

APPENDIX K-2:

**KAKU ASSOCIATES AND RAJU ASSOCIATES, INC.,
THE VILLAGE AT PLAYA VISTA TRANSPORTATION
PLAN ENVIRONMENTAL IMPACT REPORT, JULY
2003**

**THE VILLAGE AT PLAYA VISTA
TRANSPORTATION PLAN
ENVIRONMENTAL IMPACT REPORT**

July 2003

Prepared for:

LOS ANGELES DEPARTMENT OF TRANSPORTATION

Prepared by:

KAKU ASSOCIATES, INC.
1453 Third Street, Suite 400
Santa Monica, California 90401
(310) 458-9916

In Association with:

RAJU ASSOCIATES, INC.

Ref: 1062.90

TABLE OF CONTENTS

I.	Introduction.....	I-1
II.	Environmental Setting	II-1
III.	Future Conditions Without Project.....	III-1
IV.	Future Conditions With Project.....	IV-1
V.	Mitigation	V-1
VI.	Cumulative Impacts.....	VI-1
VII.	Project Alternatives.....	VII-1
VIII.	Parking	VIII-1
IX.	Alternative Baseline Analyses	IX-1

TECHNICAL APPENDICES

VOLUME 1 APPENDICES

- A. Memorandum of Understanding
- B. Model Development Methodology
 - Data Flow
 - Furness Discussion
- C. Trip Generation
- D. Neighborhood Traffic Analysis
- E. Project Access Analysis
- F. Transit Mitigation Program

VOLUME 2 APPENDICES

- A. Intersection Volumes
- B. Intersection Geometrics

VOLUME 3 APPENDICES

- Summary Table showing LOS and Impacts
- Capacity calculation worksheets
 - A. Existing – AM and PM
 - B. 2010 Base – AM and PM
 - C. 2010 w/Project – AM and PM
 - D. 2010 w/Project w/Mitigations – AM and PM
 - E. Santa Monica Capacity Calculations
 - F. Future Conditions with LAX Alternative D Baseline
 - G. Future Conditions with No Playa Vista Drive Bridge

VOLUME 4 APPENDICES

- Improvement Drawings
 - Corridors
 - Intersections

LIST OF FIGURES

NO.

- 1-1 Project Location
- 1-2 The Village at Playa Vista Project Boundaries

- 2-1 Study Area and Analyzed Intersections
- 2-2 Intersection Levels of Service – Existing AM Peak Hour
- 2-3 Intersection Levels of Service – Existing PM Peak Hour
- 2-4 Existing Bus Transit Routes

- 3-1 Playa Vista Transportation Model Development and Demand Analysis Process
- 3-2 Location of Related Projects
- 3-3 Committed Base Roadway Improvements
- 3-4 Future 2010 Without Project AM Peak Hour Traffic Volumes
- 3-5 Future 2010 Without Project PM Peak Hour Traffic Volumes
- 3-6 Intersection Levels of Service - Future 2010 Without Project AM Peak Hour
- 3-7 Intersection Levels of Service – Future 2010 Without Project PM Peak Hour

- 4-1 Roadway System within the Village at Playa Vista Project
- 4-2 Traffic Analysis Zones Within Playa Vista
- 4-3 Trip End vs External Trip Example
- 4-4 Playa Vista Trip Making Categories
- 4-5 Project Only AM Peak Hour Traffic Volumes
- 4-6 Project Only PM Peak Hour Traffic Volumes
- 4-7 Future 2010 With Project AM Peak Hour Traffic Volumes
- 4-8 Future 2010 With Project PM Peak Hour Traffic Volumes
- 4-9 Intersection Levels of Service – Future 2010 With Project AM Peak Hour
- 4-10 Intersection Levels of Service – Future 2010 With Project PM Peak Hour
- 4-11 Intersection Impacts Summary – Future 2010 With Project Before Mitigations

- 5-1 Proposed Overall Roadway System Improvements
- 5-2 Proposed Transit System Improvements
- 5-3 Intersection Levels of Service – Future 2010 With Project & Mitigations AM Peak Hour
- 5-4 Intersection Levels of Service – Future 2010 With Project & Mitigations PM Peak Hour
- 5-5 Intersection Impacts Summary – Future 2010 With Project & Mitigations

- 8-1 Weekday Shared Parking Demand – The Village at Playa Vista Non-Residential Components
- 8-2 Saturday Shared Parking Demand - The Village at Playa Vista Non-Residential Components

LIST OF TABLES

NO.

2-1	Analyzed Intersection Locations by Jurisdiction
2-2	Signalized Intersection Level of Service Definitions
2-3	Unsignalized Intersection Level of Service Definitions
2-4	Intersection Operating Conditions - Existing
2-5	Freeway Segment Level of Service Definitions
2-6	Freeway Operating Conditions - Existing
2-7	Transit Lines Serving Playa Vista Site Vicinity
2-8	Existing Conditions Transit Service
3-1	List of Related Projects
3-2	Committed Intersection Base Improvements
3-3	Intersection Operating Conditions – Future 2010 Without Project
3-4	Intersection LOS Summary – Future 2010 Without Project
3-5	Freeway Operating Conditions – Future 2010 Without Project AM Peak Hour
3-6	Freeway Operating Conditions – Future 2010 Without Project PM Peak Hour
3-7	Freeway LOS Summary – Future 2010 Without Project
4-1	Land Use Summary
4-2	Trip Generation Estimates
4-3	Intersection Operating Conditions – Future 2010 With Project Before Mitigations
4-4	Intersection Impacts Summary – Future 2010 With Project Before Mitigations
4-5	Freeway Operating Conditions – Future 2010 With Project AM Peak Hour
4-6	Freeway Operating Conditions – Future 2010 With Project PM Peak Hour
4-7	Freeway LOS Summary – Future 2010 With Project Before Mitigations
5-1	Project Transit Improvements
5-2	Intersection Operating Conditions – Future 2010 With Project & Mitigations
5-3	Congestion Management Program Arterial Monitoring Locations Analyses
5-4	Freeway Operating Conditions – Future 2010 With Project & Mitigations AM Peak Hour
5-5	Freeway Operating Conditions – Future 2010 With Project & Mitigations PM Peak Hour
5-6	Congestion Management Program Transit Trip Estimates
5-7	Congestion Management Program Transit Impact Analysis
5-8	Residual Traffic Impacts By Jurisdiction
5-9	Early Mitigation or Excess Capacity Credit
5-10	Subphasing Analysis
7-1	Alternative Analysis – Summary and Comparison of Trip Generation Estimates
7-2	Trip Generation and Comparison by Type of Use – Alternative 2
7-3	Summary of Intersection Level of Service Analysis – Alternative 2
7-4	Trip Generation and Comparison by Type of Use – Alternative 3
7-5	Summary of Intersection Level of Service Analysis – Alternative 3
7-6	Trip Generation and Comparison by Type of Use – Alternative 4
7-7	Summary of Intersection Level of Service Analysis – Alternative 4
7-8	Trip Generation and Comparison by Type of Use – Alternative 5

- 7-9 Summary of Intersection Level of Service Analysis – Alternative 5
- 7-10 Trip Generation and Comparison by Type of Use – Alternative 6
- 7-11 Summary of Intersection Level of Service Analysis – Alternative 6
- 7-12 Summary of Level of Service – Alternative Site Analysis, Carson Site, City of Carson

