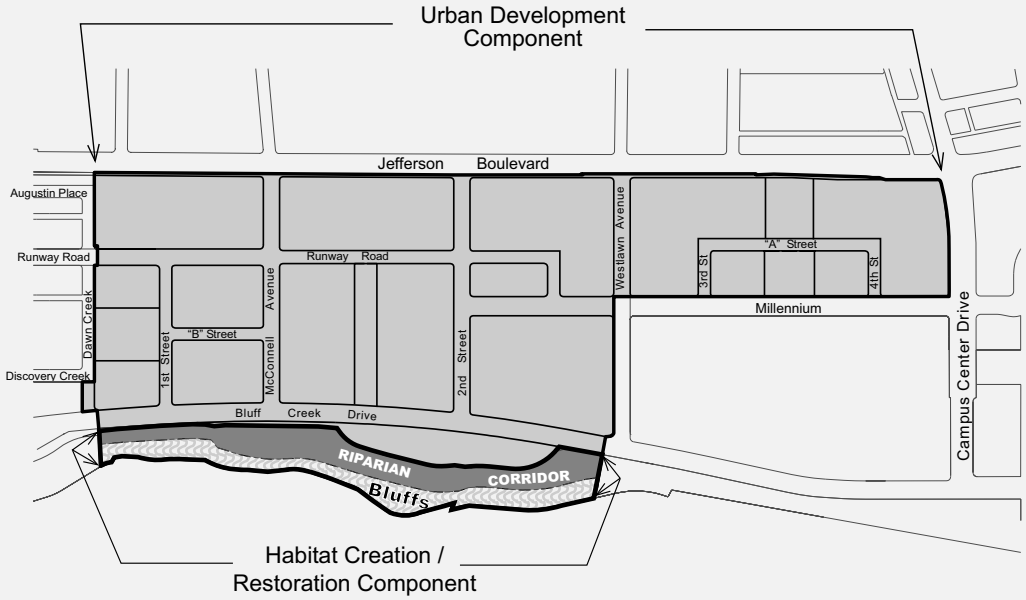
Draft Environmental Impact Report (DEIR)
Village at Playa Vista



Volume XX
Technical Appendix K

K. Traffic and Circulation

City of Los Angeles/EIR No. ENV-2002-6129-EIR

2003

State Clearinghouse No. 2002111065

DRAFT

ENVIRONMENTAL IMPACT REPORT (EIR)

VILLAGE AT PLAYA VISTA

TECHNICAL APPENDICES

VOLUME XX

APPENDIX K:

TRAFFIC AND CIRCULATION TECHNICAL APPENDIX

City of Los Angeles
EIR No. ENV-2002-6129-EIR

State Clearinghouse
No. 2002111065

2003

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FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Jefferson Bl. & McConnell Av.
DOT Case No. CTC 02-058

Date: August 11, 2003

To: Gordon Hamilton, Deputy Director
Department of City Planning

From: Jay W. Kim, Senior Transportation Engineer
Department of Transportation

Subject: INITIAL TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED VILLAGE AT PLAYA VISTA PROJECT (EIR No. ENV-2002-6129-EIR)

The Department of Transportation (DOT) has completed an initial traffic assessment of the proposed Village at Playa Vista project, hereinafter referred to as the "Project." The Project, located within the boundaries of the Coastal Transportation Corridor Specific Plan (Ordinance No. 168,999), would construct 2,600 residential dwelling units, 175,000 square-feet of office space, 150,000 square-feet of retail uses, and 40,000 square-feet of community serving uses. This land use is in addition to the development entitlements previously approved for the first phase of the Playa Vista project. Playa Vista Phase I, which included 3,246 residential dwelling units, approximately 2 million square-feet of office space, 35,000 square-feet of retail uses, 120,000 square-feet of community serving uses, approximately 1 million square-feet of studio-related uses and creation of a freshwater marsh and portions of a riparian corridor, was approved in 1993 with subsequent amendments in 1995.

The proposed Project and the approved Phase I development would total 5,846 residential dwelling units, 2.2 million square-feet of office space, 185,000 square-feet of retail uses, 160,000 square-feet of community serving uses, 1 million square-feet of studio-related uses and habitat restoration/creation, including a freshwater marsh and riparian corridor. **Attachment A** illustrates the Playa Vista Master Plan development project map.

It should be noted that, on May 25, 2001, DOT had previously issued an initial traffic assessment on the previously proposed second phase of Playa Vista. However, since that previous proposal, Playa Capital Company, the Applicant, has significantly reduced the size of the development project. Therefore, the subject of this traffic assessment represents the Applicant's preferred and currently proposed project, the Village at Playa Vista. The previously released DOT assessment is no longer relevant.

DISCUSSION AND FINDINGS

The transportation analysis, dated July 2003, prepared by the applicant's traffic engineering consultant team, Kaku Associates, Inc. and Raju Associates, Inc., with input and subsequent revisions from LADOT, adequately addresses the traffic impacts of the Project. The study describes a comprehensive set of transportation mitigation measures deemed necessary to fully or partially mitigate the Project's significant traffic impacts.

Study Area (Attachment A)
In preparing the traffic impact analysis, 218 intersections (109 in the City of Los Angeles) were identified for detailed analysis. The study intersections are located within the area bounded by

Wilshire Boulevard in the City of Santa Monica on the north, Crenshaw Boulevard in the City of Los Angeles on the east, Artesia Boulevard in the City of Hermosa Beach on the south and the Pacific Ocean on the west. The study area encompasses approximately 100 square miles and was examined to ensure that all potential project impacts are appropriately evaluated.

Trip Generation (Attachment B)

The Project is estimated to generate approximately 1,626 trips during the a.m. peak hour, 2,302 trips during the p.m. peak hour, and a total of 24,220 trips on a typical weekday. The estimated trip generation expected of the Project is listed in **Attachment B**. This attachment also summarizes expected inbound and outbound project traffic during the peak commute hours.

After taking into account the trip-making characteristics associated with mixed-use type of development where trips have a potential to be internal to the project site, it is estimated that of the 2,302 total trip ends during the p.m. peak hour, 2,182 are external trips that would impact the surrounding study intersections. Similarly, it is estimated that of the 1,626 total trip ends during the a.m. peak hour, 1,502 are external trips that would impact the surrounding study intersections. Furthermore, with the synergy generated between the adjacent land uses within both the proposed Project and the approved first phase of Playa Vista, the transit and bikeway enhancements identified in the Traffic Mitigation Program along with the Transportation Demand Management (TDM) strategies required of the first phase, there exists the potential for additional project trip reduction.

Traffic Impacts (Attachments C and D)

In order to evaluate the effects and significant impacts of the Project traffic on the roadway network, the significance of the traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. DOT has determined that, after accounting for the trip reduction benefits of this mixed-use development, of the 218 total intersections studied, the Project would result in significant traffic impacts at 54 intersections, as indicated below. Of the 109 intersections studied fully or partially within the City of Los Angeles, the Project would result in 31 significant traffic impacts.

- 218 total intersections studied (109 in the City of Los Angeles)
- 54 total project-related significant traffic impacts (31 in the City of Los Angeles)
- 1 intersection (Jefferson Boulevard & Centinela Avenue) would remain unmitigated after implementation of the proposed mitigation program

Attachment C summarizes the morning and afternoon peak hour levels-of-service (LOS) calculated for all 218 study intersections for the different scenarios and indicates the extent of the project-related traffic impacts. Since the existing roadway infrastructure is not expected to effectively accommodate the Project trips, an appropriate mix of transportation improvements is necessary to fully or partially mitigate these anticipated impacts. The results of the proposed Project transportation mitigation measures are also shown on Attachment C, which summarizes the benefit of the improvements on the study intersections. **Attachment D** lists all of the 54 significantly impacted intersections and the transportation mitigation measure proposed. Of these 54 intersections within the study area, only one intersection, Centinela Avenue and

Jefferson Boulevard, will remain significantly impacted after mitigation. While the comprehensive transportation mitigation plan is expected to reduce the project-related traffic impacts, it does not fully mitigate the impact at this intersection. However, as part of the Playa Vista Phase I mitigation program, the significant traffic impact resulting from the first phase project at the intersection of Centinela Avenue and Jefferson Boulevard was over-mitigated. Although the Applicant is not taking the over-mitigation credit, it should be noted that this excess mitigation would have been enough to mitigate the cumulative impacts of both the Phase I and the Village at Playa Vista projects.

LAX Expansion

The traffic impact analysis for the proposed Project assumed the LAX Master Plan as a related project. Since the full build out of the LAX Master Plan is proposed to occur by year 2015, the Project analysis assumed that the airport activity level would grow to approximately 80 million annual passengers (MAP) by year 2010. Because no infrastructure improvements were assumed with the proposed LAX Master Plan project as a related project, the Project analysis represents a worst case scenario.

THE VILLAGE AT PLAYA VISTA TRANSPORTATION MITIGATION PROGRAM

A comprehensive mitigation program has been developed for the Project that includes the following six major components: Transit System Enhancements, Roadway Improvements, Intersection Improvements, Bikeway Enhancements, Project-Related Roadway Improvements and a Mitigation Phasing Plan. In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures may be provided subject to approval by DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the Project's significant impact. The different mitigation measures included in the transit, roadway and intersection improvement program are described in more detail in **Attachment E**. Features of the bikeway enhancements, project-related improvements, and transportation improvement phasing plan are described below.

1. **Transit System Enhancements**

   The transit system improvements shall include the enhancement of the existing regional transit system, upgrade of the traffic signals along Lincoln Boulevard to implement a transit priority system needed for future rapid bus service, expansion of the Playa Vista internal shuttle required of the Phase I project to include stops in Marina Del Rey, Fox Hills Mall, Hughes Entertainment and other key activity centers in the area, and provision of limited stop bus service. Passenger boarding and alighting information was collected from the bus operators currently servicing the study area to determine where the need for additional buses exists. The specific elements of the transit system enhancement program are described in detail in Attachment E.

   Prior to the recordation of any final tract map, the applicant must record a covenant and agreement, to the satisfaction of DOT, to guarantee the provisions of the Transit System Enhancements as described in Attachment E.

2. **Roadway Improvements**

   Two roadway widening improvements are proposed as part of the mitigation program. For these improvements listed in Attachment E, the final determination on the feasibility of street

widenings and of narrowing of sidewalk widths shall be made by the Department of Public Works, Bureau of Engineering. Also, these findings do not include approval of driveway and parking scheme for the Project. That review should be accomplished by submitting site plans separately to DOT.

All proposed street improvements and associated traffic signal work within City of Los Angeles streets must be guaranteed through the B-Permit process of the Bureau of Engineering, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy in accordance with the Mitigation Phasing Plan, to the satisfaction of DOT and the Bureau of Engineering. 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 DOT.

3. **Intersection Improvements**

The proposed intersection improvements, also described in Attachment E, of the Project include intersection reconstructions and restripings and traffic signal improvements. The traffic impacts at several of the study intersections can be mitigated by the proposed enhancements to the transit system. For these intersections, no physical changes to the lane configurations are proposed.

As part of the conditions of approval for the Project, the final design of the proposed improvements must be submitted to DOT's Design Division and the Bureau of Engineering for review and approval. Any improvements proposed along state highways and along freeway ramps require approval from the State of California Department of Transportation (Caltrans). In the event the Applicant is unable to obtain encroachments or other approvals from Caltrans for state highway improvements in a timely fashion, a temporary certificate of occupancy may be granted provided that the Applicant has demonstrated all reasonable efforts and due diligence to complete the necessary permitting and improvements to the satisfaction of DOT.

All proposed street improvements and traffic signal work within City of Los Angeles streets must be guaranteed through the B-Permit process of the Bureau of Engineering, prior to the issuance of any building permit and funded/completed prior to the issuance of any certificate of occupancy in accordance with the Mitigation Phasing Plan, to the satisfaction of DOT and the Bureau of Engineering. 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 DOT.

4. **Bikeway System Enhancements**

The bicycle system improvements would further expand the on-site bicycle infrastructure required of the Phase I development and would implement several other off-site bicycle system enhancements for use by Playa Vista residents/employees and the general public. Bike lanes are proposed along the following future Playa Vista local roads:

- Runway Road between Dawn Creek Drive and McConnell Avenue
- 2nd Street between Millennium Road and Bluff Creek Drive
- Westlawn Avenue between Millennium Road and Bluff Creek Drive
- Bluff Creek Drive between Dawn Creek Drive and Westlawn Avenue
- McConnell Avenue between Bluff Creek Drive and Runway Road

The Applicant shall work with DOT and with the Department of Public Works Bureau of Engineering on the design of the Project internal street system layout, which includes, but is not limited to, lane configuration, connectivity to existing street system, determination of traffic control devices, etc. Prior to the recordation of any final tract map, the applicant must record a covenant and agreement, to the satisfaction of DOT, to guarantee the above Bikeway System Enhancements.

5. **Project-Related Improvements**

The proposed Project includes the construction of new roadway connections and private driveways to serve the access and circulation needs of the proposed development. The Applicant shall work with DOT and with the Department of Public Works Bureau of Engineering on the design of the Project internal street system layout, which includes, but is not limited to, lane configuration, connectivity to existing street system, determination of traffic control devices, etc. As part of the Project's design features and description, the following key enhancements are proposed as Project-related roadway improvements:

a. Bluff Creek Drive (formerly Teale Street) would connect the First Phase and the Village at Playa Vista subdivisions, thereby providing a continuous east-west connection from Lincoln Boulevard to Centinela Avenue. Bluff Creek Drive is proposed to function as a four-lane Secondary Highway.

b. Jefferson Boulevard between Beethoven Avenue and Centinela Avenue will be improved along the Project frontage on the south side to provide a fourth lane in the eastbound direction. The restriping of Jefferson Boulevard for the provision of the fourth eastbound lane may be deferred until traffic volumes warrant such installation as determined by DOT.

c. A new system of streets internal to the Project would be constructed to provide linkage to the existing roadway network, and to ensure proper access and circulation within the Project site. The Applicant shall work with DOT during the tract map approval process on the internal street system design. The internal street system shall include the following key elements:

- McConnell Avenue, a north-south local street, will be extended south of Jefferson Boulevard to provide access to the Project internal street system and to connect Jefferson Boulevard with Bluff Creek Drive.
- Westlawn Avenue a north-south local street, will be extended south of Jefferson Boulevard to provide access to the Project internal street system and to connect Jefferson Boulevard with Bluff Creek Drive.
- A new roadway, 2nd Street, will be constructed to provide access to the Project internal street system and to connect Jefferson Boulevard with Bluff Creek Drive.

The Applicant shall provide the necessary infrastructure for all of the intersections internal to the Project site that are expected to be signalized by the expected build out year. The traffic signals for these intersections shall be constructed to ATCS specifications including, but not limited to, all required system loops, interconnect (conduit and twisted pair cable), and miscellaneous communications equipment needed to provide an operating ATCS intersection. Also, the

project-related roadway improvements listed above should be constructed in accordance with the Traffic Mitigation Phasing Plan described below.

6. **Transportation Improvement Phasing Plan**
The Project is proposed to be built in four sub-phases, each sub-phase consisting of uses that generate approximately 575 trips during the p.m. peak hour. To ensure that the full build out of the Project does not take place until all of the required transportation improvements are implemented in a timely fashion, a Sub-Phasing Plan has been prepared that coordinates all mitigation measures, project development and the associated permitting. The phasing plan maintains an appropriate balance between the incremental level of development and corresponding incremental provision of transportation capacity/enhancements. The construction of certain mitigations shall be guaranteed prior to specific development trip generation milestones. Prior to the issuance of any certificate of occupancy for a sub-phase, the required improvements of the previous sub-phase must be implemented in accordance with the Sub-Phasing Plan to the satisfaction of DOT and Bureau of Engineering. Also, prior to the issuance of any final certificate of occupancy in Sub-Phase 4, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of DOT. For the Village at Playa Vista project, DOT has approved the Phasing Plan as shown in **Attachment F**. Due to the potential of changing market conditions and unforeseen circumstances, this Phasing Plan may be modified in the future to adjust the mitigation sequencing. Any changes to the mitigation Sub-Phasing Plan shall be subject to further review and approval by DOT.

TRANSPORTATION DEMAND MANAGEMENT

The Project shall comply with all of the applicable provisions of the Coastal Transportation Corridor Specific Plan Ordinance No. 168,999 at the time of issuance of any building permits. Prior to the recordation of any final tract map, the Applicant must record a covenant and agreement, to the satisfaction of DOT, to guarantee compliance to the TDM provisions of the Ordinance No. 168,999.

Office tenants from this proposed Project shall join the Playa Vista Transportation Management Association (TMA) and participate in any trip-reduction strategies implemented by this association. The TMA shall serve as the transportation information center for all of Playa Vista and should be strategically located in office space provided by the Applicant. The Playa Vista internal shuttle, as required by the Phase I conditions of approval, will help to promote the goals of the Playa Vista TDM Plan approved by DOT on July 9, 2002 by promoting this ride-sharing service that would link the various land uses within the entire Playa Vista site to other major traffic generators in the area, including Marina Del Rey, Westchester Central Business District, Fox Hills Mall, and Howard Hughes Center.

NEIGHBORHOOD TRAFFIC MANAGEMENT

The various elements of the Transportation Mitigation Program are designed to mitigate the Project's significant traffic impacts. Through a mix of transit, roadway and intersection improvements, mobility along roadways designed to carry commuters is being enhanced. By improving the major roadways designed to carry large traffic volumes, the potential for commuter traffic intrusion into surrounding residential neighborhoods is reduced. However, should the proposed Project traffic result in unforeseen residential traffic impacts, procedures have been established to allow DOT to work with neighborhoods that may be impacted by cut-through traffic. If traffic intrusion problems are reported through neighborhoods surrounding Playa Vista, DOT will investigate the complaints to determine if the cut-through problem is attributed to the Project. If, after Project occupancy, it is determined that the

commuter cut-through problem is a likely result of the Project, DOT will work with the affected neighborhood residents, the local City Council office, homeowner's groups, and traffic engineering consultants, to design a neighborhood traffic management plan to address the key items of concern. As reflected in sub-phase 1 of the Mitigation Phasing Plan (Attachment F), the Applicant shall deposit funds, currently estimated at $500,000 and subject to potential future adjustments, into a DOT-managed account for implementation of any Neighborhood Traffic Management measures. These measures include, but are not limited to, speed humps, stop signs, roadway striping changes, raised medians, traffic chokers, and peak hour turn restrictions.

SECONDARY IMPACTS - PARKING

The implementation of the proposed corridor improvement along Centinela Avenue, as described in Attachment E Section B, would result in the reduction of approximately 27 on-street parking spaces on the east side of the roadway during the morning and afternoon peak commute hours. The reduction of on-street parking is needed to provide the necessary roadway width to accommodate a third northbound lane between Culver Boulevard and the Marina Freeway. To defer the loss of parking until traffic demands warrant a third northbound through lane, this improvement should be implemented in two phases. Initially, the Applicant should widen Centinela Avenue between Culver Boulevard and the Marina Freeway, as described in Attachment E, and restripe the roadway to provide two lanes in each direction, a center two-way left-turn lane, and parking on both sides of the street. Then, the restriction of on-street parking on the east side of the roadway during peak commute hours for the allowance of the third northbound lane should not be considered until traffic demands reveal the need for added roadway capacity. No other mitigation measures are expected to result in the loss of on-street parking spaces.

LINCOLN CORRIDOR TASK FORCE

The Lincoln Corridor Task Force (LCTF) was formed to join several agencies in an effort to address the increasing congestion along a five-mile stretch of Lincoln Boulevard between Manchester Avenue and the Santa Monica (I-10) Freeway and to determine the long-term transportation needs of the corridor. The LCTF includes representatives from Caltrans, the County of Los Angeles, the Cities of Los Angeles, Culver City and Santa Monica, the Los Angeles County Metropolitan Transportation Authority, the Southern California Association of Governments, and the California Coastal Commission. Ultimately, the LCTF's goal would be, with consensus from the participating agencies and input from the public, to develop a mutually agreeable transportation improvement plan for Lincoln Boulevard which may include an array of capacity enhancing measures, transit enhancement strategies, and improved corridor aesthetics.

