.003	F	0.050	Y	0.957	E	0.004	N
I-10 EB Off Ramp	@	La Brea Av	186	A.M.	0.585	A	0.586	A	0.001	N	0.586	A	0.001	N
				P.M.	0.689	B	0.691	B	0.002	N	0.691	B	0.002	N
I-10 EB Off Ramp	@	La Cienega Bl	191	A.M.	0.814	D	0.815	D	0.001	N	0.815	D	0.001	N
				P.M.	0.785	C	0.786	C	0.001	N	0.786	C	0.001	N
I-10 EB On-Ramp	@	Washington Bl	210	A.M.	0.551	A	0.563	A	0.012	N	0.563	A	0.012	N
				P.M.	0.661	B	0.667	B	0.006	N	0.667	B	0.006	N
I-10 WB Off Ramp	@	La Brea Av	187	A.M.	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
				P.M.	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
I-10 WB Off Ramp/Apple St	@	Washington Bl	211	A.M.	0.531	A	0.536	A	0.005	N	0.536	A	0.005	N
				P.M.	0.577	A	0.583	A	0.006	N	0.583	A	0.006	N
I-105 WB Off Ramp	@	Sepulveda Bl	63	A.M.	1.237	F	1.246	F	0.009	N	1.216	F	-0.021	N
				P.M.	1.237	F	1.256	F	0.019	Y	1.226	F	-0.011	N
I-405 NB Ramps	@	Jefferson Bl	30	A.M.	0.835	D	0.855	D	0.020	Y	0.783	C	-0.052	N
				P.M.	1.313	F	1.323	F	0.010	Y	1.114	F	-0.199	N
I-405 NB Ramps	@	La Tijera Bl	40	A.M.	0.693	B	0.693	B	0.000	N	0.693	B	0.000	N
				P.M.	0.763	C	0.763	C	0.000	N	0.763	C	0.000	N
I-405 SB Ramps	@	Jefferson Bl	31	A.M.	0.678	B	0.733	C	0.055	Y	0.677	B	-0.001	N
				P.M.	0.761	C	0.815	D	0.054	Y	0.763	C	0.002	N
I-405 SB Ramps	@	La Tijera Bl	41	A.M.	0.668	B	0.668	B	0.000	N	0.668	B	0.000	N
				P.M.	0.703	C	0.703	C	0.000	N	0.703	C	0.000	N
I-405 SB Ramps N/O Century Bl	@	La Cienega Bl	201	A.M.	0.633	B	0.634	B	0.001	N	0.634	B	0.001	N
				P.M.	0.620	B	0.623	B	0.003	N	0.623	B	0.003	N
I-405 SB Ramps N/O Imperial Hwy	@	La Cienega Bl	194	A.M.	0.453	A	0.454	A	0.001	N	0.454	A	0.001	N
				P.M.	0.306	A	0.307	A	0.001	N	0.307	A	0.001	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
I-405 SB Ramps S/O Century Bl	@	La Cienega Bl	193	A.M.	0.541	A	0.543	A	0.002	N	0.543	A	0.002	N
				P.M.	0.506	A	0.508	A	0.002	N	0.508	A	0.002	N
Imperial Hwy	@	La Cienega Bl	185	A.M.	0.645	B	0.645	B	0.000	N	0.645	B	0.000	N
				P.M.	0.464	A	0.464	A	0.000	N	0.464	A	0.000	N
Imperial Hwy	@	Pershing Dr	27	A.M.	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
				P.M.	0.521	A	0.525	A	0.004	N	0.525	A	0.004	N
Imperial Hwy	@	Sepulveda Bl	28	A.M.	0.969	E	0.974	E	0.005	N	0.944	E	-0.025	N
				P.M.	1.230	F	1.255	F	0.025	Y	1.225	F	-0.005	N
Imperial Hwy	@	Vista Del Mar	184	A.M.	1.092	F	1.100	F	0.008	N	1.100	F	0.008	N
				P.M.	0.483	A	0.490	A	0.007	N	0.490	A	0.007	N
Inglewood Bl/Centinela Av	@	Jefferson Bl	82	A.M.	0.833	D	0.862	D	0.029	Y	0.831	D	-0.002	N
				P.M.	0.789	C	0.828	D	0.039	Y	0.805	D	0.016	N
Jefferson Bl	@	La Cienega Bl	32	A.M.	1.308	F	1.316	F	0.008	N	1.316	F	0.008	N
				P.M.	1.178	F	1.185	F	0.007	N	1.185	F	0.007	N
Jefferson Bl	@	Lincoln Bl	33	A.M.	0.991	E	1.024	F	0.033	Y	0.988	E	-0.003	N
				P.M.	1.051	F	1.110	F	0.059	Y	1.060	F	0.009	N
Jefferson Bl	@	McConnell Av	83	A.M.	95.4 [c]	F	0.451	A	N/A	N	0.451	A	N/A	N
				P.M.	696.2 [c]	F	0.385	A	N/A	N	0.385	A	N/A	N
Jefferson Bl	@	Mesmer Av	84	A.M.	0.416	A	0.442	A	0.026	N	0.442	A	0.026	N
				P.M.	0.464	A	0.517	A	0.053	N	0.517	A	0.053	N
Jefferson Bl	@	National Bl	163	A.M.	0.466	A	0.469	A	0.003	N	0.469	A	0.003	N
				P.M.	0.635	B	0.646	B	0.011	N	0.646	B	0.011	N
Jefferson Bl	@	Playa Vista Dr	217	A.M.	0.661	B	0.687	B	0.026	N	0.687	B	0.026	N
				P.M.	0.715	C	0.744	C	0.029	N	0.744	C	0.029	N
Jefferson Bl	@	Rodeo Rd	164	A.M.	0.806	D	0.818	D	0.012	N	0.818	D	0.012	N
				P.M.	0.878	D	0.886	D	0.008	N	0.886	D	0.008	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Jefferson Bl	@	Westlawn Av	85	A.M.	0.447	A	0.499	A	0.052	N	0.499	A	0.052	N
				P.M.	0.473	A	0.572	A	0.099	N	0.572	A	0.099	N
La Cienega Bl	@	La Tijera Bl	36	A.M.	0.898	D	0.904	E	0.006	N	0.904	E	0.006	N
				P.M.	0.789	C	0.799	C	0.010	N	0.799	C	0.010	N
La Cienega Bl	@	Rodeo Rd	37	A.M.	1.161	F	1.170	F	0.009	N	1.170	F	0.009	N
				P.M.	1.253	F	1.262	F	0.009	N	1.262	F	0.009	N
La Cienega Bl	@	Venice Bl	198	A.M.	1.176	F	1.178	F	0.002	N	1.178	F	0.002	N
				P.M.	1.064	F	1.065	F	0.001	N	1.065	F	0.001	N
La Tijera Bl	@	Lincoln Bl	42	A.M.	0.799	C	0.818	D	0.019	N	0.788	C	-0.011	N
				P.M.	0.868	D	0.894	D	0.026	Y	0.864	D	-0.004	N
La Tijera Bl	@	Manchester Av	43	A.M.	0.747	C	0.752	C	0.005	N	0.752	C	0.005	N
				P.M.	0.769	C	0.777	C	0.008	N	0.777	C	0.008	N
Lincoln Bl	@	LMU Drive	81	A.M.	0.585	A	0.605	B	0.020	N	0.598	A	0.013	N
				P.M.	0.780	C	0.824	D	0.044	Y	0.798	C	0.018	N
Lincoln Bl	@	Loyola Bl	86	A.M.	0.723	C	0.744	C	0.021	N	0.744	C	0.021	N
				P.M.	0.699	B	0.728	C	0.029	N	0.728	C	0.029	N
Lincoln Bl	@	Manchester Av	46	A.M.	1.264	F	1.291	F	0.027	Y	1.261	F	-0.003	N
				P.M.	1.203	F	1.237	F	0.034	Y	1.207	F	0.004	N
Lincoln Bl	@	Marina Exwy	47	A.M.	1.039	F	1.056	F	0.017	Y	1.048	F	0.009	N
				P.M.	1.096	F	1.113	F	0.017	Y	1.105	F	0.009	N
Lincoln Bl	@	Maxella Av	48	A.M.	0.897	D	0.909	E	0.012	Y	0.901	E	0.004	N
				P.M.	0.952	E	0.963	E	0.011	Y	0.955	E	0.003	N
Lincoln Bl	@	Rose Av	50	A.M.	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
				P.M.	0.894	D	0.902	E	0.008	N	0.902	E	0.008	N
Lincoln Bl	@	Sepulveda Bl	51	A.M.	0.595	A	0.603	B	0.008	N	0.603	B	0.008	N
				P.M.	0.819	D	0.836	D	0.017	N	0.836	D	0.017	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Lincoln Bl	@	Bluff Creek Dr (Hughes Way)	52	A.M.	0.710	C	0.737	C	0.027	N	0.730	C	0.020	N
				P.M.	0.868	D	0.908	E	0.040	Y	0.884	D	0.016	N
Lincoln Bl	@	Venice Bl	53	A.M.	1.087	F	1.100	F	0.013	Y	1.086	F	-0.001	N
				P.M.	1.060	F	1.071	F	0.011	Y	1.065	F	0.005	N
Lincoln Bl	@	Washington Bl	54	A.M.	1.153	F	1.163	F	0.010	Y	1.151	F	-0.002	N
				P.M.	1.241	F	1.254	F	0.013	Y	1.242	F	0.001	N