- 8-1 Parking Code and Demand Analysis
- 8-2 Playa Vista Area D Specific Plan – Mixed-Use Development Time-of-Delay Factors
- 8-3 Determination of Non-Residential Peak Parking Requirement Using Area D Specific Plan
Mixed-Use Development Factors
- 8-4 Shared Parking Demand Estimation – Parking Accumulation Summary – The Village at
Playa Vista Non-Residential Components (Scenario A)
- 8-5 Shared Parking Estimation – Hourly Variation Table of Parking Demand
- 8-6a Parking Code and Demand Analysis – Equivalency Scenario: Retail
- 8-6b Parking Code and Demand Analysis – Equivalency Scenario: Assisted Living
- 8-6c Parking Code and Demand Analysis – Equivalency Scenario: Retail/Assisted Living
- 8-7 Playa Vista Area D Specific Plan – Mixed-Use Development Time-of-Delay Factors
- 8-8 Determination of Non-Residential Peak Parking Requirement Using Area D Specific Plan
Mixed-Use Development Factors
- 8-9a Shared Parking Demand Estimation – Parking Accumulation Summary – The Village at
Playa Vista Non-Residential Components - Equivalency Scenario: Retail
- 8-9b Shared Parking Demand Estimation – Parking Accumulation Summary – The Village at
Playa Vista Non-Residential Components - Equivalency Scenario: Assisted Living
- 8-9c Shared Parking Demand Estimation – Parking Accumulation Summary – The Village at
Playa Vista Non-Residential Components - Equivalency Scenario: Retail/Assisted Living

- 9-1 Intersection Operating Conditions – LAX Alternative D Baseline Conditions
- 9-2 Intersection Operating Conditions – No Playa Vista Drive Bridge Baseline Conditions

I. INTRODUCTION

This transportation analysis has been prepared for the City Los Angeles Department of Transportation (LADOT). This report provides the technical background for the transportation sections of an environmental impact report (EIR) for the Village at Playa Vista Project. The methodology and base assumptions used in this analysis were established by the Los Angeles Department of Transportation.

This report presents the analytical methods and findings of an analysis of the transportation impacts of developing the Village at Playa Vista Project for the year 2010 planning horizon. As required by the California Environmental Quality Act (CEQA), the assumptions and methods used in this analysis have been chosen to create a conservative "worst-case" set of conditions.

The primary assumptions used to create this scenario are briefly described below:

- *Study Area.* The Proposed Project site is located southeast of Marina Del Rey and approximately 1 mile north of the Los Angeles International Airport. Figure 1-1 shows the project site in relation to the surrounding area and the transportation system. The boundaries of the Project are illustrated in Figure 1-2. The Project study area includes a geographic area approximately 12 miles in the north-south direction and 8 miles in the east-west direction. This 100 square-mile study area was established by reviewing the travel patterns and the potential traffic impacts of the Playa Vista project traffic. Within the study area, 218 intersections have been selected for detailed study. These 218 study locations were selected in the following two steps:
 1. The 105 intersections from the Playa Vista First Phase EIR were included.
 2. The adjacent cities and jurisdictions were given the opportunity to add additional intersections to the study list. These included the Cities of Santa Monica, Culver City, Inglewood and the South Bay Cities and the County of Los Angeles.



FIGURE 1-1
PROJECT LOCATION

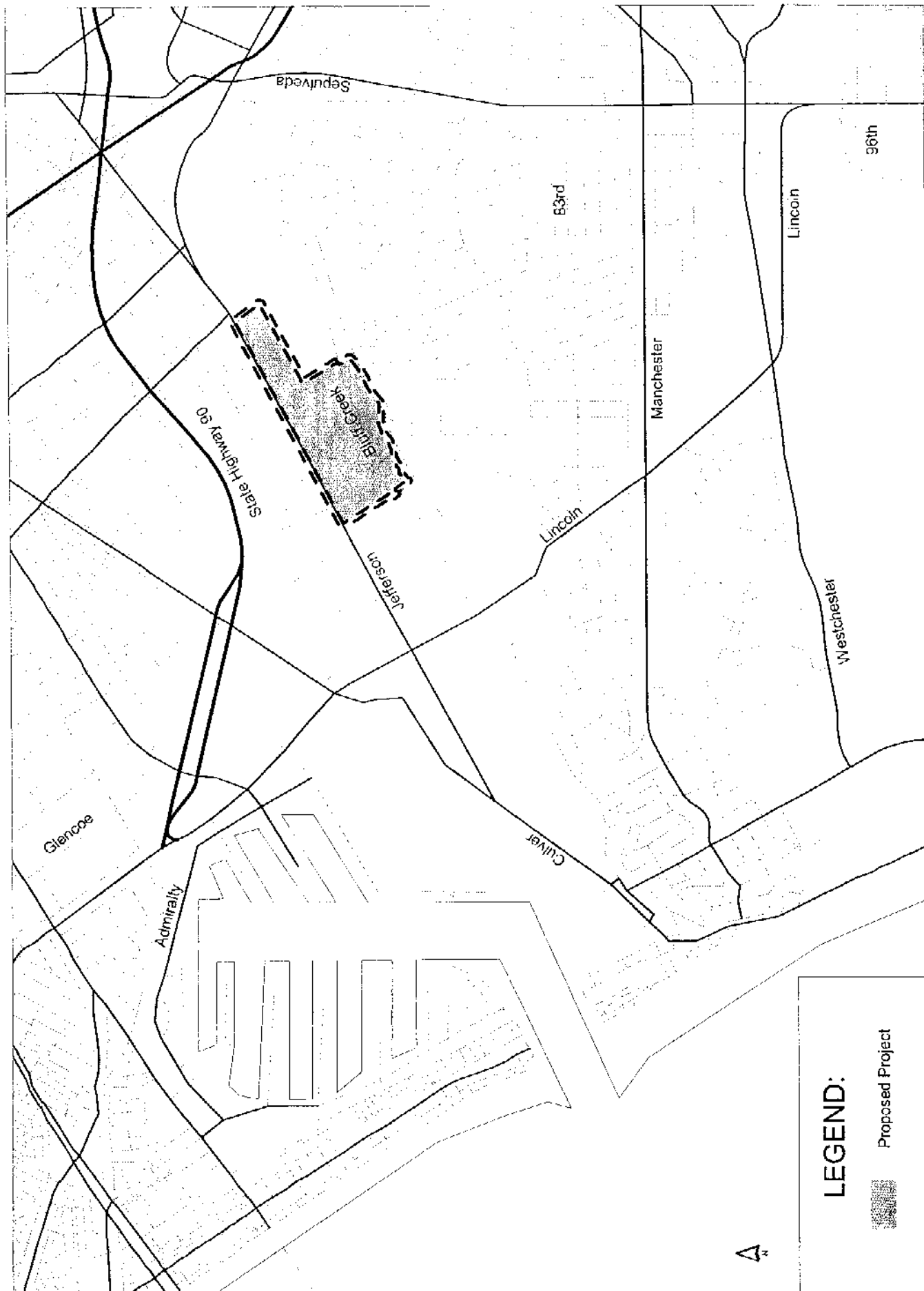


FIGURE 1-2
THE VILLAGE AT PLAYA VISTA PROJECT BOUNDARIES

- *Future Travel Forecasts.* The year 2010 was selected as the horizon year for the traffic impact analysis. This is consistent with the time frame for the full buildout of the Village at Playa Vista development. In order to project future traffic conditions to the year 2010, a travel demand-forecasting model was used. The traffic forecasting model used in the Project transportation analysis used the City of Los Angeles General Plan Framework (GPF) model as its base. Greater detail was added to the GPF model to increase the number of traffic analysis zones in the vicinity of the Project. In addition, the level of detail of the street system within the study area was increased to be able to better track the flow of Project traffic through the street system. Data from the SCAG regional model was used to update the socioeconomic input data assumptions and consequently the travel forecasts. Travel Demand Management (TDM) assumptions utilized in this model used continuation of existing trends as the basis for future forecasts. This model projected both local and regional traffic to the year 2010.