If and when the agencies of the LCTF are successful in adopting a mutually agreeable set of transportation improvements for the Lincoln Boulevard corridor, the proposed Village at Playa Vista transportation improvements along the same corridor should be re-examined to explore the option of constructing some or all of LCTF improvements in lieu of the Project improvements if it is determined by DOT that (1) the LCTF improvements are regionally superior and (2) they are equivalent or superior in mitigating the project-related traffic impact of the Project. If it is determined by DOT that the LCTF improvements should supercede the Village at Playa Vista improvements, the Applicant shall make a fair-share contribution towards the implementation of the LCTF improvements in an amount not greater than the Project improvements thus superceded. The cost of the fair-share contribution by the Applicant should be determined at a later date when and if it is determined that the LCTF improvements are more appropriate to implement.

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

The proposed Project is located within the boundaries of the Coastal Transportation Corridor Specific Plan Ordinance No. 168,999 and as further amended by Ordinance No. 173,445. The Applicant must comply with all provisions of the Specific Plan including, if applicable, the payment of Transportation Impact Assessment (TIA) fees, highway dedication and improvements, and guarantee of mitigation measures before the issuance of building permits.

If you have any questions, please call me or Tomas Carranza of our Department at (213) 485-1062.

Attachment A:	Project Boundary Map
Attachment B:	Project Land Use and Trip Generation Summary
Attachment C:	Project Impact Summary - Level of Service
Attachment D:	Significantly Impacted Intersections
Attachment E:	Transportation Mitigation Program
Attachment F:	Transportation Improvement Phasing Plan
Attachment G:	Mitigation Drawings

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c: Councilmember Cindy Miscikowski, Eleventh Council District
James Okazaki, DOT
John Fisher, DOT
James Lefton, DOT Transit
Glenn Ogura, DOT Design
Allyn Rifkin, DOT Planning
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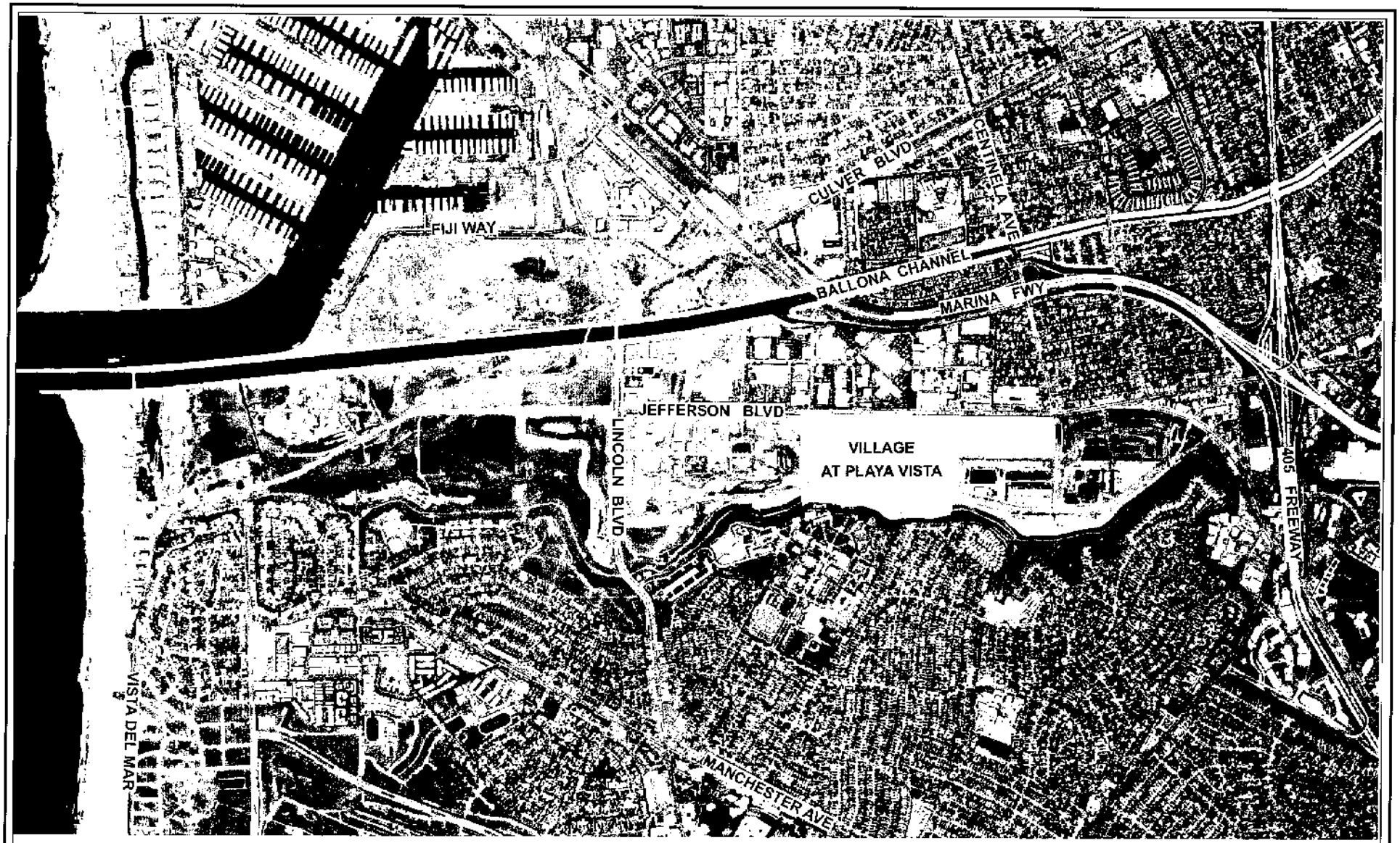


The Village at Playa Vista Project

Proposed Village at Playa Vista

ATTACHMENT A

Project Boundary Map

Source: Playa Capital Company, 2002

June 2003

ATTACHMENT B
THE VILLAGE AT PLAYA VISTA PROJECT
LAND USE AND TRIP GENERATION ESTIMATES

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
AREA "D"								
Office	175,000 sf	2,271	287	39	326	52	253	305
Dwelling Units	2,600 du	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	40,000 sf	520	9	4	13	6	12	18
TOTAL PV PHASE II		**24,220**	**577**	**1,049**	**1,626**	**1,275**	**1,027**	**2,302**

Source: ITE "Trip Generation", 6th Edition, 1997.
Retail Trip Generation includes 30% pass-by trip reduction.