Main St	@	Rose Av	55	A.M.	0.510	A	0.511	A	0.001	N	0.511	A	0.001	N
				P.M.	0.900	D	0.903	E	0.003	N	0.903	E	0.003	N
Manchester Av	@	Pershing Dr	56	A.M.	0.443	A	0.445	A	0.002	N	0.445	A	0.002	N
				P.M.	0.411	A	0.419	A	0.008	N	0.419	A	0.008	N
Manchester Av	@	Sepulveda Bl	57	A.M.	1.001	F	1.008	F	0.007	N	0.950	E	-0.051	N
				P.M.	1.178	F	1.235	F	0.057	Y	1.184	F	0.006	N
Marina Exwy EB Ramps	@	Mindanao Wy	87	A.M.	0.804	D	0.804	D	0.000	N	0.804	D	0.000	N
				P.M.	0.889	D	0.893	D	0.004	N	0.893	D	0.004	N
Marina Exwy WB Ramps	@	Mindanao Wy	88	A.M.	0.560	A	0.562	A	0.002	N	0.562	A	0.002	N
				P.M.	0.635	B	0.635	B	0.000	N	0.635	B	0.000	N
McConnell Av	@	Bluff Creek Dr	219	A.M.	N/A	N/A	0.310	A	N/A	N	0.310	A	N/A	N
				P.M.	N/A	N/A	0.455	A	N/A	N	0.455	A	N/A	N
Motor Av	@	Venice Bl	160	A.M.	0.991	E	0.993	E	0.002	N	0.993	E	0.002	N
				P.M.	1.019	F	1.028	F	0.009	N	1.028	F	0.009	N
Ocean Av/Via Marina	@	Washington Bl	94	A.M.	1.233	F	1.236	F	0.003	N	1.236	F	0.003	N
				P.M.	1.311	F	1.314	F	0.003	N	1.314	F	0.003	N
Overland Av	@	Palms Bl	212	A.M.	0.913	E	0.915	E	0.002	N	0.915	E	0.002	N
				P.M.	1.106	F	1.111	F	0.005	N	1.111	F	0.005	N
Overland Av	@	Venice Bl	157	A.M.	1.124	F	1.126	F	0.002	N	1.126	F	0.002	N
				P.M.	1.145	F	1.151	F	0.006	N	1.151	F	0.006	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Pacific Av	@	Washington Bl	89	A.M.	0.673	B	0.674	B	0.001	N	0.674	B	0.001	N
				P.M.	0.697	B	0.699	B	0.002	N	0.699	B	0.002	N
Palawan Way	@	Washington Bl	90	A.M.	1.009	F	1.009	F	0.000	N	1.009	F	0.000	N
				P.M.	0.948	E	0.948	E	0.000	N	0.948	E	0.000	N
Pershing Dr	@	Westchester Pkwy	59	A.M.	0.432	A	0.434	A	0.002	N	0.434	A	0.002	N
				P.M.	0.388	A	0.392	A	0.004	N	0.392	A	0.004	N
Playa Vista Dr	@	Bluff Creek Dr	218	A.M.	0.439	A	0.473	A	0.034	N	0.473	A	0.034	N
				P.M.	0.549	A	0.599	A	0.050	N	0.599	A	0.050	N
Sepulveda Bl	@	Westchester Pkwy	200	A.M.	1.056	F	1.062	F	0.006	N	1.009	F	-0.047	N
				P.M.	1.200	F	1.239	F	0.039	Y	1.185	F	-0.015	N
Venice Bl	@	Walgrove Av	93	A.M.	0.864	D	0.866	D	0.002	N	0.866	D	0.002	N
				P.M.	1.079	F	1.082	F	0.003	N	1.082	F	0.003	N
County of Los Angeles														
Admiralty Way	@	Bali Way	112	A.M.	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
				P.M.	1.069	F	1.078	F	0.009	N	1.078	F	0.009	N
Admiralty Way	@	Fiji Way	113	A.M.	0.473	A	0.477	A	0.004	N	0.477	A	0.004	N
				P.M.	0.647	B	0.659	B	0.012	N	0.659	B	0.012	N
Admiralty Way	@	Mindanao Way	114	A.M.	0.903	E	0.906	E	0.003	N	0.898	D	-0.005	N
				P.M.	1.132	F	1.145	F	0.013	Y	1.138	F	0.006	N
Admiralty Way	@	Palawan Way	115	A.M.	0.865	D	0.871	D	0.006	N	0.793	C	-0.072	N
				P.M.	1.132	F	1.145	F	0.013	Y	1.019	F	-0.113	N
Admiralty Way	@	Via Marina	116	A.M.	0.912	E	0.918	E	0.006	N	0.918	E	0.006	N
				P.M.	1.119	F	1.127	F	0.008	N	1.127	F	0.008	N
Alvern St	@	Centinela Av	140	A.M.	0.741	C	0.762	C	0.021	N	0.762	C	0.021	N
				P.M.	0.752	C	0.781	C	0.029	N	0.781	C	0.029	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Bali Way	@	Lincoln Bl	10	A.M.	0.833	D	0.844	D	0.011	N	0.834	D	0.001	N
				P.M.	1.018	F	1.034	F	0.016	Y	1.024	F	0.006	N
Centinela Av	@	Sherbourne Dr	141	A.M.	0.785	C	0.807	D	0.022	Y	0.777	C	-0.008	N
				P.M.	0.700	B	0.724	C	0.024	N	0.694	B	-0.006	N
Century Bl	@	I-405 NB Off Ramp	202	A.M.	1.114	F	1.115	F	0.001	N	1.115	F	0.001	N
				P.M.	0.600	A	0.601	B	0.001	N	0.601	B	0.001	N
Corning Av	@	Slauson Av	144	A.M.	0.859	D	0.864	D	0.005	N	0.864	D	0.005	N
				P.M.	0.691	B	0.696	B	0.005	N	0.696	B	0.005	N
Fairfax Av	@	Slauson Av	147	A.M.	1.091	F	1.092	F	0.001	N	1.092	F	0.001	N
				P.M.	1.008	F	1.015	F	0.007	N	1.015	F	0.007	N
Fiji Way	@	Lincoln Bl	24	A.M.	0.779	C	0.792	C	0.013	N	0.774	C	-0.005	N
				P.M.	0.903	E	0.927	E	0.024	Y	0.910	E	0.007	N
Hawthorne Bl	@	I-105 EB Off Ramp	203	A.M.	0.519	A	0.519	A	0.000	N	0.519	A	0.000	N
				P.M.	0.600	A	0.600	A	0.000	N	0.600	A	0.000	N
Hawthorne Bl	@	Lennox Bl	204	A.M.	0.662	B	0.662	B	0.000	N	0.662	B	0.000	N
				P.M.	0.840	D	0.841	D	0.001	N	0.841	D	0.001	N
Inglewood Av	@	Lennox Bl	205	A.M.	0.825	D	0.827	D	0.002	N	0.827	D	0.002	N
				P.M.	0.920	E	0.921	E	0.001	N	0.921	E	0.001	N
Kings Rd	@	Slauson Av	145	A.M.	0.558	A	0.559	A	0.001	N	0.559	A	0.001	N
				P.M.	0.575	A	0.586	A	0.011	N	0.586	A	0.011	N
La Brea Av	@	Slauson Av	189	A.M.	1.132	F	1.139	F	0.007	N	1.139	F	0.007	N
				P.M.	1.081	F	1.090	F	0.009	N	1.090	F	0.009	N
La Brea Av/Overhill Dr	@	Stocker St	190	A.M.	0.953	E	0.956	E	0.003	N	0.956	E	0.003	N
				P.M.	1.168	F	1.174	F	0.006	N	1.174	F	0.006	N
La Cienega Bl	@	Lennox Bl	195	A.M.	0.402	A	0.405	A	0.003	N	0.405	A	0.003	N
				P.M.	0.516	A	0.519	A	0.003	N	0.519	A	0.003	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
La Cienega Bl	@	Stocker St	197	A.M.	1.335	F	1.341	F	0.006	N	1.341	F	0.006	N
				P.M.	1.218	F	1.225	F	0.007	N	1.225	F	0.007	N
La Cienega Bl Ramps N	@	Slauson Av	38	A.M.	0.926	E	0.926	E	0.000	N	0.926	E	0.000	N
				P.M.	0.625	B	0.629	B	0.004	N	0.629	B	0.004	N
La Cienega Bl Ramps S	@	Slauson Av	39	A.M.	0.795	C	0.804	D	0.009	N	0.804	D	0.009	N
				P.M.	0.758	C	0.773	C	0.015	N	0.773	C	0.015	N
La Tijera Bl	@	Slauson Av	146	A.M.	0.616	B	0.617	B	0.001	N	0.617	B	0.001	N
				P.M.	0.734	C	0.743	C	0.009	N	0.743	C	0.009	N
Lincoln Bl	@	Mindanao Way	49	A.M.	0.996	E	1.013	F	0.017	Y	1.001	F	0.005	N
				P.M.	1.152	F	1.171	F	0.019	Y	1.159	F	0.007	N
Shenandoah Av	@	Slauson Av	143	A.M.	0.753	C	0.759	C	0.006	N	0.759	C	0.006	N
				P.M.	0.641	B	0.648	B	0.007	N	0.648	B	0.007	N
City of Culver City														
Braddock Dr	@	Overland Av	159	A.M.	0.881	D	0.897	D	0.016	N	0.897	D	0.016	N
				P.M.	0.965	E	0.974	E	0.009	N	0.974	E	0.009	N