The use of a travel forecast model in this analysis had several advantages. First, the study area was large and the model could be used to track project traffic assignments over that large area as well as the movement of background traffic within the study area. Secondly, since the model is based on future land use assumptions for the year 2010, the model includes considerations of related projects and ambient traffic growth. As will be described in Chapter 3, the 96 or so known related projects were checked against the year 2010 land use projections to verify the assumptions in the model.

- *Los Angeles International Airport Expansion.* This analysis was prepared during the same time period that the Los Angeles International Airport (LAX) was preparing its Master Plan. An alternative scenario, Alternative D, for future LAX expansion was also evaluated as part of this analysis. This evaluation included assessments of the proposed project's traffic impacts and mitigation program effectiveness under this alternative baseline scenario. A recent comparison of the draft documents indicates that the travel forecasts for the Airport Master Plan used in this Playa Vista analysis are much more conservative (i.e., higher).
- *Other Alternative Baseline Conditions.* Two Alternative Baseline scenarios were evaluated as part of this study. The LAX Alternative D baseline scenario and an additional

alternative baseline conditions scenario were evaluated as part of this study. The additional alternative baseline scenario contemplated a delay in the construction of the Playa Vista Drive Bridge and its connection to Culver Boulevard. This evaluation assessed the proposed project's impacts and effectiveness of the project mitigation program under these alternative baseline scenarios.

- *Playa Vista First Phase.* The Playa Vista First Phase development was treated as a related project in this analysis. The land uses assumed in the First Phase EIR were assumed to be in place by the 2010 study year. In addition, the roadway improvements and transportation mitigations associated with Playa Vista First Phase development were assumed to be implemented by the year 2010.
- *Project Trip Generation.* The morning and afternoon peak hour trip generation for the Playa Vista Master Plan land uses were calculated using the Institute of Transportation Engineers Trip Generation, Sixth Edition.
- *Analysis Periods.* The EIR tested project impacts during the weekday, non-summer morning and afternoon commute peak hour time periods. Within the study area, the morning and afternoon commute time periods are 7:00 to 8:00 AM and 5:00 to 6:00 PM.
- *Intersection Capacity Analyses.* Intersection capacity has been analyzed using a method that assesses the cumulative operating conditions at each study intersection. The critical movement analysis (CMA) methodology is required by LADOT for consistency with prior analyses for both the Coastal Transportation Corridor Specific Plan and the Congestion Management Plan and is used in this study. The CMA methodology Software (CALCADB) developed by LADOT was used to analyze signalized intersections in this study. The Highway Capacity Manual methodology for unsignalized intersections was also used in the study.
- *Significant Impact Criteria.* In order to evaluate the effects of project traffic on background conditions, the significance of the impact is measured in terms of change in the volume/capacity (V/C) ratio. The significant impact criteria used in this analysis therefore are as follows:

<u>Final V/C Ratio</u>	<u>Change in V/C</u>
0.00 – 0.79	0.040 or greater
0.80 – 0.89	0.020 or greater
0.90 or greater	0.010 or greater

II. ENVIRONMENTAL SETTING

As part of the Village at Playa Vista Project Environmental Impact Report (EIR) documentation, existing conditions and environmental setting sections are presented in this chapter. A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of existing conditions relevant to the Village at Playa Vista study includes an inventory of the existing freeway and street systems, analysis of traffic volumes and current operating conditions, an analysis of the existing public transit services and an inventory of the existing bicycle system. A detailed description of these elements is presented in this section.

STUDY AREA

The study area, which encompasses approximately 100 square miles, is bounded by Wilshire Boulevard in the City of Santa Monica on the north, Artesia Boulevard in the City of Hermosa Beach on the south, Crenshaw Boulevard in the City of Los Angeles on the east, and the Pacific Ocean on the west. This analysis area includes facilities within the jurisdictions of the City and County of Los Angeles, the Cities of Santa Monica, Culver City, Inglewood, Hawthorne, El Segundo, Manhattan Beach, and Hermosa Beach.

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

The roadway system serving the northern portion of the study area is predominantly a north/south and east/west grid system. The street pattern in the Palms-Mar Vista-Del Rey areas, north of the project site is primarily a combination of arterial grid oriented along a diagonal and a random linear pattern in the area northeast of Marina del Rey. The street system in the residential areas, due to local topography, is curvilinear.

EXISTING STREET SYSTEM

The existing street system analyzed within the study area consists of a regional roadway system including freeways and principal arterials, and a local street system including major arterials, secondary arterials, collectors and selected local streets. A description of the regional access and local street system access offered by the various roadways follows.

Primary regional access to the project site is provided by the Marina Freeway (SR 90) and the San Diego Freeway (I-405). The SR 90, which runs in the east-west direction, north of the project site, connects with the I-405, which runs north-south along a diagonal east of the project site. The I-405 connects with the I-10 which runs in an east-west direction in the northern portion of the study area approximately 4 to 5 miles north of the project site, and with the I-105 which also runs east-west, about 3 miles south of the project site.

The principal/major arterials in the vicinity of the study area providing regional and sub-regional access to the project site include Lincoln Boulevard, Centinela Avenue, Sepulveda Boulevard, Overland Avenue, Aviation Boulevard, La Cienega Boulevard, La Brea Avenue, Crenshaw Boulevard, Pico Boulevard, Venice Boulevard, Washington Boulevard/Place, Culver Boulevard, Jefferson Boulevard, Slauson Avenue, Manchester Avenue, Century Boulevard, Imperial Highway, El Segundo Boulevard, Rosecrans Avenue, Manhattan Beach Boulevard, and Artesia Boulevard.

Local and sub-regional access and circulation opportunities within the project study area are provided by major highways, secondary highways, collector streets and selected local streets. The secondary highways, collectors and selected locals within the project's study area offer sub-regional and local access and circulation opportunities. These facilities generally provide two to

four travel lanes and allow parking on either side of the street. Typically, the speed limits range between 25 mph and 35 mph.

STUDY INTERSECTIONS

The preliminary list of study intersections, which was obtained from the Playa Vista First Phase Project, consisted of over 100 intersections in various cities and unincorporated areas within the study area. Additional study intersections were selected in consultation with the adjacent jurisdictions expanding the geographic coverage of the study area such that all potential significant impacts were captured. As a result, a total of 218 intersections (including 7 future on-site locations) within ten jurisdictions are analyzed as part of this study. A listing of these intersections by jurisdiction is presented in Table 2-1 and their locations are illustrated in Figure 2-1. Of these study locations, 109 are in the City of Los Angeles, 40 are in Culver City, 25 are in Los Angeles County, 23 are in Santa Monica, 6 are in Inglewood and 15 are in the South Bay cities.

Existing Traffic Volumes and Operating Conditions

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

- The year 2001 and 2002 traffic counts were compared to year 1998 traffic counts to obtain growth factors for AM and PM peak hours. These growth factors were 1.63% and 0.91% during the AM and PM peak hours, respectively.
- The yearly growth rates were applied to all intersection counts to obtain updated 2003 AM and PM peak hour turning volumes at all analyzed intersection locations.

The existing 2003 peak hour traffic volumes for the 211 analyzed intersections and their current lane configurations are presented in Appendices 2A and 2B.