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
CITY OF LOS ANGELES														
111TH ST	@ LA CIENEGA BL	AM	0.241	A	0.273	A	0.273	A	0.000	N	0.273	A	0.000	N
		PM	0.357	A	0.531	A	0.532	A	0.001	N	0.532	A	0.001	N
12[illegible] ST	@ TEALE ST	AM	N/A	-	0.327	A	0.393	A	0.066	N	0.393	A	0.066	N
		PM	N/A	-	0.415	A	0.525	A	0.110	N	0.525	A	0.110	N
77TH ST/76TH ST	@ SEPULVEDA BL	AM	0.976	E	1.048	F	1.056	F	0.008	N	1.029	F	-0.019	N
		PM	0.687	B	1.000	E	1.034	F	0.034	Y	1.007	F	0.007	N
80TH ST/79[illegible] ST	@ SEPULVEDA BL	AM	0.699	B	0.761	C	0.767	C	0.006	N	0.741	C	-0.020	N
		PM	0.793	C	1.005	F	1.022	F	0.017	Y	0.997	E	-0.008	N
83RD ST	@ LINCOLN BL	AM	1.163	F	1.339	F	1.366	F	0.027	Y	1.265	F	-0.074	N
		PM	0.724	C	1.021	F	1.083	F	0.062	Y	1.011	F	-0.010	N
83RD ST	@ SEPULVEDA BL	AM	0.591	A	0.738	C	0.742	C	0.004	N	0.742	C	0.004	N
		PM	0.627	B	0.859	D	0.873	D	0.014	N	0.873	D	0.014	N
88TH ST/LA TIJERA BL	@ SEPULVEDA BL	AM	0.721	C	0.843	D	0.847	D	0.004	N	0.819	D	-0.024	N
		PM	0.719	C	0.913	E	0.932	E	0.019	Y	0.875	D	-0.038	N
96TH ST	@ AIRPORT BL	AM	0.386	A	0.419	A	0.427	A	0.008	N	0.427	A	0.008	N
		PM	0.391	A	0.672	B	0.688	B	0.016	N	0.688	B	0.016	N
ABBOTT KINNEY BL	@ VENICE BL	AM	0.687	B	0.707	C	0.710	C	0.003	N	0.710	C	0.003	N
		PM	0.652	B	0.764	C	0.771	C	0.007	N	0.771	C	0.007	N
AIRPORT BL	@ CENTURY BL	AM	0.526	A	0.626	B	0.631	B	0.005	N	0.631	B	0.005	N
		PM	0.613	B	0.652	B	0.659	B	0.007	N	0.659	B	0.007	N
AIRPORT BL	@ LA TIJERA BL	AM	0.670	B	0.742	C	0.743	C	0.001	N	0.743	C	0.001	N
		PM	0.489	A	0.715	C	0.715	C	0.000	N	0.715	C	0.000	N
AIRPORT BL	@ MANCHESTER AV	AM	0.675	B	0.752	C	0.757	C	0.005	N	0.757	C	0.005	N
		PM	0.707	C	0.870	D	0.878	D	0.008	N	0.878	D	0.008	N
AIRPORT BL	@ WESTCHESTER PKWY/ARBOR VITAE ST	AM	0.515	A	0.707	C	0.707	C	0.000	N	0.707	C	0.000	N
		PM	0.523	A	0.819	D	0.825	D	0.006	N	0.825	D	0.006	N
ALLA RD	@ JEFFERSON BL	AM	0.264	A	0.550	A	0.584	A	0.034	N	0.584	A	0.034	N
		PM	0.239	A	0.468	A	0.512	A	0.044	N	0.512	A	0.044	N
ARBOR VITAE ST	@ AVIATION BL	AM	0.515	A	0.667	B	0.670	B	0.003	N	0.670	B	0.003	N
		PM	0.689	B	0.802	D	0.807	D	0.005	N	0.807	D	0.005	N
AVIATION BL	@ CENTURY BL	AM	0.838	D	0.886	D	0.888	D	0.002	N	0.888	D	0.002	N
		PM	0.751	C	0.972	E	0.981	E	0.009	N	0.981	E	0.009	N
AVIATION BL	@ IMPERIAL HWY	AM	0.718	C	0.865	D	0.865	D	0.000	N	0.865	D	0.000	N
		PM	0.717	C	0.908	E	0.908	E	0.000	N	0.908	E	0.000	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
PLAYA VISTA DR	@ B ST	AM	N/A	-	0.382	A	0.388	A	0.006	N	0.388	A	0.006	N
		PM	N/A	-	0.337	A	0.344	A	0.007	N	0.344	A	N/A	N
BEETHOVEN ST	@ JEFFERSON BL	AM	0.206	A	0.370	A	0.402	A	0.032	N	0.402	A	0.032	N
		PM	0.285	A	0.367	A	0.402	A	0.035	N	0.402	A	0.035	N
SAWTELLE BL	@ BRADDOCK DR	AM	0.602	B	0.699	B	0.703	C	0.004	N	0.703	C	0.004	N
		PM	0.700	B	0.753	C	0.758	C	0.005	N	0.758	C	0.005	N
MAIN ST	@ BROOKS AV/ABBOT KINNEY BL	AM	0.459	A	0.610	B	0.611	B	0.001	N	0.611	B	0.001	N
		PM	0.539	A	0.858	D	0.860	D	0.002	N	0.860	D	0.002	N
BUNDY DR	@ I-10 EB ON-RAMP	AM	1.034	F	1.297	F	1.297	F	0.000	N	1.297	F	0.000	N
		PM	0.964	E	1.169	F	1.169	F	0.000	N	1.169	F	0.000	N
BUNDY DR	@ OCEAN PARK BL	AM	0.919	E	1.086	F	1.098	F	0.012	Y	1.068	F	-0.018	N
		PM	1.308	F	1.332	F	1.348	F	0.016	Y	1.318	F	-0.014	N
CENTINELA AV	@ CULVER BL	AM	0.837	B	0.892	D	0.905	E	0.013	Y	0.839	D	-0.053	N
		PM	0.767	C	0.850	D	0.869	D	0.019	N	0.845	D	-0.005	N
CENTINELA AV	@ JEFFERSON BL	AM	0.569	B	0.656	B	0.746	C	0.090	Y	0.728	C	0.072	Y*
		PM	0.495	A	0.747	C	0.855	D	0.108	Y	0.837	D	0.090	Y*
LA CIENEGA BL	@ CENTINELA AV	AM	1.103	F	1.201	F	1.211	F	0.010	Y	1.181	F	-0.020	N
		PM	1.102	F	1.253	F	1.262	F	0.009	N	1.232	F	-0.021	N
LA TIJERA BL	@ CENTINELA AV	AM	0.974	E	1.048	F	1.089	F	0.041	Y	0.914	E	-0.134	N
		PM	0.726	C	0.872	D	0.902	E	0.030	Y	0.798	C	-0.074	N
CENTINELA AV	@ MARINA FWY EB RAMPS	AM	0.534	A	0.398	A	0.462	A	0.064	N	0.462	A	0.064	N
		PM	0.708	C	0.566	A	0.615	B	0.049	N	0.615	B	0.049	N
CENTINELA AV	@ MARINA FWY WB RAMPS	AM	0.647	B	0.478	A	0.497	A	0.019	N	0.497	A	0.019	N
		PM	0.753	C	0.449	A	0.470	A	0.021	N	0.470	A	0.021	N
MESMER AV	@ CENTINELA AV	AM	[a] 57.2	F	0.438	A	0.457	A	0.019	N	0.457	A	0.019	N
		PM	[a] 32.4	D	0.406	A	0.447	A	0.041	N	0.447	A	0.041	N
CENTINELA AV	@ SHORT AV	AM	0.589	A	0.643	B	0.655	B	0.012	N	0.655	B	0.012	N
		PM	0.578	A	0.634	B	0.653	B	0.019	N	0.653	B	0.019	N
BLUFF CREEK DR	@ CENTINELA AV	AM	N/A	-	0.474	A	0.512	A	0.038	N	0.512	A	0.038	N
		PM	N/A	-	0.591	A	0.726	C	0.135	Y	0.698	B	0.107	N
CENTINELA AV	@ VENICE BL	AM	1.128	F	1.228	F	1.248	F	0.020	Y	1.199	F	-0.029	N
		PM	1.167	F	1.332	F	1.350	F	0.018	Y	1.251	F	-0.081	N
SEPULVEDA BL	@ CENTURY BL	AM	0.617	B	0.691	B	0.698	B	0.007	N	0.698	B	0.007	N
		PM	0.763	C	0.887	D	0.895	D	0.008	N	0.895	D	0.008	N
CRENSHAW BL	@ FLORENCE AV	AM	0.697	B	0.815	D	0.817	D	0.002	N	0.817	D	0.002	N
		PM	0.624	D	0.873	D	0.875	D	0.002	N	0.875	D	0.002	N
CRENSHAW BL	@ SLAUSON AV	AM	0.842	E	1.057	F	1.059	F	0.002	N	1.059	F	0.002	N
		PM	1.287	F	1.289	F	1.292	F	0.003	N	1.292	F	0.003	N
CRENSHAW BL	@ STOCKER ST	AM	0.684	B	0.793	C	0.799	C	0.006	N	0.799	C	0.006	N
		PM	0.739	C	0.794	C	0.799	C	0.005	N	0.799	C	0.005	N
INGLEWOOD BL	@ CULVER BL	AM	0.641	B	0.798	C	0.846	D	0.048	Y	0.661	B	0.019	N
		PM	0.785	C	0.979	E	1.053	F	0.074	Y	0.824	D	0.013	N
CULVER BL	@ JEFFERSON BL	AM	0.741	C	0.817	D	0.835	D	0.018	N	0.807	D	-0.010	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
		PM	0.875	B	0.807	D	0.829	D	0.022	Y	0.801	D	-0.006	N
CULVER BL	@ MARINA EXWY EB RAMPS	AM	0.595	B	0.785	C	0.790	C	0.005	N	0.790	C	0.005	N
		PM	0.868	D	0.621	B	0.623	B	0.002	N	0.623	B	0.002	N
CULVER BL	@ MARINA EXWY WB RAMPS	AM	0.900	D	1.082	F	1.084	F	0.002	N	1.084	F	0.002	N
		PM	0.941	E	1.033	F	1.042	F	0.009	N	1.042	F	0.009	N
CULVER BL	@ NICHOLSON ST	AM	0.660	B	0.917	E	0.933	E	0.016	Y	0.907	E	-0.010	N
		PM	0.814	D	0.739	C	0.765	C	0.026	N	0.739	C	0.000	N
PLAYA VISTA DR	@ CULVER BL	AM	N/A	-	0.678	B	0.678	B	0.000	N	0.678	B	0.000	N
		PM	N/A	-	0.474	A	0.478	A	0.004	N	0.478	A	N/A	N
CULVER BL	@ VENICE BL	AM	0.828	D	1.035	F	1.039	F	0.004	N	1.039	F	0.004	N
		PM	0.915	E	0.994	E	0.997	E	0.003	N	0.997	E	0.003	N
CULVER BL	@ VISTA DEL MAR	AM	0.628	B	0.883	D	0.896	D	0.013	N	0.896	D	0.013	N
		PM	0.642	B	0.599	A	0.618	B	0.019	N	0.618	B	0.019	N
LINCOLN BL RAMP	@ CULVER BL (SOUTHEAST)	AM	N/A	-	0.521	A	0.521	A	0.000	N	0.521	A	0.000	N
		PM	N/A	-	0.228	A	0.228	A	0.000	N	0.228	A	0.000	N
LA CIENEGA BL	@ FAIRFAX AV	AM	1.056	F	1.113	F	1.121	F	0.008	N	1.121	F	0.008	N
		PM	0.851	D	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
FAIRFAX AV	@ WASHINGTON BL	AM	0.668	D	1.225	F	1.233	F	0.008	N	1.233	F	0.008	N
		PM	0.687	B	0.693	B	0.700	B	0.007	N	0.700	B	0.007	N
FALMOUTH AV	@ MANCHESTER AV	AM	0.216	A	0.455	A	0.463	A	0.008	N	0.463	A	0.008	N
		PM	0.255	A	0.594	A	0.597	A	0.003	N	0.597	A	0.003	N
GLENCOE AV	@ MAXELLA AV	AM	0.322	A	0.323	A	0.323	A	0.000	N	0.323	A	0.000	N
		PM	0.567	A	0.571	A	0.572	A	0.001	N	0.572	A	0.001	N
VISTA DEL MAR	@ GRAND AV	AM	0.697	B	0.803	D	0.809	D	0.006	N	0.809	D	0.006	N
		PM	0.508	A	0.540	A	0.548	A	0.008	N	0.548	A	0.008	N
SEPULVEDA BL	@ HOWARD HUGHES PKWY	AM	0.796	C	0.962	E	0.984	E	0.022	Y	0.938	E	-0.024	N
		PM	0.774	C	0.953	E	1.003	F	0.050	Y	0.957	E	0.004	N
LINCOLN BL	@ HUGHES TER	AM	0.688	B	0.585	A	0.605	B	0.020	N	0.598	A	0.013	N
		PM	0.917	E	0.780	C	0.824	D	0.044	Y	0.798	C	0.018	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
LA BREA AV	@ I-10 EB OFF RAMP	AM	0.565	A	0.585	A	0.586	A	0.001	N	0.586	A	0.001	N
		PM	0.634	B	0.689	B	0.691	B	0.002	N	0.691	B	0.002	N
LA CIENEGA BL	@ I-10 EB OFF RAMP	AM	[a] 28.3	D	0.814	D	0.815	D	0.001	N	0.815	D	0.001	N
		PM	[a] 34.8	D	0.785	C	0.786	C	0.001	N	0.786	C	0.001	N
WASHINGTON BL	@ I-10 EB ON-RAMP	AM	0.497	A	0.551	A	0.563	A	0.012	N	0.563	A	0.012	N
		PM	0.623	B	0.661	B	0.667	B	0.006	N	0.667	B	0.006	N
LA BREA AV	@ I-10 WB OFF RAMP	AM	0.633	B	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
		PM	0.637	B	0.639	B	0.639	B	0.000	N	0.639	B	0.000	N
WASHINGTON BL	@ I-10 WB OFF RAMP/APPLE ST	AM	0.498	A	0.531	A	0.536	A	0.005	N	0.536	A	0.005	N
		PM	0.558	A	0.577	A	0.583	A	0.006	N	0.583	A	0.006	N
SEPULVEDA BL	@ I-105 WB OFF RAMP	AM	1.228	F	1.237	F	1.246	F	0.009	N	1.216	F	-0.021	N
		PM	0.931	E	1.237	F	1.256	F	0.019	Y	1.226	F	-0.011	N
I-405 NB RAMPS	@ JEFFERSON BL	AM	0.718	C	0.835	D	0.855	D	0.020	Y	0.783	C	-0.052	N
		PM	0.788	C	1.313	F	1.323	F	0.010	Y	1.114	F	-0.199	N
I-405 NB RAMPS	@ LA TIJERA BL	AM	0.829	D	0.693	B	0.693	B	0.000	N	0.693	B	0.000	N
		PM	0.828	D	0.763	C	0.763	C	0.000	N	0.763	C	0.000	N
I-405 SB RAMPS	@ JEFFERSON BL	AM	0.568	A	0.678	B	0.733	C	0.055	Y	0.677	B	-0.001	N
		PM	0.560	A	0.761	C	0.815	D	0.054	Y	0.763	C	0.002	N
I-405 SB RAMPS	@ LA TIJERA BL	AM	0.710	C	0.668	B	0.668	B	0.000	N	0.668	B	0.000	N
		PM	0.803	D	0.703	C	0.703	C	0.000	N	0.703	C	0.000	N
LA CIENEGA BL	@ I-405 SB RAMPS N/O CENTURY BL	AM	0.609	B	0.633	B	0.634	B	0.001	N	0.634	B	0.001	N
		PM	0.561	A	0.620	B	0.623	B	0.003	N	0.623	B	0.003	N
LA CIENEGA BL	@ I-405 SB RAMPS N/O IMPERIAL HWY	AM	0.361	A	0.453	A	0.454	A	0.001	N	0.454	A	0.001	N
		PM	0.255	A	0.306	A	0.307	A	0.001	N	0.307	A	0.001	N
LA CIENEGA BL	@ I-405 SB RAMPS S/O CENTURY BL	AM	0.434	A	0.541	A	0.543	A	0.002	N	0.543	A	0.002	N
		PM	0.503	A	0.506	A	0.508	A	0.002	N	0.508	A	0.002	N
LA CIENEGA BL	@ IMPERIAL HWY	AM	0.337	A	0.645	B	0.645	B	0.000	N	0.645	B	0.000	N
		PM	0.463	A	0.464	A	0.464	A	0.000	N	0.464	A	0.000	N
PERSHING DR	@ IMPERIAL HWY	AM	0.666	B	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
		PM	0.453	A	0.521	A	0.525	A	0.004	N	0.525	A	0.004	N
SEPULVEDA BL	@ IMPERIAL HWY	AM	0.903	E	0.969	E	0.974	E	0.005	N	0.944	E	-0.025	N
		PM	1.068	F	1.230	F	1.255	F	0.025	Y	1.225	F	-0.005	N
VISTA DEL MAR	@ IMPERIAL HWY	AM	0.539	A	1.092	F	1.100	F	0.008	N	1.100	F	0.008	N
		PM	0.482	A	0.483	A	0.490	A	0.007	N	0.490	A	0.007	N
INGLEWOOD BL/CENTINELA AV	@ JEFFERSON BL	AM	0.813	B	0.833	D	0.862	D	0.029	Y	0.831	D	-0.002	N
		PM	0.610	B	0.789	C	0.828	D	0.039	Y	0.805	D	0.016	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
LA CIENEGA BL	@ JEFFERSON BL	AM	1.296	F	1.308	F	1.316	F	0.008	N	1.316	F	0.008	N
		PM	1.143	F	1.178	F	1.185	F	0.007	N	1.185	F	0.007	N
LINCOLN BL	@ JEFFERSON BL	AM	0.765	C	0.991	E	1.024	F	0.033	Y	0.988	E	-0.003	N
		PM	0.800	C	1.051	F	1.110	F	0.059	Y	1.060	F	0.009	N
McCONNELL AV	@ JEFFERSON BL	AM	[a] 52.8	F	[a] 95.4	F	0.451	A	N/A	N	0.451	A	N/A	N
		PM	[a] 273.4	F	[a] 696.2	F	0.385	A	N/A	N	0.385	A	N/A	N
MESMER AV	@ JEFFERSON BL	AM	0.311	A	0.416	A	0.442	A	0.026	N	0.442	A	0.026	N
		PM	0.263	A	0.464	A	0.517	A	0.053	N	0.517	A	0.053	N
JEFFERSON BL	@ NATIONAL BL	AM	0.435	A	0.466	A	0.469	A	0.003	N	0.469	A	0.003	N
		PM	0.613	B	0.635	B	0.646	B	0.011	N	0.646	B	0.011	N
PLAYA VISTA DR	@ JEFFERSON BL	AM	N/A	-	0.661	B	0.687	B	0.026	N	0.687	B	0.026	N
		PM	N/A	-	0.715	C	0.744	C	0.029	N	0.744	C	0.029	N
JEFFERSON BL	@ RODEO RD	AM	0.757	C	0.806	D	0.818	D	0.012	N	0.818	D	0.012	N
		PM	0.807	D	0.878	D	0.886	D	0.008	N	0.886	D	0.008	N
WEST LAWN AV	@ JEFFERSON BL	AM	0.315	A	0.447	A	0.499	A	0.052	N	0.499	A	0.052	N
		PM	0.379	A	0.473	A	0.572	A	0.099	N	0.572	A	0.099	N
LA CIENEGA BL	@ LA TIJERA BL	AM	0.611	D	0.898	D	0.904	E	0.006	N	0.904	E	0.006	N
		PM	0.781	C	0.789	C	0.799	C	0.010	N	0.799	C	0.010	N
LA CIENEGA BL	@ RODEO RD	AM	0.979	E	1.161	F	1.170	F	0.009	N	1.170	F	0.009	N
		PM	1.189	F	1.253	F	1.262	F	0.009	N	1.262	F	0.009	N
LA CIENEGA BL	@ VENICE BL	AM	1.059	F	1.176	F	1.178	F	0.002	N	1.178	F	0.002	N
		PM	0.990	E	1.064	F	1.065	F	0.001	N	1.065	F	0.001	N
LINCOLN BL	@ LA TIJERA BL	AM	0.413	A	0.799	C	0.818	D	0.019	N	0.786	C	-0.011	N
		PM	0.484	A	0.868	D	0.894	D	0.026	Y	0.864	D	-0.004	N
LA TIJERA BL	@ MANCHESTER AV	AM	0.614	B	0.747	C	0.752	C	0.005	N	0.752	C	0.005	N
		PM	0.598	A	0.769	C	0.777	C	0.008	N	0.777	C	0.008	N
LINCOLN BL	@ LOYOLA BL	AM	0.417	A	0.723	C	0.744	C	0.021	N	0.744	C	0.021	N
		PM	0.538	A	0.699	B	0.728	C	0.029	N	0.728	C	0.029	N
LINCOLN BL	@ MANCHESTER AV	AM	0.833	D	1.264	F	1.291	F	0.027	Y	1.261	F	-0.003	N
		PM	0.816	D	1.203	F	1.237	F	0.034	Y	1.207	F	0.004	N
LINCOLN BL	@ MARINA EXWY	AM	0.851	D	1.039	F	1.056	F	0.017	Y	1.048	F	0.009	N
		PM	0.931	E	1.096	F	1.113	F	0.017	Y	1.105	F	0.009	N
LINCOLN BL	@ MAXELLA AV	AM	0.685	B	0.897	D	0.909	E	0.012	Y	0.901	E	0.004	N
		PM	0.750	C	0.952	E	0.963	E	0.011	Y	0.955	E	0.003	N
LINCOLN BL	@ ROSE AV	AM	0.841	D	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
		PM	0.829	D	0.894	D	0.902	E	0.008	N	0.902	E	0.008	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
SEPULVEDA BL	@ LINCOLN BL	AM	0.523	A	0.595	A	0.603	B	0.008	N	0.603	B	0.008	N
		PM	0.645	B	0.819	D	0.836	D	0.017	N	0.836	D	0.017	N
LINCOLN BL	@ BLUFF CREEK DR (HUGHES WAY)	AM	N/A	-	0.710	C	0.737	C	0.027	N	0.730	C	0.020	N
		PM	N/A	-	0.868	D	0.908	E	0.040	Y	0.884	D	0.016	N
LINCOLN BL	@ VENICE BL	AM	1.080	F	1.087	F	1.100	F	0.013	Y	1.086	F	-0.001	N
		PM	1.016	F	1.060	F	1.071	F	0.011	Y	1.065	F	0.005	N
LINCOLN BL	@ WASHINGTON BL	AM	0.816	D	1.153	F	1.163	F	0.010	Y	1.151	F	-0.002	N
		PM	0.964	E	1.241	F	1.254	F	0.013	Y	1.242	F	0.001	N
MAIN ST	@ ROSE AV	AM	0.467	A	0.510	A	0.511	A	0.001	N	0.511	A	0.001	N
		PM	0.794	C	0.900	D	0.903	E	0.003	N	0.903	E	0.003	N
PERSHING DR	@ MANCHESTER AV	AM	0.515	A	0.443	A	0.445	A	0.002	N	0.445	A	0.002	N
		PM	0.430	A	0.411	A	0.419	A	0.008	N	0.419	A	0.008	N
SEPULVEDA BL	@ MANCHESTER AV	AM	0.866	D	1.001	F	1.008	F	0.007	N	0.950	E	-0.051	N
		PM	1.016	F	1.178	F	1.235	F	0.057	Y	1.184	F	0.006	N
MINDANAO WY	@ MARINA EXWY EB RAMPS	AM	0.666	B	0.804	D	0.804	D	0.000	N	0.804	D	0.000	N
		PM	0.830	D	0.889	D	0.893	D	0.004	N	0.893	D	0.004	N
MINDANAO WY	@ MARINA EXWY WB RAMPS	AM	0.420	A	0.560	A	0.562	A	0.002	N	0.562	A	0.002	N
		PM	0.616	B	0.635	B	0.635	B	0.000	N	0.635	B	0.000	N
MCCONNELL AV	@ BLUFF CREEK DR	AM	N/A	-	N/A	N/A	0.310	A	N/A	N	0.310	A	N/A	N
		PM	N/A	-	N/A	N/A	0.455	A	N/A	N	0.455	A	N/A	N
MOTOR AV	@ VENICE BL	AM	0.849	D	0.991	E	0.993	E	0.002	N	0.993	E	0.002	N
		PM	0.925	E	1.019	F	1.028	F	0.009	N	1.028	F	0.009	N
OCEAN AV/VIA MARINA	@ WASHINGTON BL	AM	0.580	B	1.233	F	1.236	F	0.003	N	1.236	F	0.003	N
		PM	0.875	D	1.311	F	1.314	F	0.003	N	1.314	F	0.003	N
OVERLAND AV	@ PALMS BL	AM	0.803	D	0.913	E	0.915	E	0.002	N	0.915	E	0.002	N
		PM	0.857	D	1.106	F	1.111	F	0.005	N	1.111	F	0.005	N
OVERLAND AV	@ VENICE BL	AM	0.886	D	1.124	F	1.126	F	0.002	N	1.126	F	0.002	N
		PM	1.002	F	1.145	F	1.151	F	0.006	N	1.151	F	0.006	N
PACIFIC AV	@ WASHINGTON BL	AM	0.590	A	0.673	B	0.674	B	0.001	N	0.674	B	0.001	N
		PM	0.647	B	0.697	B	0.699	B	0.002	N	0.699	B	0.002	N
PALAWAN WAY	@ WASHINGTON BL	AM	[a] 16.0	C	1.009	F	1.009	F	0.000	N	1.009	F	0.000	N
		PM	[a] 19.6	C	0.948	E	0.948	E	0.000	N	0.948	E	0.000	N
PERSHING DR	@ WESTCHESTER PKWY	AM	0.287	A	0.432	A	0.434	A	0.002	N	0.434	A	0.002	N
		PM	0.251	A	0.388	A	0.392	A	0.004	N	0.392	A	0.004	N
PLAYA VISTA DR	@ BLUFF CREEK DR	AM	N/A	-	0.439	A	0.473	A	0.034	N	0.473	A	0.034	N
		PM	N/A	-	0.549	A	0.599	A	0.050	N	0.599	A	0.050	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
SEPULVEDA BL	@ WESTCHESTER PKWY	AM	0.695	B	1.058	F	1.062	F	0.006	N	1.009	F	-0.047	N
		PM	0.792	C	1.200	F	1.239	F	0.039	Y	1.185	F	-0.015	N
WALGROVE AV	@ VENICE BL	AM	0.711	C	0.864	D	0.866	D	0.002	N	0.866	D	0.002	N
		PM	0.859	D	1.079	F	1.082	F	0.003	N	1.082	F	0.003	N
COUNTY OF LOS ANGELES														
ADMIRALTY WAY	@ BALI WAY	AM	0.515	A	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
		PM	0.813	D	1.069	F	1.078	F	0.009	N	1.078	F	0.009	N
ADMIRALTY WAY	@ FIJI WAY	AM	0.319	A	0.473	A	0.477	A	0.004	N	0.477	A	0.004	N
		PM	0.501	A	0.647	B	0.659	B	0.012	N	0.659	B	0.012	N
ADMIRALTY WAY	@ MINDANAO WAY	AM	0.765	C	0.903	E	0.906	E	0.003	N	0.898	D	-0.005	N
		PM	0.921	E	1.132	F	1.145	F	0.013	Y	1.138	F	0.006	N
PALAWAN WAY	@ ADMIRALTY WAY	AM	0.543	A	0.865	D	0.871	D	0.006	N	0.793	C	-0.072	N
		PM	0.804	D	1.132	F	1.145	F	0.013	Y	1.019	F	-0.113	N
VIA MARINA	@ ADMIRALTY WAY	AM	0.582	A	0.912	E	0.918	E	0.006	N	0.918	E	0.006	N
		PM	0.859	D	1.119	F	1.127	F	0.008	N	1.127	F	0.008	N
ALVERN ST	@ CENTINELA AV	AM	0.738	C	0.741	C	0.762	C	0.021	N	0.762	C	0.021	N
		PM	0.610	B	0.752	C	0.781	C	0.029	N	0.781	C	0.029	N
LINCOLN BL	@ BALI WAY	AM	0.467	A	0.833	D	0.844	D	0.011	N	0.834	D	0.001	N
		PM	0.564	B	1.018	F	1.034	F	0.016	Y	1.024	F	0.006	N
SHERBOURNE DR	@ CENTINELA AV	AM	0.746	C	0.785	C	0.807	D	0.022	Y	0.777	C	-0.008	N
		PM	0.597	A	0.700	B	0.724	C	0.024	N	0.694	B	-0.006	N
I-405 NB OFF RAMP	@ CENTURY BL	AM	0.765	C	1.114	F	1.115	F	0.001	N	1.115	F	0.001	N
		PM	0.565	A	0.600	A	0.601	B	0.001	N	0.601	B	0.001	N
CORNING AV	@ SLAUSON AV	AM	0.843	D	0.859	D	0.864	D	0.005	N	0.864	D	0.005	N
		PM	0.629	B	0.691	B	0.696	B	0.005	N	0.696	B	0.005	N
FAIRFAX AV	@ SLAUSON AV	AM	0.847	D	1.091	F	1.092	F	0.001	N	1.092	F	0.001	N
		PM	0.793	C	1.008	F	1.015	F	0.007	N	1.015	F	0.007	N
LINCOLN BL	@ FIJI WAY	AM	0.539	A	0.779	C	0.792	C	0.013	N	0.774	C	-0.005	N
		PM	0.795	C	0.903	E	0.927	E	0.024	Y	0.910	E	0.007	N
HAWTHORNE BL	@ I-105 EB OFF RAMP	AM	0.496	A	0.519	A	0.519	A	0.000	N	0.519	A	0.000	N
		PM	0.579	A	0.600	A	0.600	A	0.000	N	0.600	A	0.000	N
HAWTHORNE BL	@ LENNOX BL	AM	0.563	A	0.662	B	0.662	B	0.000	N	0.662	B	0.000	N
		PM	0.818	D	0.840	D	0.841	D	0.001	N	0.841	D	0.001	N
INGLEWOOD AV	@ LENNOX BL	AM	0.697	B	0.825	D	0.827	D	0.002	N	0.827	D	0.002	N
		PM	0.814	D	0.920	E	0.921	E	0.001	N	0.921	E	0.001	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
KINGS RD	@ SLAUSON AV	AM	0.552	A	0.558	A	0.559	A	0.001	N	0.559	A	0.001	N
		PM	0.486	A	0.575	A	0.586	A	0.011	N	0.586	A	0.011	N
LA BREA AV	@ SLAUSON AV	AM	0.972	E	1.132	F	1.139	F	0.007	N	1.139	F	0.007	N
		PM	0.961	E	1.081	F	1.090	F	0.009	N	1.090	F	0.009	N
LA BREA AV/OVERHILL DR	@ STOCKER ST	AM	0.936	E	0.953	E	0.956	E	0.003	N	0.956	E	0.003	N
		PM	1.087	F	1.168	F	1.174	F	0.006	N	1.174	F	0.006	N
LA CIENEGA BL	@ LENNOX BL	AM	0.334	A	0.402	A	0.405	A	0.003	N	0.405	A	0.003	N
		PM	0.311	A	0.516	A	0.519	A	0.003	N	0.519	A	0.003	N
LA CIENEGA BL	@ STOCKER ST	AM	1.227	F	1.335	F	1.341	F	0.006	N	1.341	F	0.006	N
		PM	1.066	F	1.218	F	1.225	F	0.007	N	1.225	F	0.007	N
LA CIENEGA BL RAMPS N	@ SLAUSON AV	AM	0.738	C	0.926	E	0.926	E	0.000	N	0.926	E	0.000	N
		PM	0.583	A	0.625	B	0.629	B	0.004	N	0.629	B	0.004	N
LA CIENEGA BL RAMPS S	@ SLAUSON AV	AM	0.892	D	0.795	C	0.804	D	0.009	N	0.804	D	0.009	N
		PM	0.742	C	0.758	C	0.773	C	0.015	N	0.773	C	0.015	N
LA TIJERA BL	@ SLAUSON AV	AM	0.512	A	0.616	B	0.617	B	0.001	N	0.617	B	0.001	N
		PM	0.586	A	0.734	C	0.743	C	0.009	N	0.743	C	0.009	N
LINCOLN BL	@ MINDANAO WAY	AM	0.825	D	0.996	E	1.013	F	0.017	Y	1.001	F	0.005	N
		PM	0.927	E	1.152	F	1.171	F	0.019	Y	1.159	F	0.007	N
SHENANDOAH AV	@ SLAUSON AV	AM	0.586	B	0.753	C	0.759	C	0.006	N	0.759	C	0.006	N
		PM	0.518	B	0.641	B	0.648	B	0.007	N	0.648	B	0.007	N
CITY OF CULVER CITY														
OVERLAND AV	@ BRADDOCK DR	AM	0.551	A	0.881	D	0.897	D	0.016	N	0.897	D	0.016	N
		PM	0.616	B	0.965	E	0.974	E	0.009	N	0.974	E	0.009	N
SEPULVEDA BL	@ BRADDOCK DR	AM	0.572	A	0.847	D	0.849	D	0.002	N	0.849	D	0.002	N
		PM	0.611	B	0.968	E	0.974	E	0.006	N	0.974	E	0.006	N
BRISTOL PKWY	@ CENTINELA AV	AM	0.760	C	0.603	B	0.625	B	0.022	N	0.625	B	0.022	N
		PM	0.538	A	0.571	A	0.620	B	0.049	N	0.620	B	0.049	N
BRISTOL PKWY	@ SLAUSON AV	AM	[a] 24.7	C	0.725	C	0.730	C	0.005	N	0.730	C	0.005	N
		PM	[a] 19.5	C	0.675	B	0.684	B	0.009	N	0.684	B	0.009	N
BUCKINGHAM PKWY	@ SLAUSON AV	AM	0.662	B	0.792	C	0.796	C	0.004	N	0.796	C	0.004	N
		PM	0.811	D	0.792	C	0.801	D	0.009	N	0.801	D	0.009	N
GREEN VALLEY CIR	@ CENTINELA AV	AM	0.807	D	0.895	D	0.916	E	0.021	Y	0.735	C	-0.160	N
		PM	0.574	A	0.670	B	0.699	B	0.029	N	0.681	B	0.011	N
SEPULVEDA BL	@ CENTINELA AV	AM	0.852	D	1.230	F	1.261	F	0.031	Y	1.159	F	-0.071	N
		PM	0.750	C	1.185	F	1.262	F	0.077	Y	1.192	F	0.007	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
CENTINELA AV	@ WASHINGTON BL	AM	0.757	C	0.882	D	0.901	E	0.019	Y	0.889	D	0.007	N
		PM	0.887	D	0.973	E	0.991	E	0.018	Y	0.978	E	0.005	N
CENTINELA AV	@ WASHINGTON PL	AM	0.894	D	0.918	E	0.929	E	0.011	Y	0.861	D	-0.057	N
		PM	0.983	E	0.941	E	0.955	E	0.014	Y	0.879	D	-0.062	N
CULVER BL	@ MAIN ST/WASHINGTON BL	AM	0.934	E	1.084	F	1.091	F	0.007	N	1.091	F	0.007	N
		PM	0.745	C	0.881	D	0.885	D	0.004	N	0.885	D	0.004	N
OVERLAND AV	@ CULVER BL	AM	0.719	C	0.971	E	0.990	E	0.019	Y	0.901	E	-0.070	N
		PM	0.748	C	0.945	E	0.966	E	0.021	Y	0.913	E	-0.032	N
SAWTELLE BL	@ CULVER BL	AM	0.735	C	0.889	D	0.897	D	0.008	N	0.825	D	-0.064	N
		PM	0.745	C	1.027	F	1.046	F	0.019	Y	0.932	E	-0.095	N
SEPULVEDA BL	@ CULVER BL	AM	0.954	E	0.993	E	1.003	F	0.010	Y	0.990	E	-0.003	N
		PM	0.923	E	0.926	E	0.937	E	0.011	Y	0.923	E	-0.003	N
JEFFERSON BL	@ DUQUESNE AV	AM	0.838	D	0.964	E	0.971	E	0.007	N	0.917	E	-0.047	N
		PM	0.888	D	0.975	E	0.987	E	0.011	Y	0.934	E	-0.042	N
GLENCOE AV/COSTCO DWY	@ WASHINGTON BL	AM	0.581	A	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
		PM	0.782	C	0.968	E	0.969	E	0.001	N	0.969	E	0.001	N
SEPULVEDA BL	@ GREEN VALLEY CIR	AM	0.616	B	0.679	B	0.679	B	0.000	N	0.679	B	0.000	N
		PM	0.679	B	0.740	C	0.741	C	0.001	N	0.741	C	0.001	N
HANNUM AV	@ PLAYA ST	AM	0.701	C	0.869	D	0.897	D	0.028	Y	0.884	D	0.015	N
		PM	0.707	C	0.788	C	0.799	C	0.011	N	0.786	C	-0.002	N
HANNUM AV	@ SLAUSON AV	AM	0.540	A	0.551	A	0.551	A	0.000	N	0.551	A	0.000	N
		PM	0.480	A	0.536	A	0.541	A	0.005	N	0.541	A	0.005	N
SEPULVEDA BL	@ I-405 NB RAMPS S/O VENICE BL	AM	0.744	C	1.002	F	1.007	F	0.005	N	1.007	F	0.005	N
		PM	0.729	C	0.977	E	0.985	E	0.008	N	0.985	E	0.008	N
SAWTELLE BL	@ I-405 SB OFF RAMP N/O CULVER BL	AM	0.229	A	0.495	A	0.499	A	0.004	N	0.499	A	0.004	N
		PM	0.251	A	0.494	A	0.499	A	0.005	N	0.499	A	0.005	N
INGLEWOOD BL	@ WASHINGTON BL	AM	0.603	B	0.808	D	0.818	D	0.010	N	0.781	C	-0.027	N
		PM	0.896	D	0.993	E	1.014	F	0.021	Y	0.974	E	-0.019	N
JEFFERSON BL	@ OVERLAND AV	AM	0.776	C	1.006	F	1.035	F	0.029	Y	1.007	F	0.001	N
		PM	0.881	D	0.874	D	0.897	D	0.023	Y	0.870	D	-0.004	N
JEFFERSON BL	@ SEPULVEDA BL (N)	AM	0.715	C	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
		PM	0.815	D	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N
JEFFERSON BL	@ SLAUSON AV	AM	0.431	A	0.577	A	0.591	A	0.014	N	0.591	A	0.014	N
		PM	0.539	A	0.654	B	0.691	B	0.037	N	0.691	B	0.037	N
LA CIENEGA BL	@ WASHINGTON BL	AM	0.941	E	1.032	F	1.034	F	0.002	N	1.034	F	0.002	N
		PM	0.770	C	0.816	D	0.817	D	0.001	N	0.817	D	0.001	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
MARINA FWY	@ SLAUSON AV	AM	0.677	B	0.672	B	0.692	B	0.020	N	0.692	B	0.020	N
		PM	0.663	B	0.747	C	0.760	C	0.013	N	0.760	C	0.013	N
SAWTELLE BL	@ MATTESON AV/I-405 SB RAMPS	AM	0.939	E	1.126	F	1.129	F	0.003	N	1.129	F	0.003	N
		PM	0.612	B	1.081	F	1.087	F	0.006	N	1.087	F	0.006	N
MOTOR AV	@ WASHINGTON BL	AM	0.744	C	1.004	F	1.006	F	0.002	N	1.006	F	0.002	N
		PM	0.778	C	0.922	E	0.931	E	0.009	N	0.931	E	0.009	N
OVERLAND AV	@ WASHINGTON BL	AM	0.940	E	1.011	F	1.020	F	0.009	N	1.020	F	0.009	N
		PM	0.863	D	1.213	F	1.221	F	0.008	N	1.221	F	0.008	N
SEPULVEDA BL	@ PLAYA ST./JEFFERSON BL	AM	0.862	D	0.865	D	0.898	D	0.033	Y	0.877	D	0.012	N
		PM	0.958	E	0.925	E	0.953	E	0.028	Y	0.925	E	0.000	N
REDWOOD AV	@ WASHINGTON BL	AM	0.401	A	0.657	B	0.657	B	0.000	N	0.657	B	0.000	N
		PM	0.427	A	0.713	C	0.714	C	0.001	N	0.714	C	0.001	N
SEPULVEDA BL	@ SAWTELLE BL	AM	0.715	C	1.079	F	1.086	F	0.007	N	1.058	F	-0.021	N
		PM	0.815	D	0.986	E	0.996	E	0.010	Y	0.964	E	-0.022	N
SAWTELLE BL	@ VENICE BL	AM	0.858	D	1.161	F	1.164	F	0.003	N	1.164	F	0.003	N
		PM	0.851	D	1.238	F	1.242	F	0.004	N	1.242	F	0.004	N
SAWTELLE BL	@ WASHINGTON BL	AM	0.484	A	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
		PM	0.677	A	0.981	E	0.987	E	0.006	N	0.987	E	0.006	N
SAWTELLE BL	@ WASHINGTON PL	AM	0.511	A	0.906	E	0.907	E	0.001	N	0.907	E	0.001	N
		PM	0.525	A	1.072	F	1.075	F	0.003	N	1.075	F	0.003	N
SEPULVEDA BL	@ SLAUSON AV	AM	0.679	B	1.068	F	1.073	F	0.005	N	1.032	F	-0.036	N
		PM	0.729	C	1.029	F	1.042	F	0.013	Y	1.001	F	-0.028	N
SEPULVEDA BL	@ VENICE BL	AM	0.907	E	1.152	F	1.155	F	0.003	N	1.155	F	0.003	N
		PM	0.764	C	1.124	F	1.127	F	0.003	N	1.127	F	0.003	N
SEPULVEDA BL	@ WASHINGTON BL	AM	0.741	C	0.891	D	0.898	D	0.007	N	0.898	D	0.007	N
		PM	0.769	C	1.026	F	1.035	F	0.009	N	1.035	F	0.009	N
SEPULVEDA BL	@ WASHINGTON PL	AM	0.838	D	1.027	F	1.029	F	0.002	N	1.029	F	0.002	N
		PM	0.835	B	1.107	F	1.113	F	0.006	N	1.113	F	0.006	N
WALGROVE AV	@ WASHINGTON BL	AM	[a] 23.2	C	0.791	C	0.791	C	0.000	N	0.791	C	0.000	N
		PM	[a] 16.7	C	0.955	E	0.957	E	0.002	N	0.957	E	0.002	N
CITY OF SANTA MONICA														
23RD ST	@ OCEAN PARK BL	AM	0.974	E	1.095	F	1.097	F	0.002	N	1.097	F	0.002	N
		PM	1.272	F	1.308	F	1.311	F	0.003	N	1.311	F	0.003	N
23RD ST	@ PICO BL	AM	0.677	B	0.730	C	0.732	C	0.002	N	0.732	C	0.002	N
		PM	0.975	E	0.988	E	0.990	E	0.002	N	0.990	E	0.002	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
26TH ST	@ WILSHIRE BL	AM	0.779	C	0.952	E	0.953	E	0.001	N	0.953	E	0.001	N
		PM	0.970	E	0.970	E	0.970	E	0.000	N	0.970	E	0.000	N
4TH ST	@ COLORADO AV	AM	0.637	B	0.692	B	0.692	B	0.000	N	0.692	B	0.000	N
		PM	0.844	D	0.902	E	0.903	E	0.001	N	0.903	E	0.001	N
4TH ST	@ OCEAN PARK BL N	AM	[b] 16.9	C	0.471	A	0.473	A	0.002	N	0.473	A	0.002	N
		PM	[b] 18.5	C	0.551	A	0.552	A	0.001	N	0.552	A	0.001	N
4TH ST	@ OCEAN PARK BL S	AM	[b] 13.6	B	0.454	A	0.455	A	0.001	N	0.455	A	0.001	N
		PM	[b] 13.1	B	0.493	A	0.495	A	0.002	N	0.495	A	0.002	N
4TH ST	@ PICO BL	AM	0.943	E	1.031	F	1.035	F	0.004	N	1.035	F	0.004	N
		PM	0.912	E	1.021	F	1.023	F	0.002	N	1.023	F	0.002	N
4TH ST	@ WILSHIRE BL	AM	0.577	A	0.659	B	0.660	B	0.001	N	0.660	B	0.001	N
		PM	0.602	B	0.726	C	0.726	C	0.000	N	0.726	C	0.000	N
CLOVERFIELD BL	@ I-10 EB ON RAMP	AM	0.882	D	0.888	D	0.888	D	0.000	N	0.888	D	0.000	N
		PM	0.926	E	1.116	F	1.116	F	0.000	N	1.116	F	0.000	N
CLOVERFIELD BL	@ I-10 WB OFF RAMP	AM	0.948	E	0.951	E	0.953	E	0.002	N	0.953	E	0.002	N
		PM	0.869	D	0.919	E	0.920	E	0.001	N	0.920	E	0.001	N
CLOVERFIELD BL	@ OCEAN PARK BL	AM	0.607	B	0.727	C	0.729	C	0.002	N	0.729	C	0.002	N
		PM	0.709	C	0.819	D	0.823	D	0.004	N	0.823	D	0.004	N
CLOVERFIELD BL	@ PICO BL	AM	0.823	D	0.931	E	0.933	E	0.002	N	0.933	E	0.002	N
		PM	0.891	D	0.916	E	0.917	E	0.001	N	0.917	E	0.001	N
LINCOLN BL	@ I-10 EB ON RAMP	AM	1.184	F	1.208	F	1.212	F	0.004	N	1.212	F	0.004	N
		PM	0.926	E	1.039	F	1.041	F	0.002	N	1.041	F	0.002	N
LINCOLN BL	@ I-10 WB OFF RAMP	AM	0.881	D	0.971	E	0.971	E	0.000	N	0.971	E	0.000	N
		PM	0.956	E	1.138	F	1.141	F	0.003	N	1.141	F	0.003	N
LINCOLN BL	@ OCEAN PARK BL	AM	1.130	F	1.248	F	1.252	F	0.004	N	1.252	F	0.004	N
		PM	1.133	F	1.369	F	1.372	F	0.003	N	1.372	F	0.003	N
LINCOLN BL	@ PICO BL	AM	0.988	E	1.240	F	1.243	F	0.003	N	1.243	F	0.003	N
		PM	1.065	F	1.228	F	1.232	F	0.004	N	1.232	F	0.004	N
LINCOLN BL	@ WILSHIRE BL	AM	0.729	C	0.897	D	0.899	D	0.002	N	0.899	D	0.002	N
		PM	0.883	D	0.910	E	0.912	E	0.002	N	0.912	E	0.002	N
MAIN ST	@ OCEAN PARK BL	AM	0.921	E	0.958	E	0.958	E	0.000	N	0.958	E	0.000	N
		PM	0.838	D	1.022	F	1.023	F	0.001	N	1.023	F	0.001	N
MAIN ST	@ PICO BL	AM	0.680	B	0.775	C	0.775	C	0.000	N	0.775	C	0.000	N
		PM	0.912	E	0.945	E	0.945	E	0.000	N	0.945	E	0.000	N
NEILSON WAY	@ OCEAN PARK BL	AM	0.695	B	0.726	C	0.727	C	0.001	N	0.727	C	0.001	N
		PM	0.737	C	0.775	C	0.776	C	0.001	N	0.776	C	0.001	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
OCEAN AV	@ PALISADES BEACH RD RAMPS	AM	0.481	A	0.621	B	0.622	B	0.001	N	0.622	B	0.001	N
		PM	0.934	E	0.958	E	0.959	E	0.001	N	0.959	E	0.001	N
OCEAN AV	@ WILSHIRE BL	AM	0.618	B	0.717	C	0.717	C	0.000	N	0.717	C	0.000	N
		PM	0.624	B	0.684	B	0.684	B	0.000	N	0.684	B	0.000	N
OCEAN AV/NEILSON WAY	@ PICO BL	AM	0.632	B	0.729	C	0.730	C	0.001	N	0.730	C	0.001	N
		PM	0.841	D	0.888	D	0.889	D	0.001	N	0.889	D	0.001	N
CITY OF INGLEWOOD														
LA CIENEGA BL	@ ARBOR VITAE ST	AM	0.538	A	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
		PM	0.633	B	0.731	C	0.734	C	0.003	N	0.734	C	0.003	N
CENTINELA AV	@ FLORENCE AV	AM	0.545	A	0.613	B	0.622	B	0.009	N	0.622	B	0.009	N
		PM	0.780	C	0.825	D	0.832	D	0.007	N	0.832	D	0.007	N
LA BREA AV	@ CENTINELA AV	AM	1.167	F	1.395	F	1.412	F	0.017	Y	1.304	F	-0.091	N
		PM	1.134	F	1.192	F	1.201	F	0.009	N	1.132	F	-0.060	N
FLORENCE AV/AVIATION BL	@ MANCHESTER BL	AM	0.937	E	1.143	F	1.147	F	0.004	N	1.117	F	-0.026	N
		PM	0.873	D	0.887	D	0.921	E	0.034	Y	0.891	D	0.004	N
LA BREA AV	@ MANCHESTER BL	AM	1.068	F	1.070	F	1.071	F	0.001	N	1.071	F	0.001	N
		PM	0.989	E	1.123	F	1.124	F	0.001	N	1.124	F	0.001	N
LA CIENEGA BL	@ MANCHESTER BL	AM	0.598	A	0.899	D	0.902	E	0.003	N	0.902	E	0.003	N
		PM	0.928	E	0.940	E	0.942	E	0.002	N	0.942	E	0.002	N
SOUTH BAY CITIES [1]														
SEPULVEDA BL/FOH	@ ARTESIA BL	AM	0.863	D	0.869	D	0.873	D	0.004	N	0.873	D	0.004	N
		PM	1.209	F	1.220	F	1.222	F	0.002	N	1.222	F	0.002	N
AVIATION BL	@ ROSECRANS AV	AM	1.041	F	1.001	F	1.003	F	0.002	N	1.003	F	0.002	N
		PM	1.339	F	1.064	F	1.064	F	0.000	N	1.064	F	0.000	N
DOUGLAS ST	@ IMPERIAL HWY	AM	0.545	A	0.770	C	0.771	C	0.001	N	0.771	C	0.001	N
		PM	0.432	A	0.590	A	0.593	A	0.003	N	0.593	A	0.003	N
SEPULVEDA BL	@ EL SEGUNDO BL	AM	0.941	E	1.074	F	1.076	F	0.002	N	1.076	F	0.002	N
		PM	1.100	F	1.297	F	1.303	F	0.006	N	1.303	F	0.006	N
SEPULVEDA BL	@ GRAND AV	AM	1.004	F	1.026	F	1.034	F	0.008	N	1.034	F	0.008	N
		PM	1.164	F	1.305	F	1.310	F	0.005	N	1.310	F	0.005	N
HIGHLAND AV	@ MANHATTAN BEACH BL	AM	0.554	A	0.787	C	0.790	C	0.003	N	0.790	C	0.003	N
		PM	0.552	A	0.620	B	0.621	B	0.001	N	0.621	B	0.001	N
I-405 NB RAMPS	@ IMPERIAL HWY	AM	0.323	A	0.415	A	0.416	A	0.001	N	0.416	A	0.001	N
		PM	0.464	A	0.497	A	0.498	A	0.001	N	0.498	A	0.001	N
I-105 WB OFF RAMP/NASH ST	@ IMPERIAL HWY	AM	0.614	B	0.796	C	0.799	C	0.003	N	0.799	C	0.003	N
		PM	0.329	A	0.425	A	0.427	A	0.002	N	0.427	A	0.002	N
MAIN ST	@ IMPERIAL HWY	AM	0.757	C	1.007	F	1.011	F	0.004	N	1.011	F	0.004	N
		PM	0.672	B	0.904	E	0.906	E	0.002	N	0.906	E	0.002	N
SEPULVEDA BL	@ MANHATTAN BEACH BL	AM	1.167	F	1.189	F	1.193	F	0.004	N	1.193	F	0.004	N
		PM	1.251	F	1.335	F	1.337	F	0.002	N	1.337	F	0.002	N
SEPULVEDA BL	@ MAPLE AV	AM	0.666	B	0.827	D	0.831	D	0.004	N	0.831	D	0.004	N
		PM	0.771	C	1.075	F	1.078	F	0.003	N	1.078	F	0.003	N