Braddock Dr	@	Sepulveda Bl	153	A.M.	0.847	D	0.849	D	0.002	N	0.849	D	0.002	N
				P.M.	0.968	E	0.974	E	0.006	N	0.974	E	0.006	N
Bristol Pkwy	@	Centinela Av	96	A.M.	0.603	B	0.625	B	0.022	N	0.625	B	0.022	N
				P.M.	0.571	A	0.620	B	0.049	N	0.620	B	0.049	N
Bristol Pkwy	@	Slauson Av	95	A.M.	0.725	C	0.730	C	0.005	N	0.730	C	0.005	N
				P.M.	0.675	B	0.684	B	0.009	N	0.684	B	0.009	N
Buckingham Pkwy	@	Slauson Av	97	A.M.	0.792	C	0.796	C	0.004	N	0.796	C	0.004	N
				P.M.	0.792	C	0.801	D	0.009	N	0.801	D	0.009	N
Centinela Av	@	Green Valley Cir	98	A.M.	0.895	D	0.916	E	0.021	Y	0.735	C	-0.160	N
				P.M.	0.670	B	0.699	B	0.029	N	0.681	B	0.011	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Centinela Av	@	Sepulveda Bl	15	A.M.	1.230	F	1.261	F	0.031	Y	1.159	F	-0.071	N
				P.M.	1.185	F	1.262	F	0.077	Y	1.192	F	0.007	N
Centinela Av	@	Washington Bl	16	A.M.	0.882	D	0.901	E	0.019	Y	0.889	D	0.007	N
				P.M.	0.973	E	0.991	E	0.018	Y	0.978	E	0.005	N
Centinela Av	@	Washington Pl	99	A.M.	0.918	E	0.929	E	0.011	Y	0.861	D	-0.057	N
				P.M.	0.941	E	0.955	E	0.014	Y	0.879	D	-0.062	N
Culver Bl	@	Main St/ Washington Bl	21	A.M.	1.084	F	1.091	F	0.007	N	1.091	F	0.007	N
				P.M.	0.881	D	0.885	D	0.004	N	0.885	D	0.004	N
Culver Bl	@	Overland Av	100	A.M.	0.971	E	0.990	E	0.019	Y	0.901	E	-0.070	N
				P.M.	0.945	E	0.966	E	0.021	Y	0.913	E	-0.032	N
Culver Bl	@	Sawtelle Bl	102	A.M.	0.889	D	0.897	D	0.008	N	0.825	D	-0.064	N
				P.M.	1.027	F	1.046	F	0.019	Y	0.932	E	-0.095	N
Culver Bl	@	Sepulveda Bl	101	A.M.	0.993	E	1.003	F	0.010	Y	0.990	E	-0.003	N
				P.M.	0.926	E	0.937	E	0.011	Y	0.923	E	-0.003	N
Duquesne Av	@	Jefferson Bl	165	A.M.	0.964	E	0.971	E	0.007	N	0.917	E	-0.047	N
				P.M.	0.976	E	0.987	E	0.011	Y	0.934	E	-0.042	N
Glencoe Av	@	Washington Bl	103	A.M.	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
				P.M.	0.968	E	0.969	E	0.001	N	0.969	E	0.001	N
Green Valley Cir	@	Sepulveda Bl	166	A.M.	0.679	B	0.679	B	0.000	N	0.679	B	0.000	N
				P.M.	0.740	C	0.741	C	0.001	N	0.741	C	0.001	N
Hannum Av	@	Playa St	104	A.M.	0.869	D	0.897	D	0.028	Y	0.884	D	0.015	N
				P.M.	0.788	C	0.799	C	0.011	N	0.786	C	-0.002	N
Hannum Av	@	Slauson Av	105	A.M.	0.551	A	0.551	A	0.000	N	0.551	A	0.000	N
				P.M.	0.536	A	0.541	A	0.005	N	0.541	A	0.005	N
I-405 NB Ramps S/O Venice Bl	@	Sepulveda Bl	156	A.M.	1.002	F	1.007	F	0.005	N	1.007	F	0.005	N
				P.M.	0.977	E	0.985	E	0.008	N	0.985	E	0.008	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
I-405 SB Off Ramp N/O Culver Bl	@	Sawtelle Bl	151	A.M.	0.495	A	0.499	A	0.004	N	0.499	A	0.004	N
				P.M.	0.494	A	0.499	A	0.005	N	0.499	A	0.005	N
Inglewood Bl	@	Washington Bl	29	A.M.	0.808	D	0.818	D	0.010	N	0.781	C	-0.027	N
				P.M.	0.993	E	1.014	F	0.021	Y	0.974	E	-0.019	N
Jefferson Bl	@	Overland Av	34	A.M.	1.006	F	1.035	F	0.029	Y	1.007	F	0.001	N
				P.M.	0.874	D	0.897	D	0.023	Y	0.870	D	-0.004	N
Jefferson Bl	@	Sepulveda Bl (N)	35	A.M.	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
				P.M.	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N
Jefferson Bl	@	Slauson Av	106	A.M.	0.577	A	0.591	A	0.014	N	0.591	A	0.014	N
				P.M.	0.654	B	0.691	B	0.037	N	0.691	B	0.037	N
La Cienega Bl	@	Washington Bl	199	A.M.	1.032	F	1.034	F	0.002	N	1.034	F	0.002	N
				P.M.	0.816	D	0.817	D	0.001	N	0.817	D	0.001	N
Marina Fwy	@	Slauson Av	107	A.M.	0.672	B	0.692	B	0.020	N	0.692	B	0.020	N
				P.M.	0.747	C	0.760	C	0.013	N	0.760	C	0.013	N
Matteson Av/I-405 SB Ramps	@	Sawtelle Bl	148	A.M.	1.126	F	1.129	F	0.003	N	1.129	F	0.003	N
				P.M.	1.081	F	1.087	F	0.006	N	1.087	F	0.006	N
Motor Av	@	Washington Bl	162	A.M.	1.004	F	1.006	F	0.002	N	1.006	F	0.002	N
				P.M.	0.922	E	0.931	E	0.009	N	0.931	E	0.009	N
Overland Av	@	Washington Bl	158	A.M.	1.011	F	1.020	F	0.009	N	1.020	F	0.009	N
				P.M.	1.213	F	1.221	F	0.008	N	1.221	F	0.008	N
Playa St/Jefferson Bl	@	Sepulveda Bl	60	A.M.	0.865	D	0.898	D	0.033	Y	0.877	D	0.012	N
				P.M.	0.925	E	0.953	E	0.028	Y	0.925	E	0.000	N
Redwood Av	@	Washington Bl	108	A.M.	0.657	B	0.657	B	0.000	N	0.657	B	0.000	N
				P.M.	0.713	C	0.714	C	0.001	N	0.714	C	0.001	N
Sawtelle Bl	@	Sepulveda Bl	170	A.M.	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
				P.M.	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Sawtelle Bl	@	Venice Bl	62	A.M.	1.161	F	1.164	F	0.003	N	1.164	F	0.003	N
				P.M.	1.238	F	1.242	F	0.004	N	1.242	F	0.004	N
Sawtelle Bl	@	Washington Bl	150	A.M.	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
				P.M.	0.981	E	0.987	E	0.006	N	0.987	E	0.006	N
Sawtelle Bl	@	Washington Pl	149	A.M.	0.906	E	0.907	E	0.001	N	0.907	E	0.001	N
				P.M.	1.072	F	1.075	F	0.003	N	1.075	F	0.003	N
Sepulveda Bl	@	Slauson Av	65	A.M.	1.068	F	1.073	F	0.005	N	1.032	F	-0.036	N
				P.M.	1.029	F	1.042	F	0.013	Y	1.001	F	-0.028	N
Sepulveda Bl	@	Venice Bl	66	A.M.	1.152	F	1.155	F	0.003	N	1.155	F	0.003	N
				P.M.	1.124	F	1.127	F	0.003	N	1.127	F	0.003	N
Sepulveda Bl	@	Washington Bl	155	A.M.	0.891	D	0.898	D	0.007	N	0.898	D	0.007	N
				P.M.	1.026	F	1.035	F	0.009	N	1.035	F	0.009	N
Sepulveda Bl	@	Washington Pl	154	A.M.	1.027	F	1.029	F	0.002	N	1.029	F	0.002	N
				P.M.	1.107	F	1.113	F	0.006	N	1.113	F	0.006	N
Walgrove Av	@	Washington Bl	167	A.M.	0.791	C	0.791	C	0.000	N	0.791	C	0.000	N
				P.M.	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
City of Santa Monica														
23rd St	@	Ocean Park Bl	133	A.M.	1.095	F	1.097	F	0.002	N	1.097	F	0.002	N
				P.M.	1.308	F	1.311	F	0.003	N	1.311	F	0.003	N
23rd St	@	Pico Bl	132	A.M.	0.730	C	0.732	C	0.002	N	0.732	C	0.002	N
				P.M.	0.988	E	0.990	E	0.002	N	0.990	E	0.002	N
26th St	@	Wilshire Bl	136	A.M.	0.952	E	0.953	E	0.001	N	0.953	E	0.001	N
				P.M.	0.970	E	0.970	E	0.000	N	0.970	E	0.000	N