TABLE 2--1
THE VILLAGE AT PLAYA VISTA PROJECT
ANALYZED INTERSECTION LOCATIONS BY JURISDICTION

Number	Intersection		
CITY OF LOS ANGELES			
192	* LA CIENEGA BL	@	111TH ST
220	12TH ST	@	BLUFF CREEK DR
64	* SEPULVEDA BL	@	77TH ST/76TH ST
91	* SEPULVEDA BL	@	80TH ST/79TH ST
45	* LINCOLN BL	@	83RD ST
92	* SEPULVEDA BL	@	83RD ST
44	* SEPULVEDA BL	@	88TH ST/LA TIJERA BL
68	* AIRPORT BL	@	96TH ST
171	** ABBOTT KINNEY BL	@	VENICE BL
2	* AIRPORT BL	@	CENTURY BL
3	* AIRPORT BL	@	LA TIJERA BL
172	* AIRPORT BL	@	MANCHESTER AV
1	* AIRPORT BL	@	WESTCHESTER PKWY/ARBOR VITAE ST
69	** ALLA RD	@	JEFFERSON BL
4	* AVIATION BL	@	ARBOR VITAE ST
6	* AVIATION BL	@	CENTURY BL
7	* AVIATION BL	@	IMPERIAL HWY
216	PLAYA VISTA DR	@	B ST
70	** BEETHOVEN ST	@	JEFFERSON BL
152	** SAWTELLE BL	@	BRADDOCK DR
71	** MAIN ST	@	BROOKS AV/ABBOT KINNEY BL
173	* BUNDY DR	@	I-10 EB ON-RAMP
72	* BUNDY DR	@	OCEAN PARK BL
11	** CENTINELA AV	@	CULVER BL
12	** CENTINELA AV	@	JEFFERSON BL
13	* LA CIENEGA BL	@	CENTINELA AV
14	* LA TIJERA BL	@	CENTINELA AV
73	** CENTINELA AV	@	MARINA FWY EB RAMPS
74	** CENTINELA AV	@	MARINA FWY WB RAMPS
75	MESMER AV	@	CENTINELA AV
123	** CENTINELA AV	@	SHORT AV
76	** BLUFF CREEK DR	@	CENTINELA AV
209	* CENTINELA AV	@	VENICE BL
17	* SEPULVEDA BL	@	CENTURY BL
180	CRENSHAW BL	@	FLORENCE AV
178	CRENSHAW BL	@	SLAUSON AV
174	* CRENSHAW BL	@	STOCKER ST
77	** INGLEWOOD BL	@	CULVER BL
18	** CULVER BL	@	JEFFERSON BL
19	** CULVER BL	@	MARINA EXWY EB RAMPS
20	** CULVER BL	@	MARINA EXWY WB RAMPS
78	* CULVER BL	@	NICHOLSON ST
215	PLAYA VISTA DR	@	CULVER BL
161	* CULVER BL	@	VENICE BL
22	* CULVER BL	@	VISTA DEL MAR
142	LINCOLN BL RAMP	@	CULVER BL (SOUTHEAST)
67	* LA CIENEGA BL	@	FAIRFAX AV
179	* FAIRFAX AV	@	WASHINGTON BL
79	* FALMOUTH AV	@	MANCHESTER AV
80	** GLENCOE AV	@	MAXELLA AV
177	* VISTA DEL MAR	@	GRAND AV
26	* SEPULVEDA BL	@	HOWARD HUGHES PKWY
81	** LINCOLN BL	@	HUGHES TER
186	* LA BREA AV	@	I-10 EB OFF RAMP
191	LA CIENEGA BL	@	I-10 EB OFF RAMP
210	WASHINGTON BL	@	I-10 EB ON-RAMP
187	* LA BREA AV	@	I-10 WB OFF RAMP
211	* WASHINGTON BL	@	I-10 WB OFF RAMP/APPLE ST
63	SEPULVEDA BL	@	I-105 WB OFF RAMP
30	** I-405 NB RAMPS	@	JEFFERSON BL
40	* I-405 NB RAMPS	@	LA TIJERA BL
31	** I-405 SB RAMPS	@	JEFFERSON BL

TABLE 2--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
ANALYZED INTERSECTION LOCATIONS BY JURISDICTION

Number	Intersection		
CITY OF LOS ANGELES, continued			
41	* I-405 SB RAMPS	@	LA TIJERA BL
201	* LA CIENEGA BL	@	I-405 SB RAMPS N/O CENTURY BL
194	* LA CIENEGA BL	@	I-405 SB RAMPS N/O IMPERIAL HWY
193	* LA CIENEGA BL	@	I-405 SB RAMPS S/O CENTURY BL
185	* LA CIENEGA BL	@	IMPERIAL HWY
27	* PERSHING DR	@	IMPERIAL HWY
28	* SEPULVEDA BL	@	IMPERIAL HWY
184	* VISTA DEL MAR	@	IMPERIAL HWY
82	** INGLEWOOD BL/CENTINELA AV	@	JEFFERSON BL
32	* LA CIENEGA BL	@	JEFFERSON BL
33	** LINCOLN BL	@	JEFFERSON BL
83	McCONNELL AV	@	JEFFERSON BL
84	** MESMFR AV	@	JEFFERSON BL
163	* JEFFERSON BL	@	NATIONAL BL
217	** PLAYA VISTA DR	@	JEFFERSON BL
164	* JEFFERSON BL	@	RODEO RD
85	** WESTLAWN AV	@	JEFFERSON BL
36	* LA CIENEGA BL	@	LA TIJERA BL
37	* LA CIENEGA BL	@	RODEO RD
198	* LA CIENEGA BL	@	VENICE BL
42	* LINCOLN BL	@	LA TIJERA BL
43	* LA TIJERA BL	@	MANCHESTER AV
86	* LINCOLN BL	@	LOYOLA BL
46	* LINCOLN BL	@	MANCHESTER AV
47	** LINCOLN BL	@	MARINA EXWY
48	** LINCOLN BL	@	MAXFLA AV
50	** LINCOLN BL	@	ROSE AV
51	* SEPULVEDA BL	@	LINCOLN BL
52	** LINCOLN BL	@	BLUFF CREEK DR (HUGHES WAY)
53	** LINCOLN BL	@	VENICE BL
54	** LINCOLN BL	@	WASHINGTON BL
55	** MAIN ST	@	ROSE AV
56	* PERSHING DR	@	MANCHESTER AV
57	* SEPULVEDA BL	@	MANCHESTER AV
87	** MINDANAO WY	@	MARINA EXWY EB RAMPS
88	** MINDANAO WY	@	MARINA EXWY WB RAMPS
219	McCONNELL AV	@	BLUFF CREEK DR
180	* MOTOR AV	@	VENICE BL
94	** OCEAN AV/VIA MARINA	@	WASHINGTON BL
212	* OVERLAND AV	@	PALMS BL
157	* OVERLAND AV	@	VENICE BL
89	** PACIFIC AV	@	WASHINGTON BL
90	PALAWAN WAY	@	WASHINGTON BL
59	* PERSHING DR	@	WESTCHESTER PKWY
218	PLAYA VISTA DR	@	BLUFF CREEK DR
200	* SEPULVEDA BL	@	WESTCHESTER PKWY
93	** WALGROVE AV	@	VENICE BL
COUNTY OF LOS ANGELES			
112	ADMIRALTY WAY	@	BALI WAY
113	ADMIRALTY WAY	@	FIJI WAY
114	ADMIRALTY WAY	@	MINDANAO WAY
115	PALAWAN WAY	@	ADMIRALTY WAY
116	VIA MARINA	@	ADMIRALTY WAY
140	* ALVERN ST	@	CENTINELA AV
10	** LINCOLN BL	@	BALI WAY
141	SHERBOURNE DR	@	CENTINELA AV
202	I-405 NB OFF RAMP	@	CENTURY BL
144	CORNING AV	@	SLAUSON AV
147	FAIRFAX AV	@	SLAUSON AV
24	** LINCOLN BL	@	FIJI WAY
203	HAWTHORNE BL	@	I-105 EB OFF RAMP
204	HAWTHORNE BL	@	LENNOX BL
205	INGLEWOOD AV	@	LENNOX BL
145	KINGS RD	@	SLAUSON AV