ATTACHMENT C

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION LEVEL OF SERVICE - EXISTING AND FUTURE SCENARIOS

Intersection		Peak Hour	Existing V/C	Existing LOS	2010 Base V/C	2010 Base LOS	2010 w/Project V/C	2010 w/Project LOS	V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program V/C	2010 w/Project W/ Mitigation Program LOS	V/C Increase	Residual Impact
SEPULVEDA BL	@ MARINE AV	AM	1.083	F	1.103	F	1.105	F	0.002	N	1.105	F	0.002	N
		PM	1.133	F	1.330	F	1.332	F	0.002	N	1.332	F	0.002	N
SEPULVEDA BL	@ MARIPOSA AV	AM	0.870	D	0.898	D	0.901	E	0.003	N	0.901	E	0.003	N
		PM	0.872	D	1.074	F	1.077	F	0.003	N	1.077	F	0.003	N
SEPULVEDA BL	@ ROSECRANS AV	AM	0.856	D	1.020	F	1.023	F	0.003	N	1.023	F	0.003	N
		PM	1.093	F	1.397	F	1.400	F	0.003	N	1.400	F	0.003	N
VISTA DEL MAR/HIGHLAND AV	@ ROSECRANS AV	AM	1.193	F	1.278	F	1.281	F	0.003	N	1.281	F	0.003	N
		PM	0.887	D	0.893	D	0.897	D	0.004	N	0.897	D	0.004	N

[1] South Bay Cities include El Segundo, Manhattan Beach, Hawthorne and Hermosa Beach.