4th St	@	Colorado Av	137	A.M.	0.692	B	0.692	B	0.000	N	0.692	B	0.000	N
				P.M.	0.902	E	0.903	E	0.001	N	0.903	E	0.001	N
4th St	@	Ocean Park Bl N	129	A.M.	0.471	A	0.473	A	0.002	N	0.473	A	0.002	N
				P.M.	0.551	A	0.552	A	0.001	N	0.552	A	0.001	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
4th St	@	Ocean Park Bl S	130	A.M.	0.454	A	0.455	A	0.001	N	0.455	A	0.001	N
				P.M.	0.493	A	0.495	A	0.002	N	0.495	A	0.002	N
4th St	@	Pico Bl	128	A.M.	1.031	F	1.035	F	0.004	N	1.035	F	0.004	N
				P.M.	1.021	F	1.023	F	0.002	N	1.023	F	0.002	N
4th St	@	Wilshire Bl	127	A.M.	0.659	B	0.660	B	0.001	N	0.660	B	0.001	N
				P.M.	0.726	C	0.726	C	0.000	N	0.726	C	0.000	N
Cloverfield Bl	@	I-10 EB On Ramp	138	A.M.	0.888	D	0.888	D	0.000	N	0.888	D	0.000	N
				P.M.	1.116	F	1.116	F	0.000	N	1.116	F	0.000	N
Cloverfield Bl	@	I-10 WB Off Ramp	139	A.M.	0.951	E	0.953	E	0.002	N	0.953	E	0.002	N
				P.M.	0.919	E	0.920	E	0.001	N	0.920	E	0.001	N
Cloverfield Bl	@	Ocean Park Bl	135	A.M.	0.727	C	0.729	C	0.002	N	0.729	C	0.002	N
				P.M.	0.819	D	0.823	D	0.004	N	0.823	D	0.004	N
Cloverfield Bl	@	Pico Bl	134	A.M.	0.931	E	0.933	E	0.002	N	0.933	E	0.002	N
				P.M.	0.916	E	0.917	E	0.001	N	0.917	E	0.001	N
I-10 EB On Ramp	@	Lincoln Bl	168	A.M.	1.208	F	1.212	F	0.004	N	1.212	F	0.004	N
				P.M.	1.039	F	1.041	F	0.002	N	1.041	F	0.002	N
I-10 WB Off Ramp	@	Lincoln Bl	169	A.M.	0.971	E	0.971	E	0.000	N	0.971	E	0.000	N
				P.M.	1.138	F	1.141	F	0.003	N	1.141	F	0.003	N
Lincoln Bl	@	Ocean Park Bl	109	A.M.	1.248	F	1.252	F	0.004	N	1.252	F	0.004	N
				P.M.	1.369	F	1.372	F	0.003	N	1.372	F	0.003	N
Lincoln Bl	@	Pico Bl	124	A.M.	1.240	F	1.243	F	0.003	N	1.243	F	0.003	N
				P.M.	1.228	F	1.232	F	0.004	N	1.232	F	0.004	N
Lincoln Bl	@	Wilshire Bl	131	A.M.	0.897	D	0.899	D	0.002	N	0.899	D	0.002	N
				P.M.	0.910	E	0.912	E	0.002	N	0.912	E	0.002	N
Main St	@	Ocean Park Bl	110	A.M.	0.958	E	0.958	E	0.000	N	0.958	E	0.000	N
				P.M.	1.022	F	1.023	F	0.001	N	1.023	F	0.001	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Main St	@	Pico Bl	117	A.M.	0.775	C	0.775	C	0.000	N	0.775	C	0.000	N
				P.M.	0.945	E	0.945	E	0.000	N	0.945	E	0.000	N
Neilson Way	@	Ocean Park Bl	111	A.M.	0.726	C	0.727	C	0.001	N	0.727	C	0.001	N
				P.M.	0.775	C	0.776	C	0.001	N	0.776	C	0.001	N
Ocean Av	@	Palisades Beach Rd Ramps	126	A.M.	0.621	B	0.622	B	0.001	N	0.622	B	0.001	N
				P.M.	0.958	E	0.959	E	0.001	N	0.959	E	0.001	N
Ocean Av	@	Wilshire Bl	125	A.M.	0.717	C	0.717	C	0.000	N	0.717	C	0.000	N
				P.M.	0.684	B	0.684	B	0.000	N	0.684	B	0.000	N
Ocean Av/ Neilson Way	@	Pico Bl	118	A.M.	0.729	C	0.730	C	0.001	N	0.730	C	0.001	N
				P.M.	0.888	D	0.889	D	0.001	N	0.889	D	0.001	N
City of Inglewood														
Arbor Vitae St	@	La Cienega Bl	5	A.M.	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
				P.M.	0.731	C	0.734	C	0.003	N	0.734	C	0.003	N
Centinela Av	@	Florence Av	206	A.M.	0.613	B	0.622	B	0.009	N	0.622	B	0.009	N
				P.M.	0.825	D	0.832	D	0.007	N	0.832	D	0.007	N
Centinela Av	@	La Brea Av	175	A.M.	1.395	F	1.412	F	0.017	Y	1.304	F	-0.091	N
				P.M.	1.192	F	1.201	F	0.009	N	1.132	F	-0.060	N
Florence Av/ Aviation Bl	@	Manchester Bl	8	A.M.	1.143	F	1.147	F	0.004	N	1.117	F	-0.026	N
				P.M.	0.887	D	0.921	E	0.034	Y	0.891	D	0.004	N
La Brea Av	@	Manchester Bl	188	A.M.	1.070	F	1.071	F	0.001	N	1.071	F	0.001	N
				P.M.	1.123	F	1.124	F	0.001	N	1.124	F	0.001	N
La Cienega Bl	@	Manchester Bl	196	A.M.	0.899	D	0.902	E	0.003	N	0.902	E	0.003	N
				P.M.	0.940	E	0.942	E	0.002	N	0.942	E	0.002	N
South Bay Cities[b]														
Artesia Bl	@	Sepulveda Bl/PCH	208	A.M.	0.869	D	0.873	D	0.004	N	0.873	D	0.004	N
				P.M.	1.220	F	1.222	F	0.002	N	1.222	F	0.002	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection			Intersection #	Peak Hours	2010 Base w/out Project[a]		2010 w/Project [a]				2010 w/Project and Mitigation Program			
					V/C	LOS	V/C	LOS	V/C Change	Significant Impact	V/C	LOS	V/C Change	Significant Impact
Aviation Bl	@	Rosecrans Av	9	A.M.	1.001	F	1.003	F	0.002	N	1.003	F	0.002	N
				P.M.	1.064	F	1.064	F	0.000	N	1.064	F	0.000	N
Douglas St	@	Imperial Hwy	176	A.M.	0.770	C	0.771	C	0.001	N	0.771	C	0.001	N
				P.M.	0.590	A	0.593	A	0.003	N	0.593	A	0.003	N
El Segundo Bl	@	Sepulveda Bl	23	A.M.	1.074	F	1.076	F	0.002	N	1.076	F	0.002	N
				P.M.	1.297	F	1.303	F	0.006	N	1.303	F	0.006	N
Grand Av	@	Sepulveda Bl	120	A.M.	1.026	F	1.034	F	0.008	N	1.034	F	0.008	N
				P.M.	1.305	F	1.310	F	0.005	N	1.310	F	0.005	N
Highland Av	@	Manhattan Beach Bl	207	A.M.	0.787	C	0.790	C	0.003	N	0.790	C	0.003	N
				P.M.	0.620	B	0.621	B	0.001	N	0.621	B	0.001	N
I-405 NB Ramps	@	Imperial Hwy	181	A.M.	0.415	A	0.416	A	0.001	N	0.416	A	0.001	N
				P.M.	0.497	A	0.498	A	0.001	N	0.498	A	0.001	N
I-105 WB Off Ramp/Nash St	@	Imperial Hwy	183	A.M.	0.796	C	0.799	C	0.003	N	0.799	C	0.003	N
				P.M.	0.425	A	0.427	A	0.002	N	0.427	A	0.002	N
Imperial Hwy	@	Main St	182	A.M.	1.007	F	1.011	F	0.004	N	1.011	F	0.004	N
				P.M.	0.904	E	0.906	E	0.002	N	0.906	E	0.002	N
Manhattan Beach Bl	@	Sepulveda Bl	122	A.M.	1.189	F	1.193	F	0.004	N	1.193	F	0.004	N
				P.M.	1.335	F	1.337	F	0.002	N	1.337	F	0.002	N
Maple Av	@	Sepulveda Bl	119	A.M.	0.827	D	0.831	D	0.004	N	0.831	D	0.004	N
				P.M.	1.075	F	1.078	F	0.003	N	1.078	F	0.003	N
Marine Av	@	Sepulveda Bl	121	A.M.	1.103	F	1.105	F	0.002	N	1.105	F	0.002	N
				P.M.	1.330	F	1.332	F	0.002	N	1.332	F	0.002	N
Mariposa Av	@	Sepulveda Bl	58	A.M.	0.898	D	0.901	E	0.003	N	0.901	E	0.003	N
				P.M.	1.074	F	1.077	F	0.003	N	1.077	F	0.003	N
Rosecrans Av	@	Sepulveda Bl	61	A.M.	1.020	F	1.023	F	0.003	N	1.023	F	0.003	N
				P.M.	1.397	F	1.400	F	0.003	N	1.400	F	0.003	N