TABLE 2--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
ANALYZED INTERSECTION LOCATIONS BY JURISDICTION

Number	Intersection		
COUNTY OF LOS ANGELES, continued			
189	LA BREA AV	@	SLAUSON AV
190	LA BREA AV/OVERHILL DR	@	STOCKER ST
195	* LA CIENEGA BL	@	LENNOX BL
197	LA CIENEGA BL	@	STOCKER ST
38	LA CIENEGA BL RAMP S	@	SLAUSON AV
39	LA CIENEGA BL RAMP S	@	SLAUSON AV
146	LA TIJERA BL	@	SLAUSON AV
49	** LINCOLN BL	@	MINDANAO WAY
143	SHENANDOAH AV	@	SLAUSON AV
CITY OF CULVER CITY			
159	* OVERLAND AV	@	BRADDOCK DR
153	* SEPULVEDA BL	@	BRADDOCK DR
96	BRISTOL PKWY	@	CENTINELA AV
95	BRISTOL PKWY	@	SLAUSON AV
97	BUCKINGHAM PKWY	@	SLAUSON AV
98	GREEN VALLEY CIR	@	CENTINELA AV
15	* SEPULVEDA BL	@	CENTINELA AV
16	** CENTINELA AV	@	WASHINGTON BL
99	** CENTINELA AV	@	WASHINGTON PL
21	* CULVER BL	@	MAIN ST/WASHINGTON BL
100	* OVERLAND AV	@	CULVER BL
102	* SAWTELLE BL	@	CULVER BL
101	* SEPULVEDA BL	@	CULVER BL
165	JEFFERSON BL	@	DUQUESNE AV
103	** GLENCOE AV/COSTCO DWY	@	WASHINGTON BL
166	* SEPULVEDA BL	@	GREEN VALLEY CIR
104	* HANNUM AV	@	PLAYA ST
105	* HANNUM AV	@	SLAUSON AV
156	* SEPULVEDA BL	@	I-405 NB RAMP S/O VENICE BL
151	* SAWTELLE BL	@	I-405 SB OFF RAMP N/O CULVER BL
29	** INGLEWOOD BL	@	WASHINGTON BL
34	JEFFERSON BL	@	OVERLAND AV
35	* JEFFERSON BL	@	SEPULVEDA BL (N)
106	* JEFFERSON BL	@	SLAUSON AV
199	* LA CIENEGA BL	@	WASHINGTON BL
107	MARINA FWY	@	SLAUSON AV
148	* SAWTELLE BL	@	MATTESON AV/I-405 SB RAMP S
162	* MOTOR AV	@	WASHINGTON BL
158	* OVERLAND AV	@	WASHINGTON BL
60	* SEPULVEDA BL	@	PLAYA ST/JEFFERSON BL
108	** REDWOOD AV	@	WASHINGTON BL
170	* SEPULVEDA BL	@	SAWTELLE BL
62	* SAWTELLE BL	@	VENICE BL
150	** SAWTELLE BL	@	WASHINGTON BL
149	** SAWTELLE BL	@	WASHINGTON PL
65	* SEPULVEDA BL	@	SLAUSON AV
66	* SEPULVEDA BL	@	VENICE BL
155	* SEPULVEDA BL	@	WASHINGTON BL
154	* SEPULVEDA BL	@	WASHINGTON PL
167	WALGROVE AV	@	WASHINGTON BL
CITY OF SANTA MONICA			
133	23RD ST	@	OCEAN PARK BL
132	23RD ST	@	PICO BL
136	26TH ST	@	WILSHIRE BL
137	4TH ST	@	COLORADO AV
129	4TH ST	@	OCEAN PARK BL N
130	4TH ST	@	OCEAN PARK BL S
128	4TH ST	@	PICO BL
127	4TH ST	@	WILSHIRE BL
138	CLOVERFIELD BL	@	I-10 EB ON RAMP
139	CLOVERFIELD BL	@	I-10 WB OFF RAMP
135	CLOVERFIELD BL	@	OCEAN PARK BL
134	CLOVERFIELD BL	@	PICO BL
168	LINCOLN BL	@	I-10 EB ON RAMP
169	LINCOLN BL	@	I-10 WB OFF RAMP

TABLE 2--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
ANALYZED INTERSECTION LOCATIONS BY JURISDICTION

Number	Intersection		
CITY OF SANTA MONICA, continued			
109	LINCOLN BL	@	OCEAN PARK BL
124	LINCOLN BL	@	PICO BL
131	LINCOLN BL	@	WILSHIRE BL
110	MAIN ST	@	OCEAN PARK BL
117	MAIN ST	@	PICO BL
111	NEILSON WAY	@	OCEAN PARK BL
126	OCEAN AV	@	PALISADES BEACH RD RAMPS
125	OCEAN AV	@	WILSHIRE BL
118	OCEAN AV/NEILSON WAY	@	PICO BL
CITY OF INGLEWOOD			
5	LA CIENEGA BL	@	ARBOR VITAE ST
206	CENTINELA AV	@	FLORENCE AV
175	LA BREA AV	@	CENTINELA AV
8	FLORENCE AV/AVIATION BL	@	MANCHESTER BL
188	LA BREA AV	@	MANCHESTER BL
196	LA CIENEGA BL	@	MANCHESTER BL
SOUTH BAY CITIES			
208	SEPULVEDA BL/PCH	@	ARTESIA BL
9	AVIATION BL	@	ROSECRANS AV
176	* DOUGLAS ST	@	IMPERIAL HWY
23	SEPULVEDA BL	@	EL SEGUNDO BL
120	SEPULVEDA BL	@	GRAND AV
207	HIGHLAND AV	@	MANHATTAN BEACH BL
181	I-405 NB RAMPS	@	IMPERIAL HWY
183	* I-105 WB OFF RAMP/NASH ST	@	IMPERIAL HWY
182	* MAIN ST	@	IMPERIAL HWY
122	SEPULVEDA BL	@	MANHATTAN BEACH BL
119	SEPULVEDA BL	@	MAPLE AV
121	SEPULVEDA BL	@	MARINE AV
58	SEPULVEDA BL	@	MARIPOSA AV
61	SEPULVEDA BL	@	ROSECRANS AV
25	VISTA DEL MAR/HIGHLAND AV	@	ROSECRANS AV

Note: [1] INT # corresponds to intersection numbers shown on Figure 2-1.

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

* LADOT ATSAC LOCATION

** LADOT ATCS LOCATION



FIGURE 2-1
STUDY AREA AND
ANALYZED INTERSECTIONS

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum satisfactory service level in urban areas. The definitions for each level of service for signalized and unsignalized intersections are included in Table 2-2 and 2-3, respectively.

The "Critical Movement Analysis" method contained in *Transportation Research Circular No. 212 - Interim Materials on Highway Capacity* (Transportation Research Board, 1980) was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding levels of service for the turning movements and intersection characteristics at each of the signalized study intersections.

Computer Traffic Signal Control

The Automated Traffic Surveillance and Control (ATSAC) System represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 within the Coliseum Area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games, and has since been expanded to other parts of the city. The advantages of ATSAC-controlled traffic signals are substantial, including automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short term signal timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. LADOT estimates that implementation of this system improves intersection capacity by an average of seven percent.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been tested and implemented within the Mar Vista sub-system including locations along Lincoln Boulevard and other major travel corridors on the westside of the City of Los Angeles. ATCS is a PC-based traffic signal control program that provides fully responsive traffic signal control based on real-time

TABLE 2--2
THE VILLAGE AT PLAYA VISTA PROJECT
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

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

TABLE 2--3
THE VILLAGE AT PLAYA VISTA PROJECT
LEVEL OF SERVICE DEFINITIONS FOR
STOP-CONTROLLED INTERSECTIONS

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209, 2000.*

traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over that operating under ATSAC only.