ATTACHMENT D

THE VILLAGE AT PLAYA VISTA PROJECT
SIGNIFICANTLY IMPACTED INTERSECTIONS

	Intersection		Impacted		Mitigation Measure			Impact Remains Significant	
			AM	PM	Signal [1] Enhancement	Intersection Improvement	Transit System Improvement	AM	PM
	CITY OF LOS ANGELES								
1	77TH ST/76TH ST	@ SEPULVEDA BL		X			X		
2	80TH ST/79TH ST	@ SEPULVEDA BL		X			X		
3	83RD ST	@ LINCOLN BL	X	X	X				
4	BLUFF CREEK DR	@ CENTINELA AV		X		X			
5	BUNDY DR	@ OCEAN PARK BL	X	X	X				
6	CENTINELA AV	@ CULVER BL	X			X			
7	CENTINELA AV	@ JEFFERSON BL	X	X			X	X	X
8	CENTINELA AV	@ LA CIENEGA BL	X		X				
9	CENTINELA AV	@ LA TIJERA BL	X	X		X			
10	CENTINELA AV	@ VENICE BL	X	X	X	X			
11	CULVER BL	@ INGLEWOOD BL	X	X		X			
12	CULVER BL	@ JEFFERSON BL		X			X		
13	CULVER BL	@ NICHOLSON ST	X				X		
14	HOWARD HUGHES PKWY	@ SEPULVEDA BL	X	X			X		
15	I-105 WB OFF RAMP	@ SEPULVEDA BL		X	X				
16	I-405 NB RAMPS	@ JEFFERSON BL	X	X		X	X		
17	I-405 SB RAMPS	@ JEFFERSON BL	X	X			X		
18	IMPERIAL HWY	@ SEPULVEDA BL		X	X				
19	INGLEWOOD BL/CENTINELA AV	@ JEFFERSON BL	X	X			X		
20	JEFFERSON BL	@ LINCOLN BL	X	X	X		X		
21	LA TIJERA BL	@ LINCOLN BL		X	X				
22	LA TIJERA BL	@ SEPULVEDA BL		X			X		
23	LINCOLN BL	@ LMU DR		X	X		X		
24	LINCOLN BL	@ MANCHESTER AV	X	X	X				
25	LINCOLN BL	@ MARINA EXWY	X	X	X				
26	LINCOLN BL	@ MAXELLA AV	X	X	X				
27	LINCOLN BL	@ BLUFF CREEK DR		X	X				
28	LINCOLN BL	@ VENICE BL	X	X	X		X		
29	LINCOLN BL	@ WASHINGTON BL	X	X	X				
30	MANCHESTER AV	@ SEPULVEDA BL		X	X		X		
31	SEPULVEDA BL	@ WESTCHESTER PKWY		X			X		
	COUNTY OF LOS ANGELES								
32	ADMIRALTY WAY	@ MINDANAO WAY		X			X		
33	ADMIRALTY WAY	@ PALAWAN WAY		X		X			
34	BALI WAY	@ LINCOLN BL		X	X				
35	CENTINELA AV	@ SHERBOURNE DR	X		X				
36	FIJI WAY	@ LINCOLN BL		X	X		X		
37	LINCOLN BL	@ MINDANAO WAY	X	X	X				

ATTACHMENT D

THE VILLAGE AT PLAYA VISTA PROJECT
SIGNIFICANTLY IMPACTED INTERSECTIONS

	Intersection		Impacted		Mitigation Measure			Impact Remains Significant	
			AM	PM	Signal [1] Enhancement	Intersection Improvement	Transit System Improvement	AM	PM
	CITY OF CULVER CITY								
38	CENTINELA AV	@ GREEN VALLEY CIR	X			X			
39	CENTINELA AV	@ SEPULVEDA BL	X	X	X		X		
40	CENTINELA AV	@ WASHINGTON BL	X	X			X		
41	CENTINELA AV	@ WASHINGTON PL	X	X		X			
42	CULVER BL	@ OVERLAND AV	X	X		X			
43	CULVER BL	@ SAWTELLE BL		X		X			
44	CULVER BL	@ SEPULVEDA BL	X	X			X		
45	DUQUESNE AV	@ JEFFERSON BL		X			X		
46	HANNUM AV	@ PLAYA ST	X				X		
47	INGLEWOOD BL	@ WASHINGTON BL		X			X		
48	JEFFERSON BL	@ OVERLAND AV	X	X			X		
49	JEFFERSON BL	@ SEPULVEDA BL (N)		X			X		
50	PLAYA ST/JEFFERSON BL	@ SEPULVEDA BL	X	X			X		
51	SAWTELLE BL	@ SEPULVEDA BL		X			X		
52	SEPULVEDA BL	@ SLAUSON AV		X			X		
	CITY OF INGLEWOOD								
53	CENTINELA AV	@ LA BREA AV	X			X			
54	FLORENCE AV/AVIATION BL	@ MANCHESTER BL		X	X				

[1] Signal enhancement includes implementation of ATSAC, ATCS, or Transit Priority System

ATTACHMENT E
TRANSPORTATION MITIGATION PROGRAM

A comprehensive traffic mitigation program has been developed for the Project that includes transit system enhancements, roadway improvements, and intersection improvements. The improvements are described in more detail in the sections below.

In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures may be provided subject to approval by DOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the Project's significant impact.

A. TRANSIT SYSTEM ENHANCEMENTS

The key components of the recommended transit improvements include:

- Enhancement and expansion of existing regional transit service
- Transit Priority System implementation needed for future metro rapid bus service
- Expansion of the Playa Vista Phase 1 internal shuttle
- Limited Stop Bus Service

Enhancement and Expansion of Regional Transit Service

The Project will provide additional transit capacity by improving the service frequency along existing transit routes that traverse impacted intersections, and by extending or adding regional bus service to the Project site and points to the west and south. This increased transit capacity along impacted intersections will offer the ability to reduce the number of automobiles in the corridors served by the additional buses.

Subject to a separate agreement between the Applicant and the City of Culver City, the Applicant 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 for Lines 2 and 6, and two buses to supplement and extend Line 4 to provide bus service from Fox Hills Transit Center along Jefferson Boulevard to the west into Playa Del Rey. The Proposed Project shall also contribute towards operation and maintenance (O and M) costs for each new bus during the peak morning and afternoon commute hours, for a period of three years, and to ensure continued service, compensate for the unsubsidized portion of these costs for an additional seven years. O and M costs for each new bus for the entire day shall be provided by the Applicant for the extended route portion of Line 4. Farebox revenues shall be credited against operating costs. To summarize, the Applicant shall purchase four additional buses to augment Culver City's existing fleet during the peak commute hours. The fleet of buses currently service the Sepulveda Boulevard, Jefferson Boulevard, Washington Boulevard and Centinela Avenue corridors.

Transit Priority System Improvements

The Los Angeles County Metropolitan Transportation Authority (MTA) is in the process of implementing the Metro Rapid Bus Program. This Program includes provision of Rapid Bus Service along 24 key congested travel corridors within Los Angeles County. Lincoln Boulevard has been identified by MTA as one of the corridors for which the Metro Rapid Bus Program has been planned by year 2008. The Proposed Project shall provide design and implementation costs for the Transit Priority

System (TPS) component associated with the Metro Rapid Expansion Project at 25 signalized intersections along the Lincoln Boulevard Rapid Bus Route corridor. The TPS hardware includes updated traffic signal controllers at signalized intersections, transponder equipment, and other associated bus vehicle identification system components that contribute to a system of real-time signalization control.

Expansion of Playa Vista Internal Shuttle

The Proposed Project shall extend and expand the Internal Shuttle System, creating an intelligent demand-responsive 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, and the Fox Hills Mall. Connections to regional transit service shall be provided at Lincoln Boulevard/Jefferson Boulevard and at the Fox Hills Mall Transit Center. This shuttle will consist of the following key features:

Core Service Area – The central portion of the service area includes the entire Playa Vista site. 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 east end of Playa Vista Phase I. A minimum of 15-minute headways shall be provided during the daytime and evening peak hours along this core route. Key neighboring destinations including Marina Del Rey, Fox Hills Mall and Howard Hughes Center will be included as part of the demand-responsive component within the service area.

Specially Equipped Buses – Low or zero emission buses will be provided and sized to accommodate approximately 20 to 25 passengers. 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 "Next Bus" 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 core service area shall have the ability to call for the shuttle from a designated bus stop. Upon doing so, information on the status of the bus and the anticipated wait time would then be given to the patron.

Limited Stop Bus Service

Subject to a separate agreement between the Applicant and the City of Culver City, the Applicant 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 would be approximately 30 minutes during the peak hours. This Limited Stop Bus would originate from the Fox Hills Mall Transit Center and would serve the areas along the Sepulveda, Jefferson and Centinela corridors including the office, studio and residential uses within the Playa Vista area, the retail and office complex at Howard Hughes Center, downtown Westchester, the various offices along Century Boulevard, and the Green Line Station at Imperial Highway and Aviation Boulevard. The Limited Stop Bus Service would offer connections and transfers to other regional bus service and to the Playa Vista intelligent shuttle. The Applicant shall also contribute towards operations and maintenance costs for peak hours for these buses for a period of three years, and to ensure continued service, compensate for the unsubsidized portion of these costs for an additional seven years. Farebox revenues shall be credited against operating costs.

B. ROADWAY IMPROVEMENTS

The traffic impact analysis report proposes key roadway improvements needed to address the expected traffic demands resulting from the Project. For these proposed improvements, the final determination on the feasibility of street widenings and of narrowing of sidewalk widths shall be made by the Department of Public Works, Bureau of Engineering.

The following roadway improvements are proposed:

1. Centinela Avenue Widening (Drawing No. **RW-1**) Widen both sides of Centinela Avenue between Culver Boulevard and the SR-90 Freeway to provide an additional northbound through lane and a center two-way-left-turn lane (TWLTL). The anticipated cross section during the peak commute hours would be 2 southbound lanes, a TWLTL, and 3 northbound lanes. Due to right-of-way constraints, a TWLTL cannot be provided between Wagner Street and Braddock Drive. This improvement would effectively extend the three-lane (northbound) improvement required of the Playa Vista First Phase project between Jefferson Boulevard and SR-90. In addition to the widening, providing the third northbound lane would require peak hour parking restrictions on the east side of Centinela Avenue along this segment. Therefore, this improvement would have some on-street parking impacts, as approximately 27 parking spaces would be lost on the east side of Centinela Avenue during the morning and afternoon peak commute hours. To defer the loss of parking until traffic demands warrant a third northbound through lane, this mitigation measure should be implemented in two phases. First, the Applicant should widen Centinela Avenue, as illustrated in the attached drawing, and restripe the roadway to provide two lanes in each direction, a center TWLTL, and parking on both sides of the street. In the second phase, restricting on-street parking on the east side of the roadway during peak commute hours for the allowance of the third northbound lane would not be considered until traffic demands reveal the need for added roadway capacity.

2. Jefferson Boulevard Widening (Drawing No. **RW-2**) – Continue the Playa Vista Phase I improvements to Jefferson Boulevard by providing 4 eastbound lanes and 3 westbound lanes between Beethoven Street and Centinela Avenue. The widening will occur along the Project frontage on the south side of Jefferson Boulevard between Beethoven Street and Centinela Avenue to provide the fourth eastbound lane. Intersections along this stretch of Jefferson Boulevard will be configured to accommodate future traffic projections. The restriping of Jefferson Boulevard for the provision of the fourth eastbound lane may be deferred, as determined by DOT, until traffic volumes warrant such installation. It should be noted that this improvement is considered a project-design feature and not a project mitigation measure.

3. Bluff Creek Drive – Construct Bluff Creek Drive, a Secondary Highway, to connect Lincoln Boulevard and Centinela Avenue along the southern edge of the Playa Vista project site. For the most part, the roadway shall consist of two lanes in each direction, a center two-way-left-turn lane or raised landscaped median, and bike lanes in each direction. The specific improvement associated with the proposed Project would complete the missing gap between the eastern and western ends of Bluff Creek Drive that are to be constructed as part of the Playa Vista Phase I project. It should be noted that this improvement is considered a project-design feature and not a project mitigation measure.

C. INTERSECTION IMPROVEMENTS

City of Los Angeles

Several intersection improvements are proposed to mitigate the negative traffic impacts of the Project. For all of these proposed improvements, the final determination on the feasibility of street widenings and of narrowing of sidewalk widths shall be made by the Department of Public Works, Bureau of Engineering.

Improvements, needed to reduce and mitigate the Project's negative traffic impacts, are proposed at the following intersections:

1. 76th/77th Street and Sepulveda Boulevard - contribute to the implementation of a new limited-stop bus service to be operated by the Culver City Bus line during peak commute hours (see Transit System Enhancements above)

2. 79th/80th Street and Sepulveda Boulevard – the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6 and by implementing a new limited-stop bus service during peak commute hours (see Transit System Enhancements above)

3. 83rd Street and Lincoln Boulevard – the impact at this intersection is mitigated by upgrading the traffic signal to operate under the Airport-area Adaptive Traffic Control System (ATCS), and by providing right-turn overlap signal operation for westbound 83rd Street right-turners with the southbound left-turners

4. Bluff Creek Drive and Centinela Avenue (Drawing No. **IS-1**) – restripe northbound Bluff Creek Drive to provide one left-turn lane, two through lanes and two right-turn lanes

5. Bluff Creek Drive and Lincoln Boulevard – contribute to the design and implementation of a Transit Priority System (see Transit System Enhancements above)

6. Bundy Drive and Ocean Park Boulevard - contribute to the design and implementation of ATCS (Smart Corridor System)

7. Centinela Avenue and Culver Boulevard (Drawing No. **IS-2**) – add a westbound right-turn lane to provide a westbound approach of one left-turn lane, two through lanes and one right-turn lane

8. Centinela Avenue and Jefferson Boulevard - the impact at this intersection is partially mitigated by providing additional and expanded service along Culver City Bus Line 4, by expanding the Playa Vista internal shuttle to also include stops at key activity centers, and by implementing a new limited stop bus service during peak commute hours (see Transit System Enhancements above)

9. Centinela Avenue and La Cienega Boulevard - contribute to the design and implementation of ATCS (Airport System)

10. Centinela Avenue and La Tijera Boulevard (Drawing No. **IS-3**) - add a westbound through lane on Centinela Avenue to provide a westbound approach of two left-turn lanes, two through lanes, and one shared through/right lane

11. Centinela Avenue and Venice Boulevard (Drawing No. **IS-4**) - contribute to the design and implementation of ATCS (Smart Corridor System) and restripe the southbound approach to provide a separate right-turn lane. The southbound approach would provide one right-turn lane, two through lanes, and one left-turn lane.

12. Culver Boulevard and Inglewood Boulevard (Drawing No. **IS-5**) – widen to provide left-turn lanes for both the east and westbound approaches on Culver Boulevard. The east and westbound approaches would each provide one left-turn lane, one though lane, and one shared though right-turn lane.

13. Culver Boulevard and Jefferson Boulevard - the impact at this intersection is mitigated by providing additional and extended service along Culver City Bus Line 4 (see Transit System Enhancements above)

14. Culver Boulevard and Nicholson Street - the impact at this intersection is mitigated by providing additional and extended service along Culver City Bus Line 4 (see Transit System Enhancements above)

15. Howard Hughes Parkway and Sepulveda Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6, by expanding the Playa Vista internal shuttle to include stops at the Howard Hughes Entertainment Center and other key activity centers, and by implementing a new limited stop bus service during peak commute hours (see Transit System Enhancements above)

16. Imperial Highway and Sepulveda Boulevard – contribute to the design and implementation of ATCS or similar traffic signal upgrade at this intersection

17. Inglewood Boulevard and Jefferson Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2, by providing additional and extended service along Culver City Bus Line 4, by expanding the Playa Vista internal shuttle to include stops at key activity centers including Fox Hills Mall, and by implementing a new limited-stop bus service during peak commute hours (see Transit System Enhancements above)

18. I-105 Freeway Westbound Off-ramp and Sepulveda Boulevard - contribute to the design and implementation of ATCS (Airport System)

19. I-405 Freeway Northbound Ramps and Jefferson Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2, by providing additional and extended service along Culver City Bus Line 4, by expanding the Playa Vista internal shuttle to include stops key activity centers including Fox Hills Mall (see Transit System Enhancements above), and by restriping the westbound approach to provide two through lanes, a shared through/right lane, and a right-turn only lane

20. I-405 Freeway Southbound Ramps and Jefferson Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2, by providing additional and extended service along Culver City Bus Line 4, by expanding the Playa Vista internal shuttle to include stops key activity centers including Fox Hills Mall (see Transit System Enhancements above)

21. Jefferson Boulevard and Lincoln Boulevard - the impact at this intersection is mitigated by providing additional and expanded service along Culver City Bus Line 4, by expanding the Playa Vista internal shuttle to include additional stops at key activity centers and by upgrading the traffic signal controller to be compatible with the Transit Priority System needed for future operation of Metro Rapid Bus service (see Transit System Enhancements above)

22. La Tijera Boulevard and Lincoln Boulevard - contribute to the design and implementation of ATCS (Airport System)

23. La Tijera Boulevard and Sepulveda Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6 and by implementing a new limited-stop bus service during peak commute hours (see Transit System Enhancements above)

24. Lincoln Boulevard and LMU Drive - the impact at this intersection is expected to be mitigated through the diversion of traffic away from Lincoln Boulevard resulting from the implementation of a new limited-stop bus service during peak commute hours on parallel roadways (Centinela Avenue and Sepulveda Boulevard) and from the expansion of the Playa Vista internal shuttle; also, by the contribution to the design and implementation of a Transit Priority System along Lincoln Boulevard (see Transit System Enhancements above)

25. Lincoln Boulevard and Manchester Avenue - contribute to the design and implementation of ATCS (Airport System)

26. Lincoln Boulevard and Marina Expressway (SR-90) - contribute to the design and implementation of a Transit Priority System (see Transit System Enhancements above)

27. Lincoln Boulevard and Maxella Avenue - contribute to the design and implementation of a Transit Priority System (see Transit System Enhancements above)

28. Lincoln Boulevard and Venice Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2, and by upgrading the traffic signal controller to be compatible with the Transit Priority System needed for future operation of Metro Rapid Bus service (see Transit System Enhancements above)

29. Lincoln Boulevard and Washington Boulevard - contribute to the design and implementation of a Transit Priority System (see Transit System Enhancements above)

30. Manchester Avenue and Sepulveda Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6 and by implementing a new limited-stop bus service during peak commute hours (see Transit System Enhancements above); also, contribute to the design and implementation of ATCS (Airport System)

31. Sepulveda Boulevard and Westchester Parkway - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6 (see Transit System Enhancements above)

Los Angeles County

Additionally, several intersection improvements are proposed in other jurisdictions. The following intersection mitigations are subject to review and approval by Los Angeles County:

1. Admiralty Way and Mindanao Way - the impact at this intersection is mitigated by expanding the Playa Vista internal shuttle to include stops at key activity centers including Marina Del Rey (see Transit System Enhancements above)

2. Admiralty Way and Palawan Way – contribute a fair-share amount towards the planned Admiralty Way roadway improvement by the Los Angeles County Department of Public Works. For this subject intersection, the roadway improvement would include the provision of two left-turn lanes, one through lane, and a right-turn lane on the southbound approach.