Table 130 (Continued)

PROJECT IMPACTS – BEFORE AND AFTER MITIGATION

Intersection	Intersection #	Peak Hours	2010 Base w/out Project[a] V/C	2010 Base w/out Project[a] LOS	2010 w/Project[a] V/C	2010 w/Project[a] LOS	2010 w/Project[a] V/C Change	2010 w/Project[a] Significant Impact	2010 w/Project and Mitigation Program V/C	2010 w/Project and Mitigation Program LOS	2010 w/Project and Mitigation Program V/C Change	2010 w/Project and Mitigation Program Significant Impact
Rosecrans Av @ Vista Del Mar/ Highland Av	25	A.M.	1.278	F	1.281	F	0.003	N	1.281	F	0.003	N
		P.M.	0.893	D	0.897	D	0.004	N	0.897	D	0.004	N
TOTAL NUMBER OF INTERSECTIONS AT LOS E OR F		**A.M.**		**84**		**90**				**85**		
		P.M.		**104**		**108**				**102**		
NUMBER OF INTERSECTIONS WITH SIGNIFICANT IMPACTS		**A.M.**						**31**				**1**
		P.M.						**47**				**1**

S/O = south of *SB = southbound*
N/O = north of *NB = northbound*
E/O = east of *EB = eastbound*
W/O = west of *WB = westbound*
N/A = Not Applicable. Intersection does not currently exist or intersection has been eliminated by traffic improvements.

[a] *All known related projects were checked against the year 2010 land use projections to verify the assumptions in the model. (These related projects are listed and illustrated in Section III.B.) The 2010 assumptions are sufficient to include ambient growth, as well as the related projects. The 2010 roadways analyzed include the those forecasted street improvements that have firm funding or other commitments to be built by the year 2010, as described in Subsection 3.4.2, above.*
[b] *South Bay Cities Include El Segundo, Manhattan Beach, Hawthorne, and Hermosa Beach.*
[c] *Denotes intersections controlled by Stop Signs on minor approaches. Indicates average vehicle delay in seconds (not V/C Ratio) for the intersections.*

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

Figure 78
Intersection Levels of Service Future 2010 with Project and Mitigation Measures - AM Peak Hours

Source: Kaku Associates, July 2003

LEGEND

	Number of Intersections	Percentage	Significantly Impacted Intersections	Percentage Significantly
▲ LOS A-D	116	53%	1	.5%
■ LOS E	38	18%	0	0%
● LOS F	64	29%	0	0%
TOTAL	218	100%	1	.5%

Proposed Village at Playa Vista

N

0 1 2 Miles

PCR

Figure 79
Intersection Levels of Service
Future 2010 with Project &
Mitigations Measures - PM Peak Hours

Source: Kaku Associates, July 2003

Figure 80
Summary of Significantly Impacted Intersections
Future 2010 with Project and Mitigation Measures

Source: Kaku Associates, July 2003

Table 131

SUMMARY OF OPERATING LEVELS AND SIGNIFICANT IMPACTS

	2003 Base	2010 Base	2010 with Project		2010 with Project and Mitigation	
LOS Levels	**Total**	**Total**	**Total**	**Significant**	**Total**	**Significant**
A.M. Peak Hour						
A-D	167	133	128	8	133	1
E	21	23	27	8	26	0
F	21	61	63	15	59	0
P.M. Peak Hour						
A-D	160	113	110	8	116	1
E	25	38	39	14	38	0
F	24	66	69	25	64	0

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

As indicated, there would be approximately the same number of intersections operating at unacceptable levels of service with the Proposed Project as mitigated versus the 2010 baseline. There would be one more intersection operating at unsatisfactory levels of service in the A.M. peak hour and two fewer intersections in the P.M. peak hour. The 2010 operating conditions at Jefferson Boulevard and Centinela Avenue with the Proposed Project and Mitigation Measures, the location of the residual significant impact, would be LOS C and D during A.M. and P.M. peak hours, respectively.

5.1.3 Impacts By Jurisdiction

The Proposed Project's significant impacts prior to mitigation, and net impacts with mitigation are listed by jurisdiction in Table 132 on page 930, and discussed below. The net impacts listed for all jurisdictions are based on the assumption that recommended mitigation measures for the Project that are subject to the responsibility and jurisdiction of public agencies other than the City of Los Angeles (i.e., County of Los Angeles, City of Culver City, City of Inglewood, Caltrans, Coastal Commission, etc.) would be implemented. (The local impact of constructing such roadway improvements is analyzed in Appendix K of the EIR, Analysis for Off-Site Mitigation Measures). If such mitigation measures are not implemented due to a public agency's failure to implement such measures, a significant traffic impact at those locations would remain.