Existing Intersection Operations

Existing intersection operations for the AM and PM peak hours are shown in Table 2-4. Table 2-4 summarizes the V/C ratios and corresponding LOS at each location. Figures 2-2 and 2-3 graphically illustrate the existing weekday morning and afternoon peak hour levels of service at the analyzed intersections, respectively.

From Table 2-3, the following observations can be made. About 80% of the intersections in the AM peak hour and 77% in the PM peak hour are currently operating at satisfactory levels of service (i.e., LOS D or better). At these locations, motorists experience little to tolerable amounts of delay. About 10% of the intersections in the AM peak hour and 12% in the PM peak hour are operating at LOS E. At these locations, motorists experience measurable delay and traffic flow is restricted. About 10% of the intersections in the AM peak hour and 11% in the PM peak hour are currently experiencing LOS F (congested) conditions. The intersection capacity calculation worksheets for existing AM and PM peak hours are provided in Appendix 3A.

CONGESTION MANAGEMENT PROGRAM ANALYSIS

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

TABLE 2-4
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- EXISTING (2003)

Intersection			AM		PM	
			V/C	LOS	V/C	LOS
CITY OF LOS ANGELES						
LA CIENEGA BL	@	111TH ST	0.241	A	0.357	A
12TH ST	@	BLUFF CREEK DR	N/A	-	N/A	-
SEPULVEDA BL	@	771H ST/76TH ST	0.976	E	0.687	B
SEPULVEDA BL	@	80TH ST/79TH ST	0.699	B	0.793	C
LINCOLN BL	@	83RD ST	1.163	F	0.724	C
SEPULVEDA BL	@	83RD ST	0.591	A	0.827	B
SEPULVEDA BL	@	88TH ST/LA TIJERA BL	0.721	C	0.719	C
AIRPORT BL	@	96TH ST	0.386	A	0.391	A
ABBOTT KINNEY BL	@	VENICE BL	0.687	B	0.652	B
AIRPORT BL	@	CENTURY BL	0.526	A	0.613	B
AIRPORT BL	@	LA TIJERA BL	0.670	B	0.489	A
AIRPORT BL	@	MANCHESTER AV	0.675	B	0.707	C
ALLA RD	@	WESTCHESTER PKWY/ARBOR VITAE ST	0.515	A	0.523	A
AVIATION BL	@	JEFFERSON BL	0.284	A	0.239	A
AVIATION BL	@	ARBOR VITAE ST	0.515	A	0.689	B
AVIATION BL	@	CENTURY BL	0.838	D	0.751	C
PLAYA VISTA DR	@	IMPERIAL HWY	0.718	C	0.717	C
BEETHOVEN ST	@	B ST	N/A	-	N/A	-
SAWTELLE BL	@	JEFFERSON BL	0.206	A	0.285	A
MAIN ST	@	BRAADOCK DR	0.602	B	0.700	B
BUNDY DR	@	BROOKS AV/ABBOT KINNEY BL	0.459	A	0.539	A
BUNDY DR	@	I-10 EB ON-RAMP	1.034	F	0.964	E
CENTINELA AV	@	OCEAN PARK BL	0.919	E	1.308	F
CENTINELA AV	@	CULVER BL	0.637	B	0.767	C
LA CIENEGA BL	@	JEFFERSON BL	0.669	B	0.495	A
LA TIJERA BL	@	CENTINELA AV	1.103	F	1.102	F
CENTINELA AV	@	CENTINELA AV	0.974	E	0.726	C
CENTINELA AV	@	MARINA FWY EB RAMPS	0.534	A	0.708	C
MESMER AV	@	MARINA FWY WB RAMPS	0.647	D	0.753	C
CENTINELA AV	@	CENTINELA AV	[a] 57.2	F	[a] 32.4	D
BLUFF CREEK DR	@	SHORT AV	0.589	A	0.578	A
CENTINELA AV	@	CENTINELA AV	N/A	-	N/A	-
SEPULVEDA BL	@	VENICE BL	1.128	F	1.167	F
CRENSHAW BL	@	CENTURY BL	0.617	B	0.763	C
CRENSHAW BL	@	FLORENCE AV	0.697	B	0.824	D
CRENSHAW BL	@	SLAUSON AV	0.942	E	1.287	F
INGLEWOOD BL	@	STOCKER ST	0.684	B	0.739	C
CULVER BL	@	CULVER BL	0.641	B	0.785	C
CULVER BL	@	JEFFERSON BL	0.741	C	0.675	B
CULVER BL	@	MARINA EXWY EB RAMPS	0.696	B	0.888	D
CULVER BL	@	MARINA EXWY WB RAMPS	0.900	D	0.941	E
PLAYA VISTA DR	@	NICHOLSON ST	0.660	B	0.814	D
CULVER BL	@	CULVER BL	N/A	-	N/A	-
CULVER BL	@	VENICE BL	0.828	D	0.915	E
LINCOLN BL RAMP	@	VISTA DEL MAR	0.628	B	0.642	B
LA CIENEGA BL	@	CULVER BL (SOUTHEAST)	N/A	-	N/A	-
FAIRFAX AV	@	FAIRFAX AV	1.056	F	0.861	D
FALMOUTH AV	@	WASHINGTON BL	0.868	D	0.687	B
GLENCOE AV	@	MANCHESTER AV	0.216	A	0.255	A
VISTA DEL MAR	@	MAXELLA AV	0.322	A	0.567	A
SEPULVEDA BL	@	GRAND AV	0.697	B	0.508	A
LINCOLN BL	@	HOWARD HUGHES PKWY	0.796	C	0.774	C
LA BREA AV	@	HUGHES TER	0.688	B	0.917	E
LA CIENEGA BL	@	I-10 EB OFF RAMP	0.566	A	0.634	B
WASHINGTON BL	@	I-10 EB OFF RAMP	[a] 28.3	D	[a] 34.8	D
LA BREA AV	@	I-10 EB ON RAMP	0.497	A	0.623	B
WASHINGTON BL	@	I-10 WB OFF RAMP	0.633	B	0.637	B
SEPULVEDA BL	@	I-10 WB OFF RAMP/APPLE ST	0.498	A	0.558	A
I-405 NB RAMPS	@	I-105 WB OFF RAMP	1.228	F	0.931	E
I-405 NB RAMPS	@	JEFFERSON BL	0.718	C	0.788	C
I-405 SB RAMPS	@	LA TIJERA BL	0.829	D	0.828	D
	@	JEFFERSON BL	0.568	A	0.560	A

TABLE 2--4 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- EXISTING (2003)