3. Bali Way and Lincoln Boulevard - contribute to the design and implementation of a Transit Priority System (see Transit System Enhancements above)

4. Centinela Avenue and Sherbourne Drive - contribute to the design and implementation of ATCS or similar traffic signal upgrade at this intersection

5. Fiji Way and Lincoln Boulevard - contribute to the design and implementation of a Transit Priority System and to the expansion of the Playa Vista internal shuttle to include stops at key activity centers including Marina Del Rey (see Transit System Enhancements above)

6. Lincoln Boulevard and Mindanao Way - contribute to the design and implementation of a Transit Priority System (see Transit System Enhancements above)

City of Culver City

The following intersection improvements are subject to review and approval by the City of Culver City:

1. Centinela Avenue and Green Valley Circle (Drawing No. **IS-6**) – restripe the westbound approach to provide an exclusive right turn lane. The westbound approach would provide a right-turn lane and two through lanes.

2. Centinela Avenue and Sepulveda Boulevard - contribute to the design and implementation of ATCS (Airport System); also, provide additional service along Culver City Bus Line 6, expand the Playa Vista internal shuttle to include stops at key activity centers including Fox Hills Mall and Hughes Entertainment Center, and by implementing a new limited-stop bus service during peak commute hours (see Transit System Enhancements above)

3. Centinela Avenue and Washington Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2 (see Transit System Enhancements above)

4. Centinela Avenue and Washington Place (Drawing No. **IS-7**) - provide left-turn lanes for both the east and westbound approaches on Washington Place – with this mitigation, the eastbound approach would have two left-turn lanes, one through lane, and a shared through/right lane, and the westbound approach would have two left-turn lanes, two through lanes, and one right-turn lane

5. Culver Boulevard and Overland Avenue (Drawing No. **IS-8**) – provide a right-turn lane on the westbound approach of Culver Boulevard – the westbound approach would have one left-turn

lane, two through lanes, and a separate right-turn lane. In addition, provide a southbound right-turn only lane on Overland Avenue – the southbound approach would have two left-turn lanes, two through lanes and a right-turn lane.

6. Culver Boulevard and Sawtelle Boulevard (Drawing No. **IS-9**) – consistent with Caltrans' planned I-405 Freeway improvement that includes changes to the ramp system on Culver Boulevard, provide separate right-turn lanes for both the north and southbound approaches. Both approaches would have one left-turn lane, two through lanes, and one right-turn lane.

7. Culver Boulevard and Sepulveda Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6 (see Transit System Enhancements above)

8. Duquesne Avenue and Jefferson Boulevard - the impact at this intersection is mitigated by providing additional and expanded service along Culver City Bus Line 4 (see Transit System Enhancements above)

9. Hannum Avenue and Playa Street - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2 (see Transit System Enhancements above)

10. Inglewood Boulevard and Washington Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 2 (see Transit System Enhancements above)

11. Jefferson Boulevard and Overland Avenue - the impact at this intersection is mitigated by providing additional and expanded service along Culver City Bus Line 4 (see Transit System Enhancements above)

12. Jefferson Boulevard and Sepulveda Boulevard (north) - the impact at this intersection is mitigated by providing additional and expanded service along Culver City Bus Line 4 and by providing additional service along Culver City Bus Line 6. (see Transit System Enhancements above)

13. Jefferson Boulevard/Sepulveda Boulevard and Playa Street - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6, and by providing additional and extended service along Culver City Bus Line 4

14. Sawtelle Boulevard and Sepulveda Boulevard - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6, and by providing additional and extended service along Culver City Bus Line 4

15. Sepulveda Boulevard and Slauson Avenue - the impact at this intersection is mitigated by providing additional service along Culver City Bus Line 6 (see Transit System Enhancements above)

City of Inglewood

The following intersection improvements are subject to review and approval by the City of Inglewood:

1. Aviation Boulevard and Manchester Avenue - contribute to the design and implementation of ATCS or similar traffic signal upgrade at this intersection

2. Centinela Avenue and La Brea Avenue restripe the westbound approach to provide a right-turn lane – this approach would have one left-turn lane, two through lanes, and one right-turn lane

ATTACHMENT F
THE VILLAGE AT PLAYA VISTA
TRANSPORTATION IMPROVEMENT PHASING PLAN

8/11/2003

Subphase	PM Peak Hour Trips per Subphase	Transportation Improvements	Jurisdiction
Village Subphase 1	575	1. Provide funding for 1 bus for Culver CityBus Line 6 (CC6) 2. Provide funding for 1 bus for Culver CityBus Line 2 (CC2) 3. Provide funding for Airport System ATCS 4. Provide funding for Transit Priority System (TPS) on Lincoln Corridor 5. Signal improvement (phasing) at Lincoln Bl/83rd St 6. Provide funding for neighborhood traffic management	Culver City Culver City City of Los Angeles City of LA/Caltrans City of LA/Caltrans City of Los Angeles
Village Subphase 2	575	1. Provide funding for 2 buses for CC4 (includes extension to Playa Del Rey) 2. Physical and/or operational improvements at: 2a. Centinela Av/Venice Bl 2b. Green Valley Circle/Centinela Avenue 2c. La Tijera Bl/Centinela Av 2d. Overland Av/Culver Bl 2e. Sawtelle Bl/Culver Bl 2f. Inglewood Av/Culver Bl 3. Provide funding for signal improvement at Aviation Bl/Florence Av/Manchester Av 4. Project component - Jefferson Boulevard corridor improvement (Beethoven Av to Centinela Av)	Culver City City of LA/Caltrans Culver City City of Los Angeles Culver City Culver City City of Los Angeles City of Inglewood City of Los Angeles
Village Subphase 3	575	1. Provide funding for Smart Corridor System ATCS 2. Extension of internal shuttle 3. Physical and/or operational improvements at: 3a. Centinela Av/Culver Bl 3b. Centinela Av/Washington Pl 3c. La Brea Av/Centinela Av 3d. Palawan Way/Admiralty Way	City of Los Angeles LA/Culver City/LA County City of Los Angeles Culver City City of Inglewood Los Angeles County
Village Subphase 4	575	1. Provide funding for 2 buses for CC6 Limited 2. Operational improvement at I-405 NB Ramps/Jefferson Bl 3. Centinela Avenue corridor improvement (Culver to SR-90) 4. Project component - Complete Bluff Creek Drive corridor improvement (Dawn Creek to Westlawn Av)	Culver City Culver City/Caltrans City of Los Angeles City of Los Angeles

Notes:

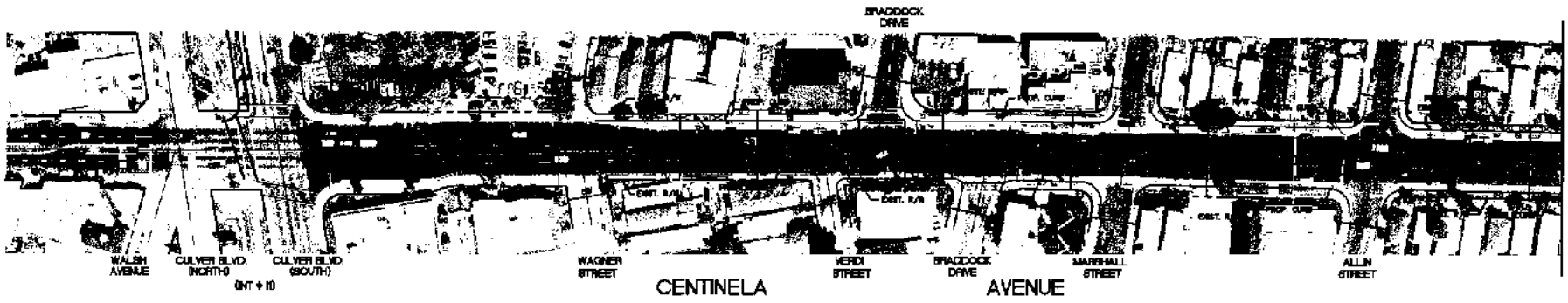
1. Temporary Certificates of Occupancy may be granted in the event of any delay through no fault of the applicant, provided that, in each case the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.
2. PM peak hour trip generation for each subphase would drive the specific traffic improvements shown. PM peak hour trip generation to be estimated as subphases develop using the following factors:

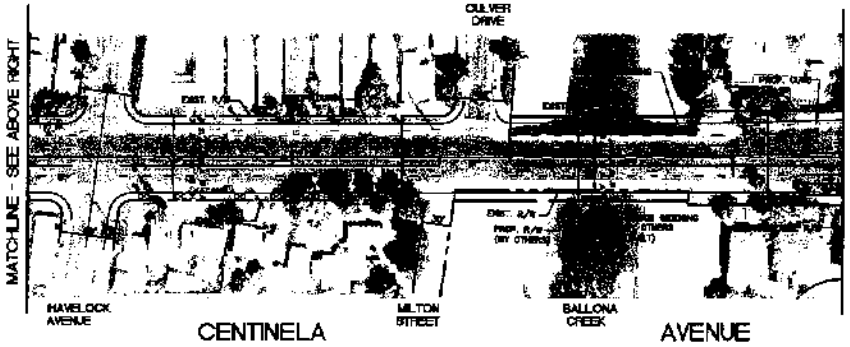
   Dwelling Units - 0.54 trips per unit
   Office - 1.74 trips per 1,000 sf
   Retail - 3.83 trips per 1,000 sf (includes pass-by reduction)
   Community Serving Uses - 0.45 trips per 1,000 sf (includes internal capture reduction)

3. The Jefferson Boulevard and Bluff Creek Drive corridor improvements are components of the Project, and are included in this table to establish the appropriate timing of completion.
4. In the event the originally proposed mitigation measures become infeasible, substitute mitigation measures may be provided subject to approval by LADOT or other governing agency with jurisdiction over the mitigation location, upon demonstration that the substitute measure is equivalent or superior to the original measure in mitigating the Project's significant impact.
5. Where appropriate, as determined by LADOT, revisions may be made to this transportation improvement phasing plan.
6. Prior to the issuance of any final certificate of occupancy in Subphase 4, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

ATTACHMENT G

MITIGATION DRAWINGS





PLAYA VISTA CORRIDOR
PHASE II STRIPING CONCEPTUAL DESIGN

LEGEND

- EXISTING R/W
- PROPOSED STRIPING
- PROPOSED PAVEMENT SYMBOL

PSOMAS
11444 West Olympic Blvd. Suite 750
West Los Angeles, CA 90064
(310) 954-3700
(310) 954-3777 FAX

GRAPHIC SCALE: 1"=50'

BASIS OF SURVEY: THIS SURVEY REPRESENTS A RECORDS DEPICTION OF THE STREET MONUMENTS AND RIGHT OF WAYS BASED ON COUNTY OF LOS ANGELES ASSESSORS MAPS AND DOES NOT REPRESENT A FIELD SURVEY. THIS SURVEY IS PROVIDED FOR FEASIBILITY AND PRELIMINARY PLANNING PURPOSES AND SHOULD NOT BE RELIED ON AS AN ACCURATE SURVEY OF PROPERTY LINES OR RIGHT OF WAY LINES.

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BY	DATE	DATE

REVISED ____ 19__ RECOMMENDED ____ 19__ ACCEPTED ____ 19__

No.	Revision Description	BY	DATE

Design
Base
Field
Drafting
Design
Super
District
Signals
Structures
Transit Sales

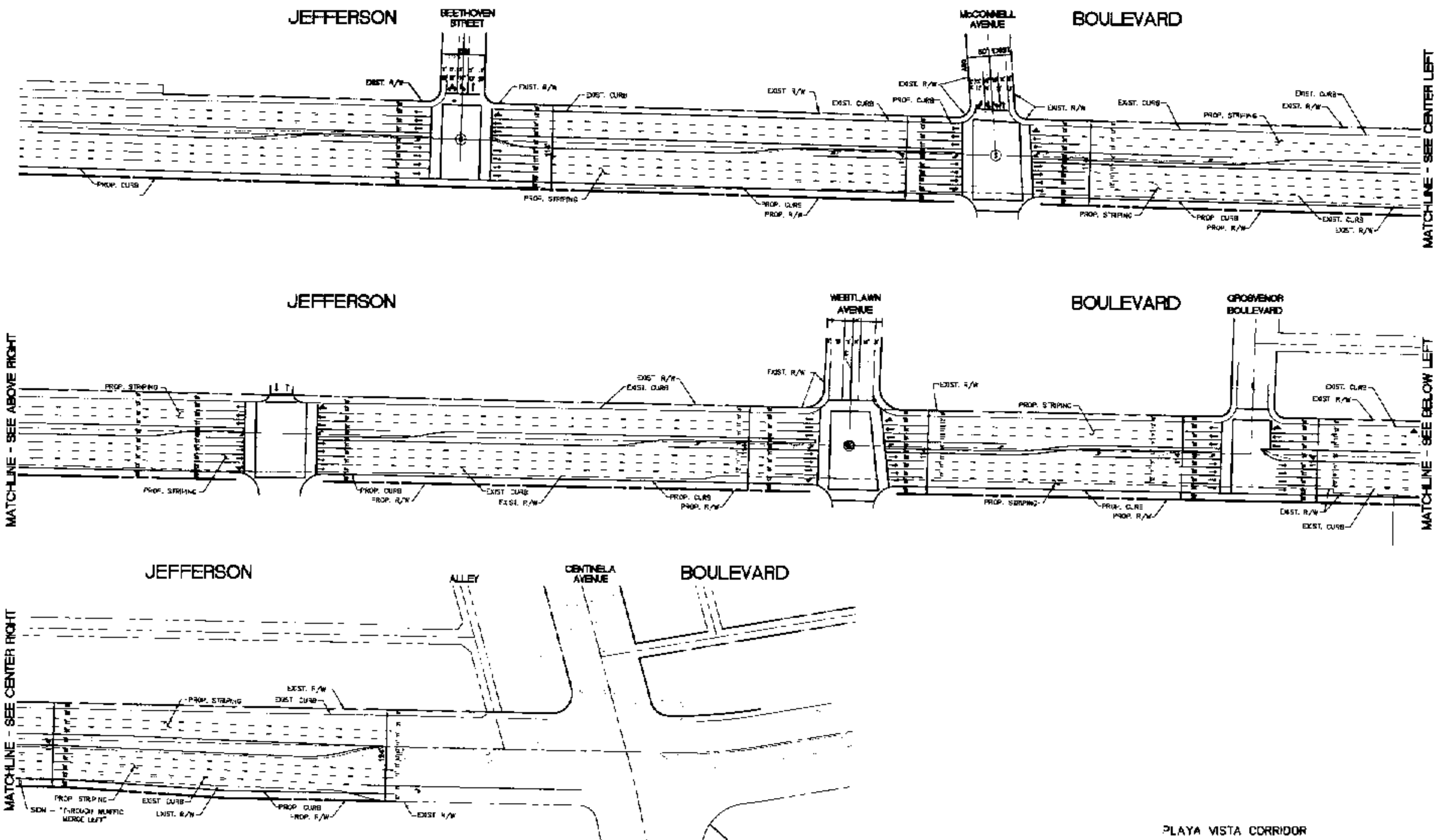
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

RW - 1

W.O. A.

PROJECT NO. | DRAWING NO. | 1/1

CENTINELA AVENUE CORRIDOR



PLAYA VISTA CORRIDOR
PHASE II STRIPING CONCEPTUAL DESIGN

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

RW - 2

LEGEND

- EXISTING R/W
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED PAVEMENT SYMBOL

GRAPHIC SCALE: 1"=40'

RIGHT OF WAY:

PSOMAS

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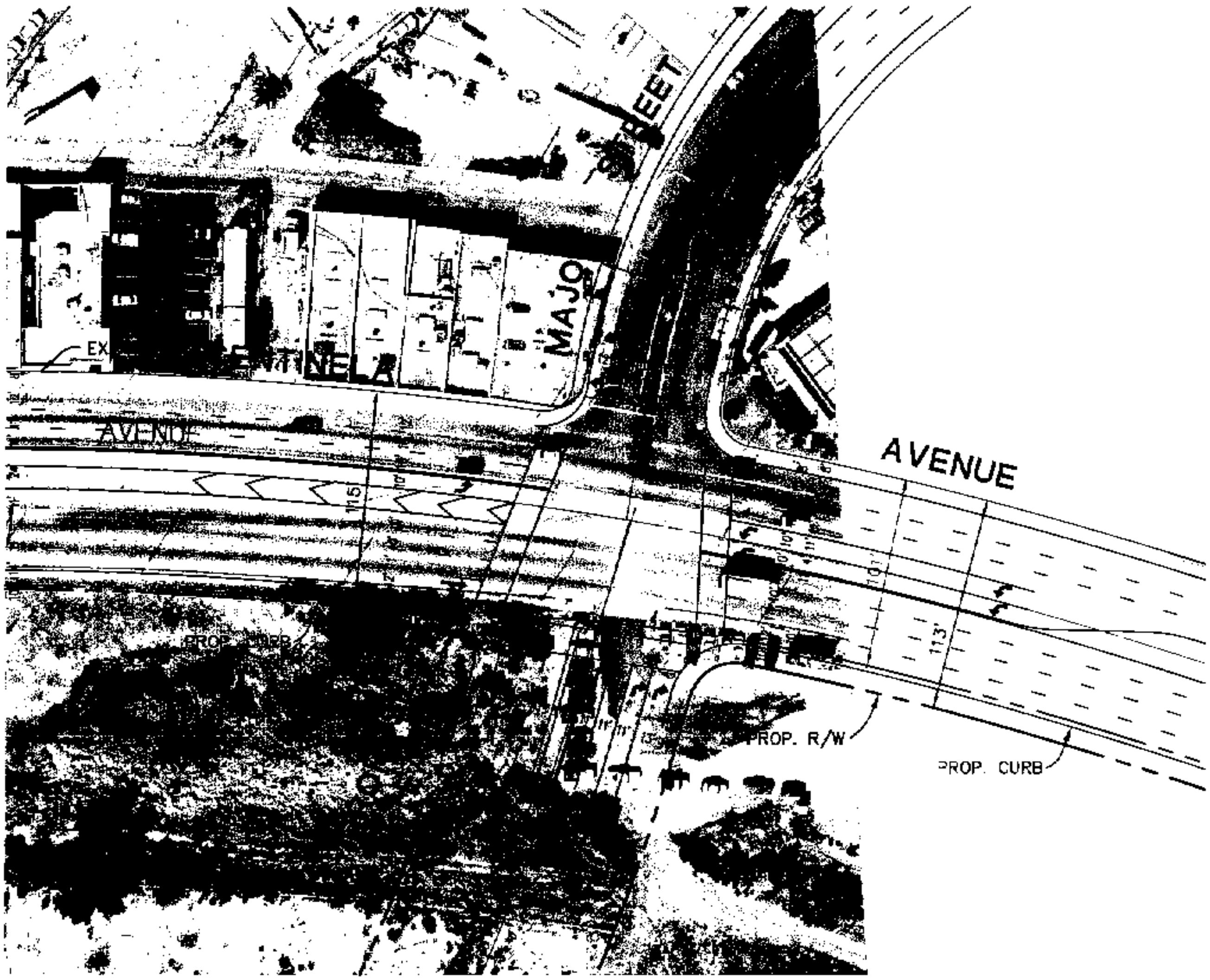
District	W. A.	

PROJECT NO. | DRAWING NO. | 1 / 1

PV1418 JEFFERSON BOULEVARD CORRIDOR



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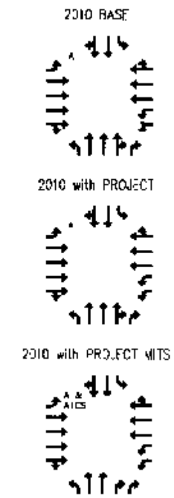
E/W: CENTINELA AVE.