5.1.3.1 City of Los Angeles

With the implementation of the mitigation measures identified above, the Proposed Project would result in significant impacts at one location during both the A.M. and the P.M. peak

Table 132

SIGNIFICANT IMPACTS AFTER MITIGATION BY JURISDICTION

Jurisdiction	Number of Significant Impacts			
	2010 with Project		2010 with Project with Mitigation	
	A.M.	P.M.	A.M.	P.M.
Los Angeles	19	28	1	1
Los Angeles County	2	5	0	0
Culver City	9	13	0	0
Santa Monica	0	0	0	0
Inglewood	1	1	0	0
South Bay Cities [a]	0	0	0	0
TOTAL	**31**	**47**	**1**	**1**

[a] *South Bay Cities includes El Segundo, Manhattan Beach, Hawthorne and Hermosa Beach.*

Source: Kaku Associates, Inc. and Raju Associates, Inc., July 2003.

hours. However, this location, Jefferson Boulevard and Centinela Avenue, is projected to operate at acceptable levels of service: LOS C and D during A.M. and P.M. peak hours, respectively.

5.1.3.2 County of Los Angeles

With the implementation of mitigation measures identified above, no significant impacts are expected to remain at any of the County of Los Angeles intersection locations.

5.1.3.3 City of Culver City

With the implementation of the mitigation measures identified above, no significant impacts are expected to remain at any of the City of Culver City intersection locations.

5.1.3.4 City of Inglewood

With the implementation of the mitigation measures identified above, no significant impacts are expected to remain at any of the City of Inglewood intersection locations.

5.1.3.5 City of Santa Monica

No significant impacts are expected at any of the City of Santa Monica intersection locations.

5.1.3.6 South Bay Cities

No significant impacts are expected at any of the South Bay Cities intersection locations.

5.1.4 Impacts Associated with Subphasing

There could be situations where anticipated impacts do not occur during the short-term, and unanticipated impacts do occur, prior to the implementation of a specific mitigation measure. Therefore, there remains a potential for short-term significant impacts to occur during the subphasing of mitigation that would be resolved at later stages of implementation.

5.1.5 Impacts With an Alternative 2010 Baseline Assumption

The Traffic Report, Appendix K, also includes an analysis of the impacts of the Proposed Project with mitigation if the impacts were to occur with a modification in the 2010 Baseline conditions. Under this scenario, it was assumed that the Playa Vista Drive bridge and extension to Culver Boulevard as required as a condition of the adjacent Playa Vista First Phase Project was not implemented in a timely manner. That analysis indicates that the Proposed Project's mitigation measures would be sufficient to reduce Proposed Project impacts to less-than-significant levels at the same intersections as would occur with the Playa Vista Drive bridge and extension in place. In other words, the Project's significant impacts after mitigation are the same regardless of whether the Playa Vista Drive Bridge and extension is built.

5.2 Impacts on Freeway Capacity – After Mitigation

Potential Project impacts on freeway conditions for the A.M. and P.M. peak hours are shown on Table 122 on page 870 and Table 123 on page 871. Potential conditions are shown for the following scenarios: the 2003 baseline condition, the 2010 baseline conditions, and the 2010 baseline with the Proposed Project.

As indicated, prior to mitigation, no significant impacts are noted on the CMP freeway system during both the A.M. and P.M. peak hours. Therefore, operation levels and net impacts would be the same after mitigation as prior to mitigation, as described in Table 122 and Table 123. With the implementation of the mitigation measures as well, there would be no significant impacts during both the A.M. and P.M. peak hours.

5.3 Impacts on Neighborhood Streets – After Mitigation

In the above analysis, four neighborhoods were identified that may be subject to significant neighborhood impacts. These neighborhoods are bounded by the following roadways:

- Inglewood Boulevard, Ballona Creek, Sawtelle Boulevard, Bray Street/Port Road
- Kentwood Avenue, 77th Street, Sepulveda Boulevard, Manchester Avenue
- Sepulveda Boulevard, 74th Street, La Tijera Boulevard, Manchester Avenue
- Rayford Drive, 83rd Street, Lincoln Boulevard, La Tijera Boulevard

Accordingly, a mitigation measure was included to address the potentially significant impacts. The measure provides mechanisms for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods should such plans be requested by the residents in the community. Implementation of mitigation measure would reduce potential impacts to less-than-significant levels.

5.4 Impacts on Project Access – After Mitigation

With the Proposed Project's mitigation measures, operating conditions at all of the intersections providing access to the Proposed Project would be at acceptable levels of service. There would be excellent levels of service (LOS A) at all intersections during the A.M. and P.M. peak hours except Jefferson Boulevard and Centinela Avenue. At that intersection there would be LOS C (good service) and LOS D (fair service) operations during the A.M. and P.M. peak hours respectively. Service would not operate at conditions considered significant, LOS E and F (poor/failure service). Access impacts with regard to roadway operations would be less than significant.

The design of the Proposed Project has been prepared to meet all safety regulations, and avoid hazardous conditions (e.g., inadequate sight lines, conflict between travel modes, etc). Mitigation measures have been included to protect public safety from construction activities. Hazardous conditions would be avoided, and access impacts with regard to safety of Project accessibility would be less than significant.

5.5 Impacts on Public Transit – After Mitigation

As stated earlier, the bus transit system shows excess capacity when evaluated on a system-wide basis. However, an examination of the individual line-by-line analysis indicates that operational and service deficiencies exist along various bus lines serving congested travel corridors within the study area. Mitigation measures have been implemented to address these service deficiencies and increase transit capacity and convenience. As discussed in Subsection 4.0, above, and in Appendix K, adding additional buses improves capacity and convenience of service. National research has shown that increased transit service on heavily traveled bus corridors is linked to increased ridership and has the ability to reduce the number of automobiles on those corridors.[374] A brief discussion of the role of the individual transit line improvements on traffic impacts follows.

The Culver City Line 6 route traverses the congested Sepulveda Boulevard corridor between UCLA and the Green Line Station at Aviation Boulevard serving numerous communities including Westwood, Culver City, Fox Hills Mall, Howard Hughes Center, and Westchester Downtown. The Project proposes to improve this line by providing funding for one additional bus, increasing the frequency of services from one bus every 12 minutes to one bus every 10 minutes. Additionally, the Project, in partnership with the Culver City Bus System proposes to provide two additional buses to enable a limited-stop route along Sepulveda Boulevard serving the Fox Hills Mall, Playa Vista, and the Century Boulevard office corridor. These transit improvements provide mitigation at numerous intersections along Sepulveda Boulevard in the City of Culver City and City of Los Angeles.

The Culver City Line 4 is being proposed for improvement through the provision of funding for two additional buses to provide improved operating frequencies, increasing the frequency of services from one bus every hour to one bus every 30 minutes, and an extension along Jefferson Boulevard to Playa del Rey and the beach, thereby offering those service area users a critical connection to the rest of the regional transit system by connecting to The Fox Hills Transit Center and the West L.A. Transit Center. This improvement, in addition to providing regional transit connections, would provide project mitigation along Jefferson Boulevard within both the Cities of Los Angeles and Culver City.

The Culver City Line 2 is a local area circulator that provides bus service within Mar Vista and Culver City during the peak periods. The hourly service frequency along this route is being doubled (once every 30 minutes) through the provision of funding for one

[374] *McLeod, Malcolm S., Jr., et al., "Multivariate Time-Series Model of Transit Ridership Based on Historical, Aggregate Data: The Past Present and Future of Honolulu," Transportation Research Record 1297, January 1991.*

additional bus to enable enhanced local area connections offered by this route. This route improves service along the Centinela Avenue/Inglewood Boulevard travel corridors and offers project mitigation at several intersections within this corridor. Further, in the future, this Culver City route may be evaluated for extension service to Marina del Rey and Venice Beach areas.

The proposed transit mitigation measures discussed above require the Proposed Project to provide four additional buses for existing lines, two additional buses that would provide limited-stop bus service and an expanded intelligent shuttle system. These measures would mitigate the project's traffic impacts at numerous locations, as well as mitigate individual line-by-line operational and service deficiencies that currently exist. On a line-by-line basis, seating capacity would not be exceeded with implementation of the mitigation measures. Of the 189 additional seats, 80 would be occupied by Project population in the A.M. peak hour and 113 in the P.M. peak hour. The balance would be available to serve other regional travelers. Therefore, the seating capacity would not be exceeded on either an individual line or a system-wide basis, and impacts would be less than significant.