Intersection			AM		PM	
			V/C	LOS	V/C	LOS
CITY OF LOS ANGELES, continued						
I-405 SB RAMP	@	LA TIJERA BL	0.710	C	0.803	D
LA CIENEGA BL	@	I-405 SB RAMP N/O CENTURY BL	0.609	B	0.561	A
LA CIENEGA BL	@	I-405 SB RAMP N/O IMPERIAL HWY	0.361	A	0.255	A
LA CIENEGA BL	@	I-405 SB RAMP S/O CENTURY BL	0.434	A	0.503	A
PERSHING DR	@	IMPERIAL HWY	0.337	A	0.463	A
SEPULVEDA BL	@	IMPERIAL HWY	0.666	B	0.453	A
VISTA DEL MAR	@	IMPERIAL HWY	0.903	E	1.066	F
INGLEWOOD BL/CENTINELA AV	@	JEFFERSON BL	0.539	A	0.462	A
LA CIENEGA BL	@	JEFFERSON BL	0.613	B	0.610	B
LINCOLN BL	@	JEFFERSON BL	1.196	F	1.143	F
MCCONNELL AV	@	JEFFERSON BL	0.765	C	0.800	C
MESMER AV	@	JEFFERSON BL	[a] 52.8	F	[a] 273.4	F
JEFFERSON BL	@	JEFFERSON BL	0.311	A	0.263	A
PLAYA VISTA DR	@	NATIONAL BL	0.435	A	0.613	B
JEFFERSON BL	@	JEFFERSON BL	N/A	-	N/A	-
WESTLAWN AV	@	RODEO RD	0.757	C	0.807	D
LA CIENEGA BL	@	JEFFERSON BL	0.315	A	0.379	A
LA CIENEGA BL	@	LA TIJERA BL	0.811	D	0.761	C
LA CIENEGA BL	@	RODEO RD	0.979	E	1.189	F
LINCOLN BL	@	VENICE BL	1.059	F	0.990	E
LA TIJERA BL	@	LA TIJERA BL	0.413	A	0.484	A
LINCOLN BL	@	MANCHESTER AV	0.614	B	0.598	A
LINCOLN BL	@	LOYOLA BL	0.417	A	0.538	A
LINCOLN BL	@	MANCHESTER AV	0.833	D	0.816	D
LINCOLN BL	@	MARINA EXWY	0.851	D	0.931	E
LINCOLN BL	@	MAXELLA AV	0.685	B	0.750	C
SEPULVEDA BL	@	ROSE AV	0.841	D	0.829	D
LINCOLN BL	@	LINCOLN BL	0.523	A	0.645	B
LINCOLN BL	@	BLUFF CREEK DR (HUGHES WAY)	N/A	-	N/A	-
LINCOLN BL	@	VENICE BL	1.080	F	1.016	F
MAIN ST	@	WASHINGTON BL	0.816	D	0.964	E
PERSHING DR	@	ROSE AV	0.467	A	0.784	C
SEPULVEDA BL	@	MANCHESTER AV	0.515	A	0.430	A
MINDANAO WY	@	MANCHESTER AV	0.866	D	1.016	F
MINDANAO WY	@	MARINA EXWY EB RAMP	0.666	B	0.830	D
MCCONNELL AV	@	MARINA EXWY WB RAMP	0.420	A	0.616	B
MOTOR AV	@	BLUFF CREEK DR	N/A	-	N/A	-
OCEAN AV/VIA MARINA	@	VENICE BL	0.849	D	0.925	E
OVERLAND AV	@	WASHINGTON BL	0.680	B	0.875	D
OVERLAND AV	@	PALMS BL	0.803	D	0.857	D
PACIFIC AV	@	VENICE BL	0.886	D	1.002	F
PALAWAN WAY	@	WASHINGTON BL	0.590	A	0.647	B
PERSHING DR	@	WASHINGTON BL	[a] 18.0	C	[a] 19.6	C
PLAYA VISTA DR	@	WESTCHESTER PKWY	0.287	A	0.251	A
SEPULVEDA BL	@	BLUFF CREEK DR	N/A	-	N/A	-
WALGROVE AV	@	WESTCHESTER PKWY	0.695	B	0.792	C
	@	VENICE BL	0.711	C	0.859	D
COUNTY OF LOS ANGELES						
ADMIRALTY WAY	@	BALI WAY	0.515	A	0.813	D
ADMIRALTY WAY	@	FIJI WAY	0.319	A	0.501	A
ADMIRALTY WAY	@	MINDANAO WAY	0.765	C	0.921	E
PALAWAN WAY	@	ADMIRALTY WAY	0.543	A	0.804	D
VIA MARINA	@	ADMIRALTY WAY	0.582	A	0.859	D
ALVERN ST	@	CENTINELA AV	0.738	C	0.610	B
LINCOLN BL	@	BALI WAY	0.467	A	0.664	B
SHERBOURNE DR	@	CENTINELA AV	0.746	C	0.591	A
I-405 NB OFF RAMP	@	CENTURY BL	0.765	C	0.565	A
CORNING AV	@	SLAUSON AV	0.843	D	0.629	B
FAIRFAX AV	@	SLAUSON AV	0.847	D	0.793	C
LINCOLN BL	@	FIJI WAY	0.539	A	0.795	C
HAWTHORNE BL	@	I-105 FB OFF RAMP	0.496	A	0.579	A
HAWTHORNE BL	@	LENNOX BL	0.563	A	0.818	D
INGLEWOOD AV	@	LENNOX BL	0.697	B	0.814	D
KINGS RD	@	SLAUSON AV	0.552	A	0.486	A

TABLE 2-4 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS - EXISTING (2003)

Intersection			AM		PM	
			V/C	LOS	V/C	LOS
COUNTY OF LOS ANGELES, continued						
LA BREA AV	@	SLAUSON AV	0.972	E	0.961	E
LA BREA AV/OVERHILL DR	@	STOCKER ST	0.936	E	1.067	F
LA CIENEGA BL	@	LENNOX BL	0.334	A	0.311	F
LA CIENEGA BL	@	STOCKER ST	1.227	F	1.066	A
LA CIENEGA BL RAMPS N	@	SLAUSON AV	0.738	C	0.583	A
LA CIENEGA BL RAMPS S	@	SLAUSON AV	0.892	D	0.742	C
LA TIJERA BL	@	SLAUSON AV	0.512	A	0.586	A
LINCOLN BL	@	MINDANAO WAY	0.825	D	0.927	E
SHENANDOAH AV	@	SLAUSON AV	0.686	B	0.618	B
CITY OF CULVER CITY						
OVERLAND AV	@	BRADDOCK DR	0.551	A	0.616	B
SEPULVEDA BL	@	BRADDOCK DR	0.572	A	0.611	B
BRISTOL PKWY	@	CENTINELA AV	0.760	C	0.538	A
BRISTOL PKWY	@	SLAUSON AV	[a] 24.7	C	[a] 19.5	C
BUCKINGHAM PKWY	@	SLAUSON AV	0.662	B	0.811	D
GREEN VALLEY CIR	@	CENTINELA AV	0.807	D	0.574	A
SEPULVEDA BL	@	CENTINELA AV	0.852	D	0.750	C
CENTINELA AV	@	WASHINGTON BL	0.757	C	0.887	D
CENTINELA AV	@	WASHINGTON PL	0.894	D	0.963	E
CULVER BL	@	MAIN ST/WASHINGTON BL	0.934	E	0.745	C
OVERLAND AV	@	CULVER BL	0.719	C	0.748	C
SAWTELLE BL	@	CULVER BL	0.735	C	0.745	C
SEPULVEDA BL	@	CULVER BL	0.954	E	0.923	E
JEFFERSON BL	@	DUIQUESNE AV	0.838	D	0.888	D
GLENCOE AV/COSTCO DWY	@	WASHINGTON BL	0.581	A	0.782	C
SEPULVEDA BL	@	GREEN VALLEY CIR	0.616	B	0.679	B
HANNUM AV	@	PLAYA ST	0.701	C	0.707	C
HANNUM AV	@	SLAUSON AV	0.540	A	0.480	A
SEPULVEDA BL	@	I-405 NB RAMPS S/O VENICE BL	0.744	C	0.729	C
SAWTELLE BL	@	I-405 SB OFF RAMP N/O CULVER BL	0.229	A	0.251	A
INGLEWOOD BL	@	WASHINGTON BL	0.603	B	0.896	D
JEFFERSON BL	@	OVERLAND AV	0.776	C	0.881	D
JEFFERSON BL	@	SEPULVEDA BL (N)	0.715	C	0.815	D
JEFFERSON BL	@	SLAUSON AV	0.431	A	0.539	A
LA CIENEGA BL	@	WASHINGTON BL	0.941	E	0.770	C
MARINA FWY	@	SLAUSON AV	0.677	B	0.663	H
SAWTELLE BL	@	MATTESON AV/I-405 SB RAMPS	0.939	E	0.612	B
MOTOR AV	@	WASHINGTON BL	0.744	C	0.778	C
OVERLAND AV	@	WASHINGTON BL	0.940	E	0.863	D
SEPULVEDA BL	@	PLAYA ST/JEFFERSON BL	0.862	D	0.958	E
REDWOOD AV	@	WASHINGTON BL	0.401	A	0.427	A
SEPULVEDA BL	@	SAWTELLE BL	0.715	C	0.815	D
SAWTELLE BL	@	VENICE BL	0.858	D	0.851	D
SAWTELLE BL	@	WASHINGTON BL	0.484	A	0.577	A
SAWTELLE BL	@	WASHINGTON PL	0.511	A	0.525	A
SEPULVEDA BL	@	SLAUSON AV	0.879	B	0.729	C
SEPULVEDA BL	@	VENICE BL	0.907	E	0.764	C
SEPULVEDA BL	@	WASHINGTON BL	0.741	C	0.769	C
SEPULVEDA BL	@	WASHINGTON PL	0.838	D	0.636	B
WALGROVE AV	@	WASHINGTON BL	[a] 23.2	C	[a] 16.7	C
CITY OF SANTA MONICA						
23RD ST	@	OCEAN PARK BL	0.974	E	1.272	F
23RD ST	@	PICO BL	0.677	B	0.975	E
26TH ST	@	WILSHIRE BL	0.719	C	0.910	E
4TH ST	@	COLORADO AV	0.637	B	0.844	D
4TH ST	@	OCEAN PARK BL N	[b] 16.9	C	[b] 18.5	C
4TH ST	@	OCEAN PARK BL S	[b] 13.6	B	[b] 13.1	B
4TH ST	@	PICO BL	0.943	E	0.912	E
4TH ST	@	WILSHIRE BL	0.577	A	0.602	B
CLOVERFIELD BL	@	I-10 EB ON RAMP	0.882	D	0.926	E
CLOVERFIELD BL	@	I-10 WB OFF RAMP	0.946	E	0.869	D
CLOVERFIELD BL	@	OCEAN PARK BL	0.607	B	0.709	C
CLOVERFIELD BL	@	PICO BL	0.823	D	0.891	D
LINCOLN BL	@	I-10 EB ON RAMP	1.184	F	0.928	E
LINCOLN BL	@	I-10 WB OFF RAMP	0.881	D	0.966	E