2003

DOES NOT EXIST



CENTINELA AVENUE
& BLUFF CREEK DRIVE

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

NOTE: ALL IMPROVEMENTS SHOWN ARE PHASE I UNLESS OTHERWISE NOTED.

60 30 0 60 120

GRAPHIC SCALE: 1"=60'

RIGHT OF WAY
THIS EXHIBIT REPRESENTS A GRAPHICAL DEPICTION OF THE STREET WIDTHS AND RIGHT OF WAYS BASED ON COUNTY OF LOS ANGELES ASSESSOR'S MAPS AND DOES NOT REPRESENT A FIELD SURVEY. THIS EXHIBIT IS INTENDED FOR FEASIBILITY AND PRELIMINARY PLANNING PURPOSES AND SHOULD NOT BE RELIED ON AS AN ACCURATE SURVEY OF PROPERTY LINES OR RIGHT OF WAY LINES.

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(310) 954-3777 FAX

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REVIEWED ____ 19__ RECOMMENDED ____ 19__ ACCEPTED ____ 19__

No.	Revision Description	T.E.	Sr. T.E. Pr. Trans. Engr.	Date

	By	Date
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Base		
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Drafting		
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District		
Signals		
BKGMPS		
Psomas Sales	District: W.L.A.	

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS-1

PROJECT NO. DRAWING NO.

76 CENTINELA AVENUE & BLUFF CREEK DRIVE

PV769-15A

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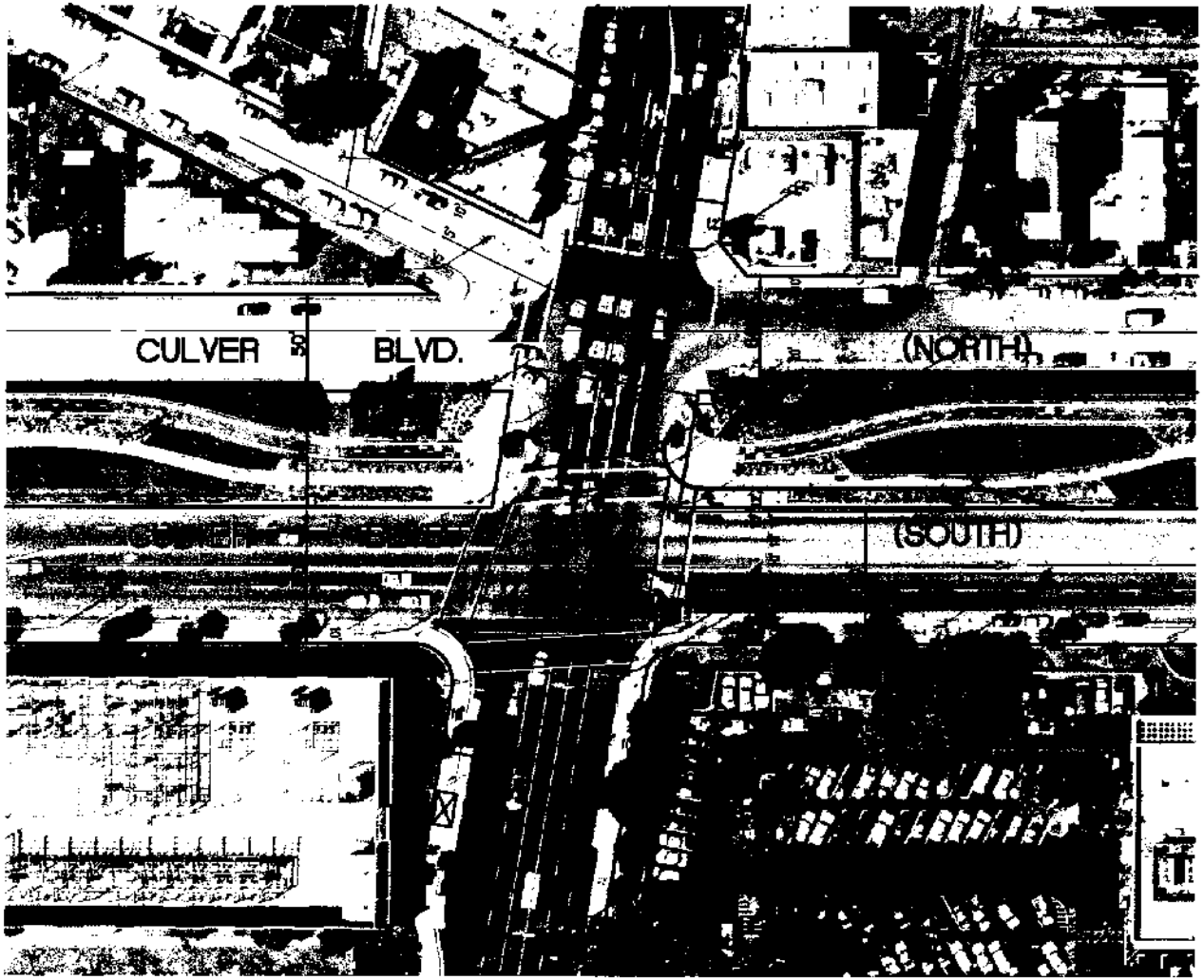

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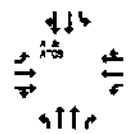
E/W: CULVER BLVD.

2003



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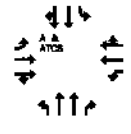

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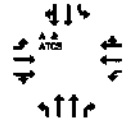

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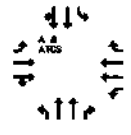

CENTINELA AVENUE & CULVER BOULEVARD

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

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(310) 954-3777 FAX

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GRAPHIC SCALE: 1"=60'

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AS BUILT
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REVISED _____ 19__ RECOMMENDED _____ 19__ ACCEPTED _____ 19__

Geotechnical Design Engineer | Senior Design Engineer | Principal Transp. Engineer

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Design		
Super		
District		
Signals		
Assistant		
Transm. Mgr.	Maint.	

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

No.	Revision Description	T.E.	Sr. T.E.	Pr. Trans. Engr.	Date

IS - 2

W.L.A.

PROJECT NO. DRAWING NO

11 CENTINELA AVENUE & CULVER BOULEVARD

PV769-81

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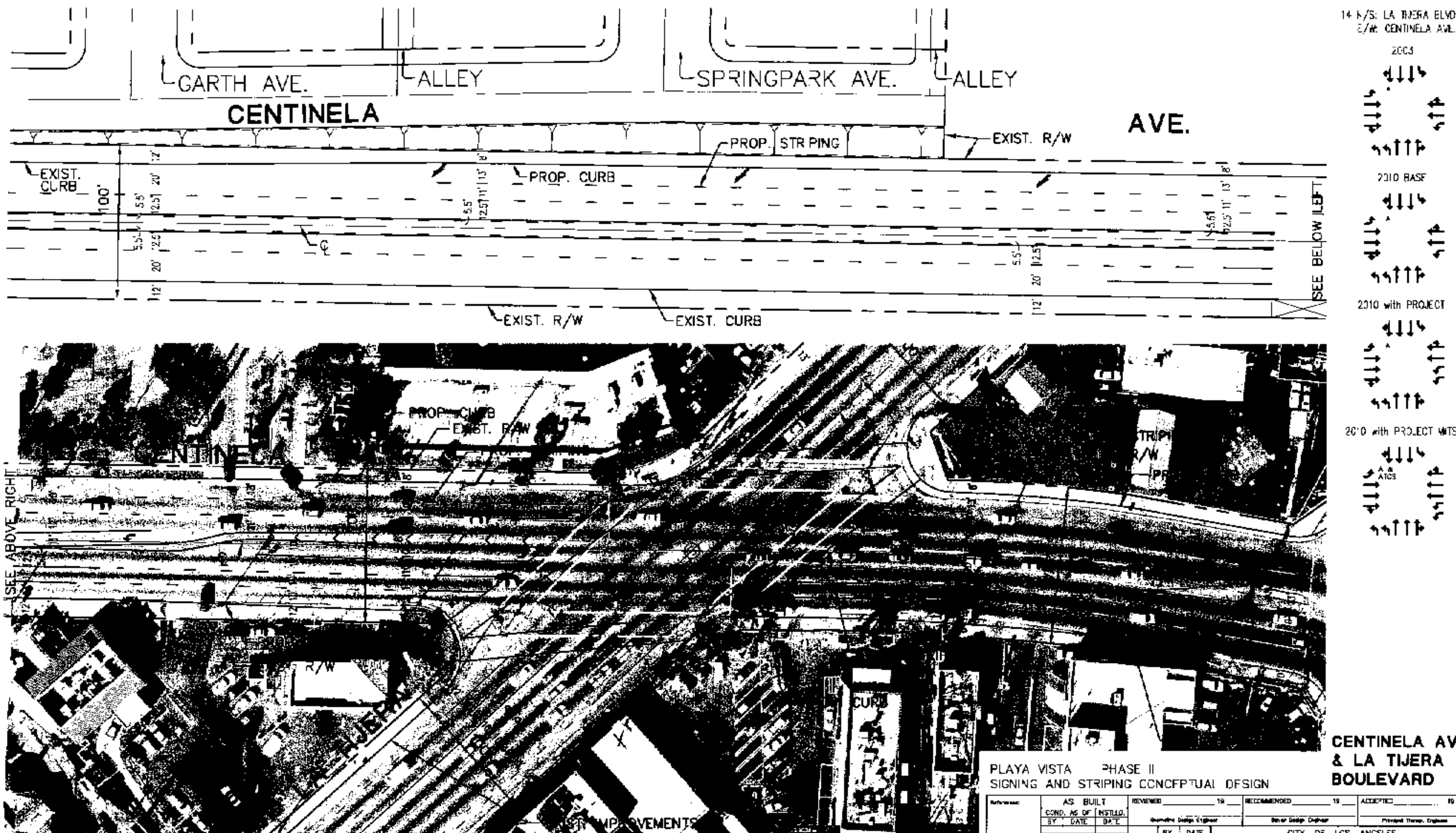

P S O M A S

11444 West Olympic Blvd. Suite 750
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CENTINELA AVE & LA TIJERA BOULEVARD

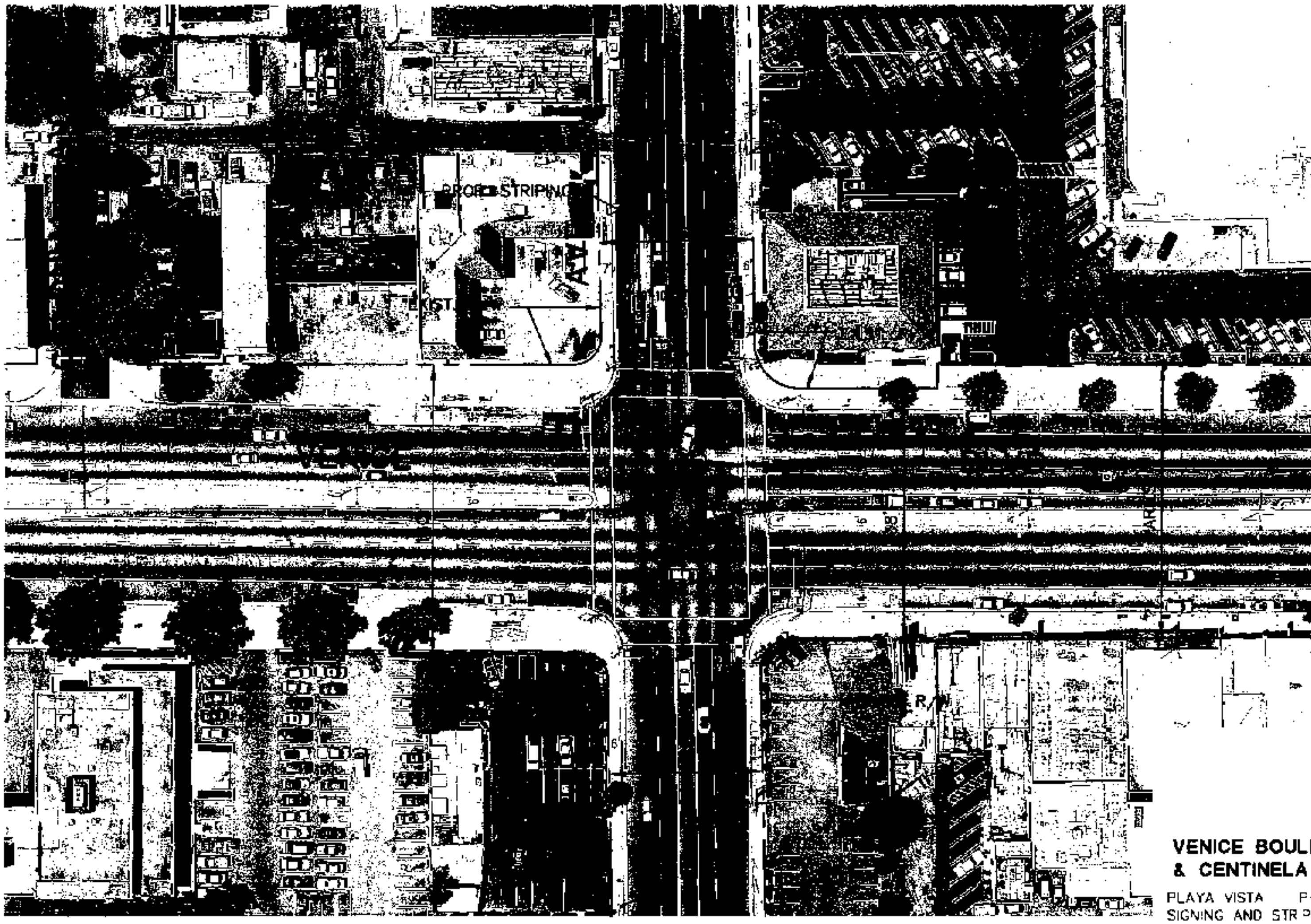
PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS - 3

W.L.A.

14 CENTINELA AVENUE & LA TIJERA BOULEVARD



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E/W: VENICE BLVD.

2003

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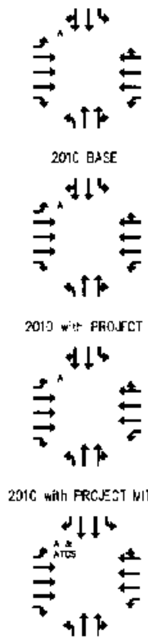

VENICE BOULEVARD & CENTINELA AVENUE

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

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West Los Angeles, CA 90064
(310) 954-3700
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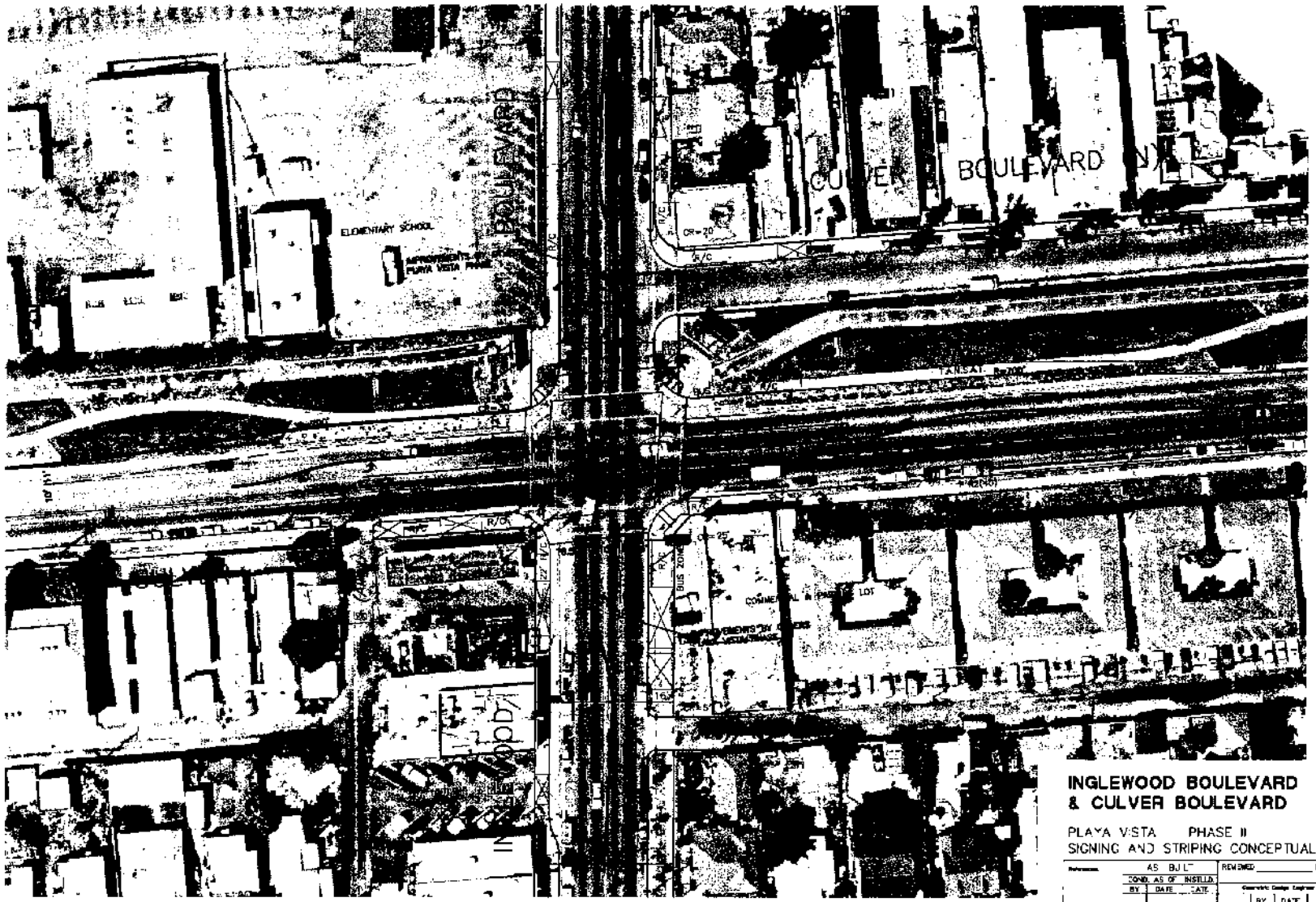
AS BUILT — COND. AS OF / INSTL.D. — BY / DATE / DATE
REVIEWED ___ 19 ___ RECOMMENDED ___ 19 ___ ACCEPTED ___ 19 ___
No. | Revision Description | T.F. | Sr. T.E. | Pr. Tran. Eng. | Date
Check / Base / Field / Drafting / Design / Super / District / Signals / SIGNALS — BY / DATE

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS - 4

District: W.L.A.
PROJECT NO. / DRAWING NO.

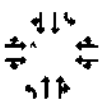
209 VENICE BOULEVARD & CENTINELA AVENUE



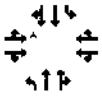
77 N/S: INGLEWOOD BLVD
E/W: CULVER BLVD.

2005

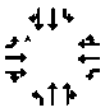
2010 BASE



2010 with PROJECT



2010 with PROJECT MTS



INGLEWOOD BOULEVARD & CULVER BOULEVARD

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

AS BUILT		
COND. AS OF INSTLD.		
BY	DATE	DATE

REVIEWED ____ 19__ | RECOMMENDED ____ 19__ | ACCEPTED ____ 19__

Construction Design Engineer | Senior Design Engineer | Principal Transp. Engineer

	BY	DATE
Check		
Base		
Field		
Drafting		
Design		
Super		
District		
Signals		
SIGNINGS		

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS - 5

Bureau of Eng. | District: W. L. A. | PROJECT NO. | DRAWING NO.