5.6 Construction-Related Impacts – After Mitigation

Adverse traffic impacts from grading/excavation/construction activities would be expected to occur as the result of the three following types of activities:

- Increases in truck traffic associated with removal or import of fill materials and delivery of construction materials;
- Increases in automobile traffic associated with construction workers traveling to and from the site; and
- Reductions in existing street capacity from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities. Such effects could occur as follows:

The construction activities would primarily affect the following roadways in and around the Proposed Project site:

- Dawn Creek Drive, Runway Road, Bluff Creek Drive, Discovery Creek, Playa Vista Drive, Pacific Promenade, Seabluff Drive, Celedon Road, Alla Road, Millennium Drive, Westlawn Avenue, Centinela Avenue, Campus Center Drive, and Jefferson Boulevard.

Overall, the impact on the transportation system from construction activities would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity and efficiency near the Proposed Project site. The above analysis identified a potentially significant, short-term impact from construction traffic occurring during the time one lane would be temporarily closed on the south side of Jefferson Boulevard for construction activities. Additional impacts from construction would occur at the six locations requiring roadway-widening improvements as mitigation to the Proposed Project. These impacts would be adverse and some may result in potentially significant, temporary short-term impacts. Such impacts would be most likely to occur along the Centinela Corridor and at the intersection of Centinela Avenue and La Tijera Boulevard. Otherwise, the impacts were identified above as adverse, but not significant. Mitigation measures have been developed to address traffic operations and safety during construction of the Proposed Project. However, even with the implementation of the mitigation measures, delays in traffic along Jefferson Boulevard could still be considered substantial by the affected parties and thus result in short-term significant impacts after mitigation.

5.7 Summary of the Proposed Project's Unavoidable Adverse Impacts

As indicated in the previous sections, six separate analyses were performed addressing the Proposed Project's adverse impact. Those sections and the conclusions reached for each analysis are as follows:

- Intersection Analysis: The Proposed Project's mitigation program would eliminate the significant impacts at all intersections except Jefferson Boulevard and Centinela Avenue. Operating conditions at this intersection, located within the City of Los Angeles, would be LOS C (good service) during the A.M. peak hour and LOS D (fair service) during the P.M peak hour. No significant impacts would remain in any of the other jurisdictions included in the Traffic Study. The number of intersections operating at LOS E or F would increase during the A.M. peak hour from 84 intersections (2010 base) to 85 intersections with the Proposed Project and mitigation. During the P.M peak hour the number would decrease from 104 intersections to 102 intersections. These impacts would be the same under the Proposed Project's Equivalency Program, which would generate no greater number of trips during the A.M. and P.M. peak hours than the Proposed Project. Implementation of the Project's off-site improvements would not generate additional traffic, but would implement the mitigation program.

- Freeway Analysis: The Proposed Project would not have a significant impact on the CMP freeway system, prior to mitigation, during either the A.M. or P.M peak hours. The Project's net impacts would be the same after mitigation as prior to mitigation,

and would be less than significant. These impacts would be the same for the Proposed Project and the Equivalency Program.

- Impacts on Neighborhood Streets: Four neighborhoods were identified as being subject to potentially significant impacts on neighborhood streets. A Project mitigation measures provides mechanisms for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods should such plans be requested by the residents in the community. Implementation of mitigation measure would reduce potential impacts to less-than-significant levels. These impacts would be the same under the Proposed Project's Equivalency Program, which would generate no greater number of trips during the A.M. and P.M. peak hours than the Proposed Project. Implementation of the Project's off-site improvements would reduce the pressure for drivers to use neighborhood streets.

- Impacts on Project Access: Impacts at all intersections providing access to the Project site would operate at services levels rates as having excellent, good or fair levels of service. Access to the Project site through these intersections would be less than significant. Project design would avoid hazardous conditions at points of site access, and access impacts with regard to safety of Project accessibility would be less than significant. Impacts would be the same under the Project's Equivalency Program. The implementation of the off-site improvements would have no long-term impacts on accessibility to adjacent areas. Potential construction impacts on accessibility at off-site locations would be short term, mitigated, and less than significant.

- Impact on Public Transit: Per the Project's mitigation measures, the Proposed Project provides improved bus service. The available seating capacity on a system-wide basis would be increased by 189 seats, with 80 seats for Project population in the A.M. peak hour and 113 in the P.M. peak hour. The balance would be available to serve other regional population. Frequency of service would be improved on Culver City Line 6 from 12-minute intervals to 10-minute intervals. On Culver City Bus Lines 2 and 4, the frequency would be improved from one-hour intervals to 30-minute intervals. These are net beneficial impacts. The Project's off-site improvements would support implementation of the public transit programs.

- Construction-Related Impacts: Overall, the construction impacts on the transportation system would be temporary in nature and would cause an intermittent reduction in street and intersection operating capacity and efficiency. A potentially significant, short-term impact was identified from construction traffic occurring during the time one lane would be temporarily closed on the south side of Jefferson Boulevard for construction activities. Otherwise, the impacts were identified above as adverse, but not significant. In addition to the Project's direct and indirect impacts

on traffic, secondary traffic impacts would occur at off-site locations that would be improved to implement the mitigation measures described in the preceding sections. Potentially significant secondary impacts could occur along the Centinela Corridor improvement, between Culver Boulevard and the SR-90 Freeway, and at the intersection of La Tijera Boulevard and Centinela Avenue. Mitigation measures have been developed to address traffic operations and safety during construction of the Proposed Project and at the off-site locations. However, even with the implementation of the mitigation measures, delays in traffic at these locations could still be considered substantial by the affected parties and, thus, result in short-term, temporary significant impacts after mitigation.

5.8 Secondary Impacts Resulting from Implementation of the Recommended Mitigation Measures

Implementation of the Mitigation Measures described in Subsection 4.0, above, would require the construction and operations of new roadway and public transit improvements at off-site locations that would have environmental impacts at their respective locations. These measures include construction activities for the widening of roadways, as well as lesser facility improvements such as the re-striping of roadways within existing curbs and improved signalization to upgrade roadway and public transit operations.

Roadway Widenings

Implementation of the mitigation measures would require the widening of roadways at seven locations to allow for increases in the number of through traffic- and/or turning-lanes to enhance traffic flow, as follows:[375]

- Centinela Corridor (City of Los Angeles) – The existing curb along the eastern side of Centinela Avenue would be moved back approximately 8 feet, and the curb along the western side would be moved back approximately 6 feet, between Milton Street and Wagner Street south of Culver Boulevard.

- Centinela Avenue/La Tijera Boulevard (City of Los Angeles) – The roadway would be widened along the west leg of the intersection approximately 4 feet on the north curb of Centinela Avenue for approximately 1,200 feet and on the south curb for approximately 250 feet. The roadway would be widened along the east leg approximately 4 feet for approximately 300 feet along the north side of Centinela Avenue and for approximately 250 feet along the south side.

[375] *Dimensions shown are approximate and may vary slightly based on final design.*

- Centinela Avenue/Culver Boulevard (City of Los Angeles) – The north side of South Culver Boulevard would be widened approximately 12 feet for approximately 250 feet on the east leg of the intersection.

- Culver Boulevard/Inglewood Boulevard (City of Los Angeles) – The north side of South Culver Boulevard would be widened by approximately 12 feet for approximately 250 feet on the east leg of the intersection; it would be widened approximately 12 feet for approximately 200 feet on the west leg of the intersection.

- Centinela Avenue/Washington Place (Culver City) – At the northeast corner, the north side of Washington Place would be widened approximately 4 feet for approximately 150 feet.

- Overland Avenue/Culver Boulevard (Culver City) – The existing median along the east leg of Culver Boulevard would be relocated; its size would not be altered. In addition, the roadway would be widened 2 feet for approximately 180 feet along the south side of Culver Boulevard on the east leg of the intersection.

- Sawtelle Boulevard/Culver Boulevard (Culver City) – The east side of Sawtelle Boulevard would be widened by approximately 2 feet for approximately 200 feet on the south leg of the intersection.

The construction required to implement these improvements includes demolition of existing pavement and curbs, clearing and grubbing of vegetated areas, the laying of roadbed and new pavement, the construction of new curbs and sidewalks, and, finally, the re-striping of the new roadways. In some cases, the relocation of signal poles or utility poles is also required. The impacts on the environment from implementation of these improvements are discussed under the impact analysis of each of the environmental topics in Section IV of the EIR.