No.	Revision Description	T.E.	S. T.E.	Pr. Trn. Engr.	Date

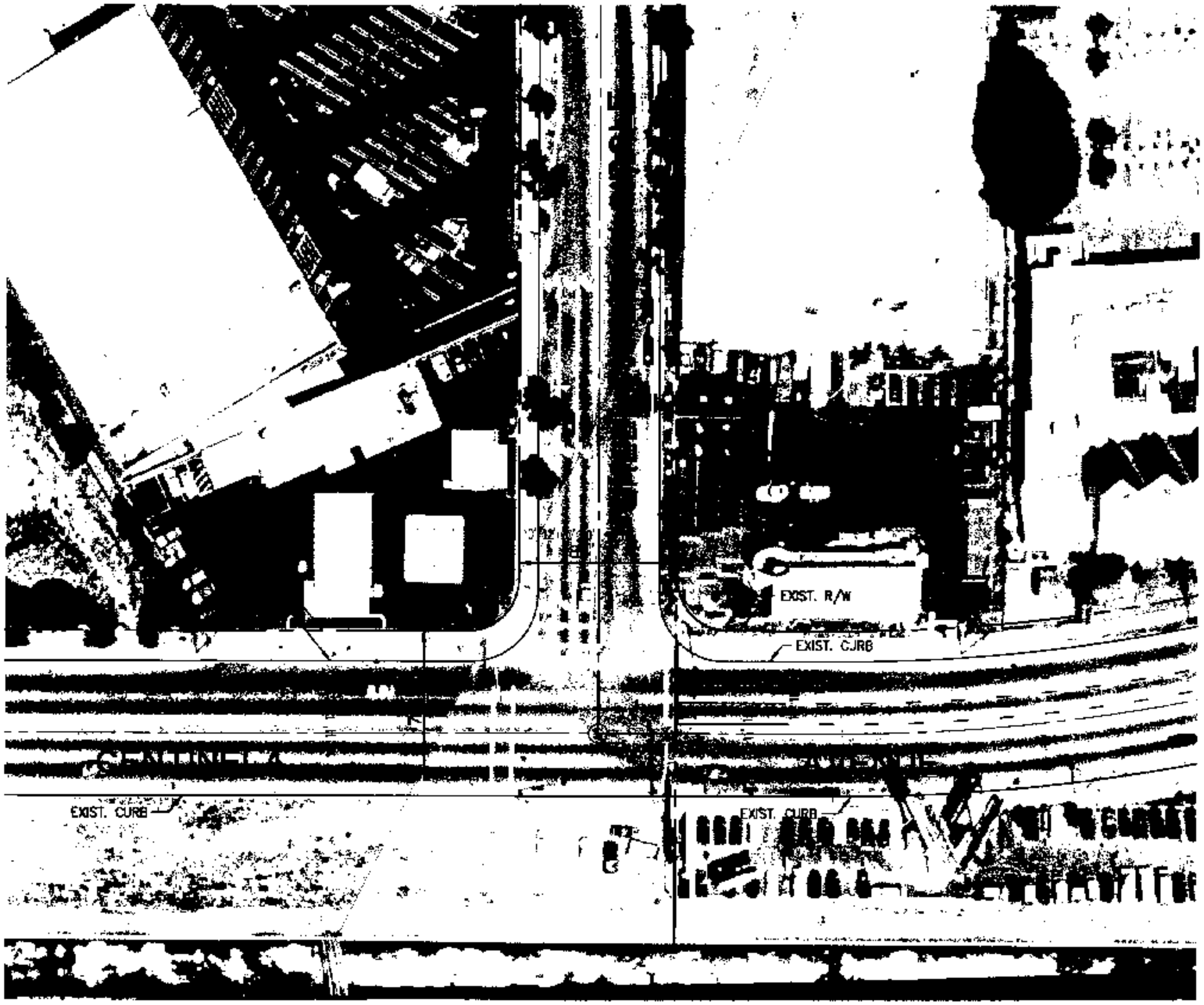
PSOMAS
11444 West Olympic Blvd. Suite 750
West Los Angeles, CA 90064
(310) 954-3700
(310) 954-3777 FAX

60 30 0 60 120
GRAPHIC SCALE: 1"=60'

RIGHT OF WAY
THIS EXHIBIT REPRESENTS A GRAPHICAL DEPICTION OF THE STREET MET-S AND RIGHT OF WAYS BASED ON COUNTY OF LOS ANGELES ASSESSOR'S MAPS AND DOES NOT REPRESENT A FIELD SURVEY. THIS EXHIBIT IS INTENDED FOR FEASIBILITY AND PRELIMINARY PLANNING PURPOSES AND SHOULD NOT BE RELIED ON AS AN ACCURATE SURVEY OF PROPERTY LINES OR RIGHT OF WAY LINES.

77 INGLEWOOD BOULEVARD & CULVER BOULEVARD

PV769-94



CENTINELA AVENUE & GREEN VALLEY CIRCLE

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS - 6

W.L.A.

98 CENTINELA AVENUE & GREEN VALLEY CIRCLE

GRAPHIC SCALE: 1"=60'

60 30 0 60 120

RIGHT OF WAY
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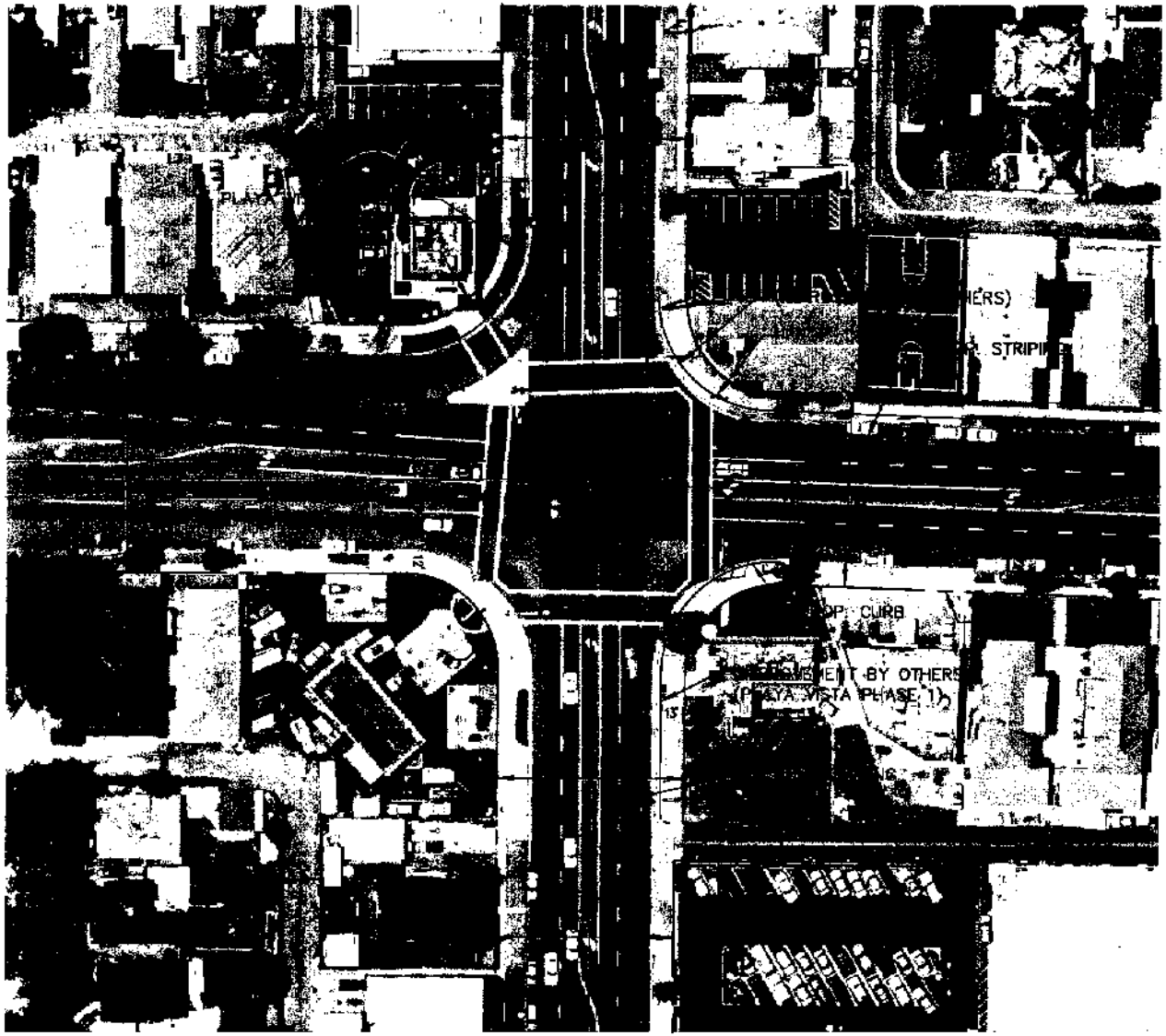
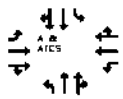
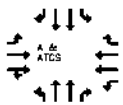


99 N/S: CENTINELA AVE.
E/W: WASHINGTON P..

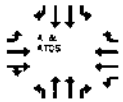
2003



2010 BASE



2010 with PROJECT



2010 with PROJECT MITS

CENTINELA AVENUE & WASHINGTON PLACE

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

Reference	AS BUILT			REVIEWED ____ 19__	RECOMMENDED ____ 19__	ACCEPTED 19__
	COND. AS OF INSTLLN.			Area-wide Design Engineer	Senior Design Engineer	Principal Transp. Engineer
	BY	DATE	DETAIL			

No.	Revision Description	I.E.	Sr. I.E.	Pr. Trans. Engr.	Date

	BY	DATE
Check		
Base		
Field		
Drafting		
Design		
Super		
Dist. Sr.		
Signals		
BIKEWAYS		
Bureau Gate	District	
	W. A.	

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS - 7

PROJECT NO. DRAWING NO.

60 30 0 60 120

GRAPHIC SCALE: 1"=60'

RIGHT OF WAY
THIS EXHIBIT REPRESENTS A GRAPHICAL DEPICTION OF THE STREET WIDTHS AND RIGHT OF WAYS BASED ON CITY/COUNTY OF LOS ANGELES ASSESSOR'S MAPS AND DOES NOT REPRESENT A FIELD SURVEY. THIS EXHIBIT IS INTENDED FOR FEASIBILITY AND PRELIMINARY PLANNING PURPOSES AND SHOULD NOT BE RELIED ON AS AN ACCURATE SURVEY OF PROPERTY LINES OR RIGHT OF WAY LINES.

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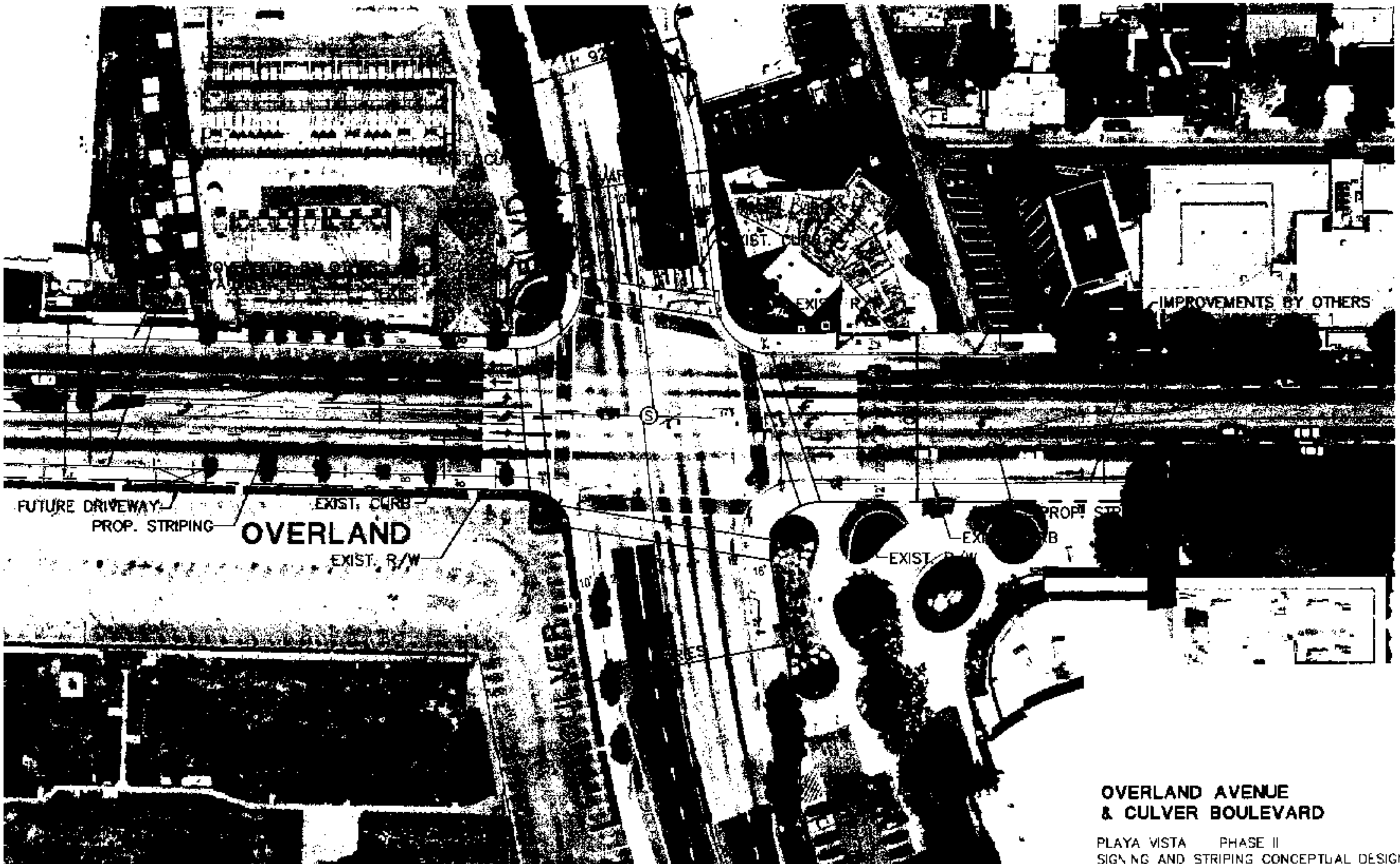
(310) 954-3777 FAX

99 CENTINELA AVENUE & WASHINGTON PLACE



OVERLAND AVENUE & CULVER BOULEVARD

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

GRAPHIC SCALE: 1"=60'

60 30 0 60 120

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PSOMAS
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West Los Angeles, CA 90064
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(310) 954-3777 FAX

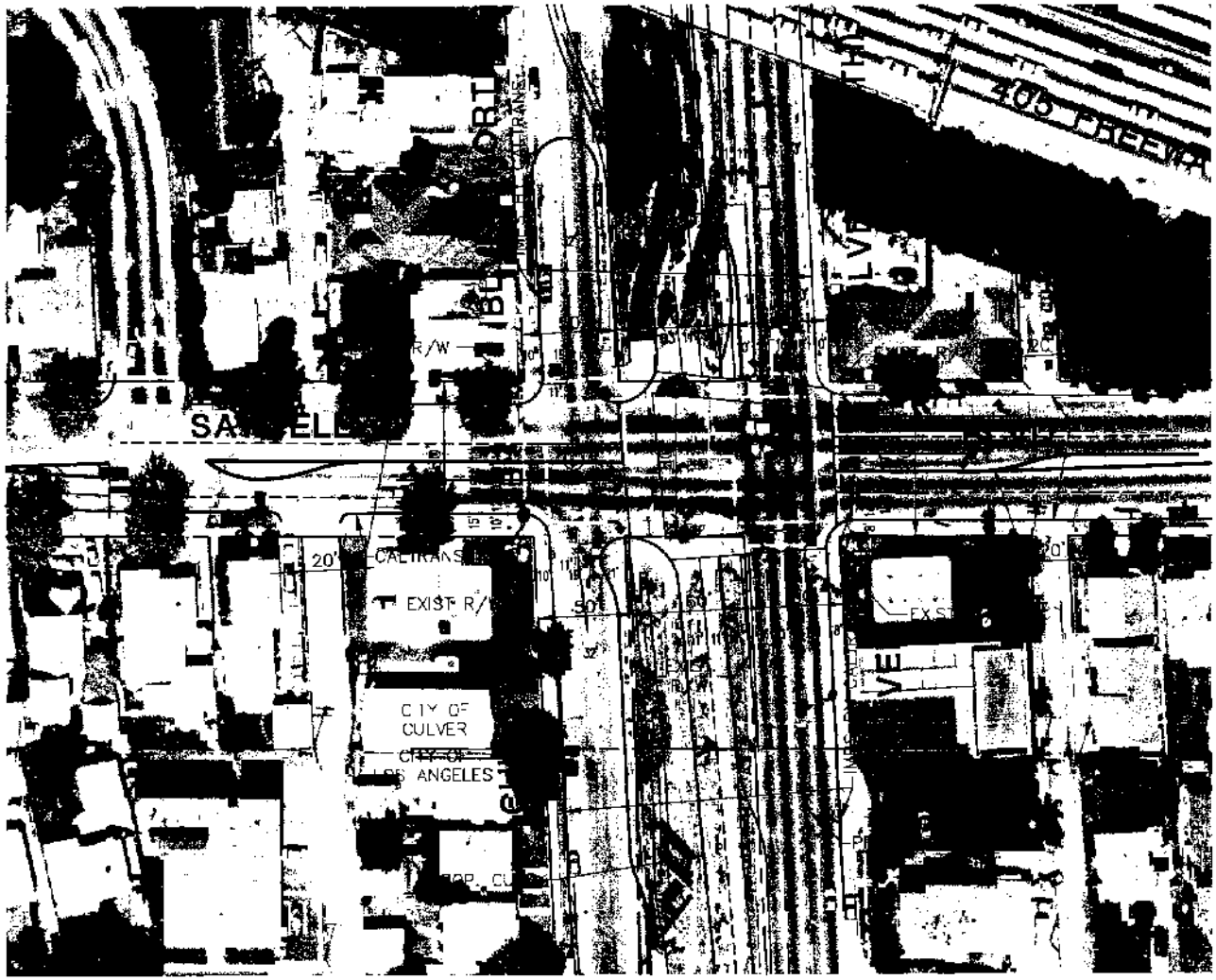
CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, PE, GENERAL MANAGER

IS - 8

W.L.A.

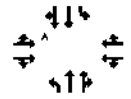
AS BUILT | REVIEWED | RECOMMENDED | ACCEPTED | PROJECT NO. | DRAWING NO.

100 OVERLAND AVENUE & CULVER BOULEVARD

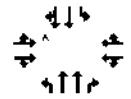


102 N/S: SAWTELLE BLVD.
E/W: CULVER BLVD.

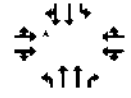
2003



2010 BASE



2010 with PROJECT



2010 with PROJECT MITS

SAWTELLE BOULEVARD
& CULVER BOULEVARD

PLAYA VISTA PHASE II
SIGNING AND STRIPING CONCEPTUAL DESIGN

PSOMAS
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No.	Revision Description	T.E.	Sr. T.E.	Pr. Trans. Engr.	Date

	AS BUILT		
	CONST. AS OF		INSTALLED
	BY	DATE	DATE

REVIEWED ____ 19__ RECOMMENDED ____ 19__ ACCEPTED ____ 19__

Construction Design Engineer | Senior Design Engineer | Principal Transp. Engineer

	BY	DATE
Check		
Base		
Field		
Drafting		
Design		
Super		
District		
Signals		
BIKEWAYS		
Thomas Guide	Sheet	

W.L.A.

CITY OF LOS ANGELES
DEPARTMENT OF TRANSPORTATION
WAYNE K. TANDA, P.E., GENERAL MANAGER

IS - 9

PROJECT NO. | DRAWING NO.

102 SAWTELLE BOULEVARD & CULVER BOULEVARD

PV769-50

Plotted: 08/04/03 10:40:12 W:\PVista\PH2_Traffic Mit\LNIS\LKIID\PL\PV769-50.dwg CSuggs