Other Improvements

Mitigation Measures for the other intersections described in Subsection 4.0 would require minor facility improvements, such as re-striping within existing curbs, improved signalization, and upgrades to communication equipment along bus routes to provide "next-bus" and other key information online and at the local shuttle stops. Re-striping of roadways involves removal of the old striping by sandblasting, if necessary, and then provision of the new striping. Re-striping typically occurs over a very short time duration and, if appropriate, can be implemented during off-peak hours. Implementation of re-Estriping is a common occurrence in urban areas, requires no construction work, and has minimal impacts.

Implementation of the signalization and communications features would require replacing/updating signal controllers; providing communications hardware and connections; providing additional loop detectors on the pavement at the approaches, if necessary; and providing the software system and integration to operate the particular system. Additionally, close-circuit video cameras would be mounted at strategic locations to provide information to the control center. These activities require very little in-pavement construction, except for additional loop detectors that may be required at some locations. Implementation of such facilities is a common occurrence in urban areas and has minimal impacts. The long-term effects of these minor facility enhancements would be beneficial. Their implementation could cause minor traffic delays for very short durations.

6.0 CUMULATIVE IMPACTS

The methodology and the analysis presented in the previous sections include the consideration of long-range cumulative impacts. The travel forecasts for the year 2010, which are identified in Table 119 on pages 847 through 858, include growth in background land uses not only within the study area but also within the Southern California region. All known related projects were checked against the year 2010 land use projections to verify the assumptions in the model. (These related projects are listed in Section III.B, and illustrated on Figure 11 on page 194.) Therefore, the year 2010 Baseline conditions identified in Table 119 include the effects of land use growth and the resulting transportation growth within the entire study area. The travel forecasts, as well as the intersection capacity calculations, the freeway impact analyses, and the neighborhood impact analysis, include the cumulative impacts resulting from Project traffic, as well as regional land use growth.

Direct impacts of the Proposed Project on the street system in the vicinity of the Proposed Project site were identified in the previous section using significance criteria established by the City of Los Angeles Department of Transportation and by the Los Angeles County Congestion Management Program. As discussed previously, impacts exceeding the LADOT threshold criteria have been projected at 31 intersections during the A.M. peak hour and at 47 intersections during the P.M. peak hour, with mitigation identified for each. Also as discussed previously, no impacts exceeding the CMP threshold criteria have been identified at CMP freeway monitoring locations.

The cumulative traffic increases associated with the Proposed Project and Related Projects could lead to increased congestion along major travel corridors and increased levels of neighborhood intrusion, with the potential for Project traffic to exceed the LADOT neighborhood impact significance threshold identified on local residential streets within four residential neighborhoods, as stated in the Neighborhood Traffic Intrusion Analysis section earlier. Also, as indicated previously, the Proposed Project is not expected to have a significant

impact on the public transit system since there would be available seating capacity on the transit lines serving the project site during peak periods after the addition of project-generated transit trips.

In addition to the direct Project impacts identified previously, however, the Proposed Project also has the potential to contribute to cumulative impacts at locations that are operating poorly under cumulative conditions even though the Project's addition of trips does not exceed LADOT or CMP threshold criteria. The Proposed Project is located within the west side of the City of Los Angeles. Traffic congestion is experienced on many freeways and surface streets throughout the greater Los Angeles area, in general, and in the west side, in particular, during peak periods.

The 2002 Congestion Management Program notes that the Los Angeles County freeway system is highly congested, with nearly half of the system operating at the two most congested levels (LOS E and F) during both the morning and afternoon peak hours. In the vicinity of the Proposed Project, data from the 2002 Congestion Management Program shows that the I-405 currently operates at LOS E and F during the morning and afternoon peak hours throughout the west side of Los Angeles and beyond, while the I-10 currently operates at LOS F during peak hours east of the I-405 and segments of the I-105 currently operates at LOS E and F during peak hours. The I-405 segments on the west side of Los Angeles are planned to be improved by Caltrans with the addition of high occupancy vehicle (HOV) lanes between the I-105 and the I-10. This would enhance capacity on these freeways and facilitate bus travel and carpools/ vanpools by completing the gap in the HOV lanes between the I-105 and the I-10. Plans to complete the gap in the HOV system between the I-10 and US 101 are beyond the timeframe of this project.

The intersection analysis presented previously in Table 131 shows that 42 and 49 of the 218 study intersections operate at LOS E or F under 2003 baseline conditions during the A.M. and P.M. peak hours, respectively, and that these figures are projected to increase to 90 and 108 intersections operating at LOS E or F under future 2010 cumulative with Project conditions during the A.M. and P.M. peak hours, respectively.

The Proposed Project is projected to add traffic to locations that are either currently experiencing congestion or would experience congestion under cumulative future conditions. The incremental addition of even a small amount of Project-generated traffic to poorly performing locations, even locations where a significant impact would not be triggered under the LADOT or L.A. County CMP significant impact threshold criteria, would constitute a contribution to significant cumulative impacts at these locations. This could include intersection or freeway locations projected to operate at LOS E or F under cumulative conditions, local residential streets already experiencing intrusion traffic under cumulative conditions, or public transit lines experiencing overcrowding under cumulative conditions.

Mitigation measures for the Proposed Project were identified in the previous section of the EIR for the direct Project impacts identified using the LADOT significance criteria. Those mitigation measures that are physical or operational in nature (i.e., physical intersection improvements, ATCS) would improve cumulative conditions and would alleviate the Project's contribution to cumulative impacts at the mitigated locations. Mitigation measures consisting of improvements to the public transit system would also help to alleviate cumulative conditions not only at locations impacted by the Proposed Project but also at additional locations along the transit corridors to be improved. Funding and implementation of neighborhood traffic management plan(s) for eligible communities as mitigation for potential Project neighborhood intrusion impacts would also help to relieve other cumulative cut-through traffic through the same neighborhoods.

With implementation of the proposed improvement measures, the impact of the Proposed Project on cumulative impacts would be reduced, with the number of intersections projected to operate at LOS E or F reduced to 85 and 102 during the A.M. and P.M. peak hours, respectively, under cumulative conditions with the Proposed Project and mitigation measures. On a system-wide basis, the average performance of the transportation system measured by intersection V/C ratios would be better during both peak hours under future cumulative conditions with the Proposed Project and mitigation measures than that under the future 2010 baseline conditions without the project. The Project's transportation system improvements consisting of roadway corridor and intersection enhancements, signal system improvements, and transit system improvements would improve cumulative intersection operations at 51 and 61 congested LOS E/F locations in the A.M. and P.M. peak hours, respectively. This mitigation effectiveness is much greater in number and magnitude than the impact caused by the Proposed Project's traffic at these locations. Therefore, the Proposed Project improvements would not only mitigate the Project's direct impacts, but would also mitigate some of the cumulative growth forecasted to occur. Furthermore, implementation of the Proposed Project's transit system improvements would add a substantial number of seats to the capacity of the public transit system serving not only the project site but also surrounding areas of the Los Angeles west side.

In conclusion, Proposed Project impacts at locations where the magnitude of the impacts exceed the LADOT or LA County CMP significance criteria are addressed by the Project's mitigation program, resulting in system-wide performance that is estimated to be better with the Proposed Project and its mitigation measures than under cumulative conditions without the Project. Nevertheless, the addition of small amounts of project traffic (below the LADOT or L.A. County CMP significance criteria) to other individual locations that may operate poorly under cumulative conditions (whether it be individual intersections, freeway segments, local residential streets, or transit lines) could contribute to potentially significant cumulative impacts at those locations. This conclusion applies to the Proposed Project inclusive of the Equivalency Program and the construction of the Project's off-site improvements.

Cumulative impacts regarding Proposed Project access would be cumulatively less than significant, since the operating conditions at the Project Project's access points are projected to be better than LOS E during both the A.M. and P.M. peak hours inclusive of anticipated cumulative traffic growth and there are no related projects in the immediate vicinity that would contribute to an obstruction of visual conditions for travelers or pedestrians accessing the Proposed Project site. Cumulative impacts from construction may occur on roadways when multiple projects require lane closures in proximity to one another at the same time. Both the Proposed Project and related projects would be expected to implement standard procedures for mitigating construction traffic impacts on roadways and insuring safety. Nonetheless, since the Proposed Project's impacts from construction, inclusive of the Equivalency Program and the off-site improvements, have been identified as potentially significant short-term impacts, cumulative impacts from construction are considered to be potentially significant temporary, short-term significant impacts.