TABLE 2-4 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- EXISTING (2003)

Intersection			AM		PM	
			V/C	LOS	V/C	LOS
CITY OF SANTA MONICA, continued						
LINCOLN BL	@	OCEAN PARK BL	1.130	F	1.133	F
LINCOLN BL	@	PICO BL	0.988	E	1.065	F
LINCOLN BL	@	WILSHIRE BL	0.729	C	0.883	D
MAIN ST	@	OCEAN PARK BL	0.921	E	0.838	D
MAIN ST	@	PICO BL	0.680	B	0.912	E
NEILSON WAY	@	OCEAN PARK BL	0.695	B	0.737	C
OCEAN AV	@	PALISADES BEACH RD RAMP	0.481	A	0.934	E
OCEAN AV	@	WILSHIRE BL	0.618	B	0.624	B
OCEAN AV/NEILSON WAY	@	PICO BL	0.632	B	0.841	D
CITY OF INGLEWOOD						
LA CIENEGA BL	@	ARBOR VILLAGE ST	0.538	A	0.633	B
CENTINELA AV	@	FLORENCE AV	0.545	A	0.780	C
LA BREA AV	@	CENTINELA AV	1.167	F	1.134	F
FLORENCE AV/AVIATION BL	@	MANCHESTER BL	0.937	E	0.873	D
LA BREA AV	@	MANCHESTER BL	1.068	F	0.989	E
LA CIENEGA BL	@	MANCHESTER BL	0.598	A	0.928	E
SOUTH BAY CITIES [1]						
SEPULVEDA BL/PCI I	@	ARTESIA BL	0.863	D	1.209	F
AVIATION BL	@	ROSECRANS AV	1.041	F	1.339	F
DOUGLAS ST	@	IMPERIAL HWY	0.545	A	0.432	A
SEPULVEDA BL	@	EL SEGUNDO BL	0.941	E	1.100	F
SEPULVEDA BL	@	GRAND AV	1.004	F	1.164	F
HIGHLAND AV	@	MANHATTAN BEACH BL	0.564	A	0.552	A
I-405 NB RAMP	@	IMPERIAL HWY	0.323	A	0.464	A
I-105 WB OFF RAMP/NASH ST	@	IMPERIAL HWY	0.614	B	0.329	A
MAIN ST	@	IMPERIAL HWY	0.757	C	0.672	B
SEPULVEDA BL	@	MANHATTAN BEACH BL	1.167	F	1.251	F
SEPULVEDA BL	@	MAPLE AV	0.686	B	0.771	C
SEPULVEDA BL	@	MARINE AV	1.063	F	1.133	F
SEPULVEDA BL	@	MARIPOSA AV	0.870	D	0.872	D
SEPULVEDA BL	@	ROSECRANS AV	0.868	D	1.093	F
VISTA DEL MAR/HIGHLAND AV	@	ROSECRANS AV	1.193	F	0.887	D

Notes:

- [a] Intersection controlled by stop signs on minor approaches. Indicates average vehicle delay in seconds (not V/C ratio) for the intersection.
 [b] Intersection controlled by stop signs on all approaches. Indicates average vehicle delay in seconds (not V/C ratio) for the intersection.
 * Denotes Congestion Management Program (CMP) arterial monitoring station used for CMP Analysis.

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

N/A - Future intersections proposed for analysis that do not currently exist.



11-5c

FIGURE 2-2
INTERSECTION LEVELS OF SERVICE
EXISTING AM PEAK HOUR



FIGURE 2-3
INTERSECTION LEVELS OF SERVICE
EXISTING PM PEAK HOUR

As per the TIA guidelines in the 2002 Congestion Management Program (CMP) for Los Angeles County, the existing operating conditions at all CMP arterial and freeway monitoring stations that may be potentially impacted by the Playa Vista Master Plan project are discussed. This analysis has been performed in accordance with procedures referenced in the *2002 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority (MTA), June 2002 and outlined in the Appendix D of the 1997 Congestion Management Program for Los Angeles County.

CMP Arterial Monitoring Locations Analysis

The following 17 intersections within the project study area are classified as arterial monitoring stations.

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

The existing operating conditions at each of the above locations are shown in Table 2-3. Intersections marked by a "*" denote CMP locations. From Table 2-3, eight of these intersections are currently operating at LOS D or better during the AM peak hour and two during the PM peak hour. Three intersections in the AM peak hour and four intersections in the PM peak hour are operating at LOS E. The following intersections are currently operating at LOS F during the AM and/or PM peak hours.

- La Cienega Boulevard/Centinela Avenue (LOS F-AM/PM)
- La Cienega Boulevard/Jefferson Boulevard (LOS F-AM/PM)
- Lincoln Boulevard/Venice Boulevard (LOS F-AM/PM)
- Sepulveda Boulevard/Rosecrans Avenue (LOS F-PM)
- Sepulveda Boulevard/El Segundo Boulevard (LOS F-PM)
- Sepulveda Boulevard/Manchester Avenue (LOS F-PM)
- Lincoln Boulevard/Pico Boulevard (LOS F-PM)
- Overland Avenue/Venice Boulevard (LOS F-PM)
- La Brea Avenue/Manchester Boulevard (LOS F-AM)
- La Cienega Boulevard/Stocker Street (LOS F-PM)
- La Cienega Boulevard/Venice Boulevard (LOS F-AM)
- Pacific Coast Highway/Artesia Boulevard (LOS F-PM)
- Centinela Avenue/Venice Boulevard (LOS F-AM/PM)

CMP Freeway Segment Analysis

Operating conditions on the freeways are also classified by Level of Service. Level of Service for freeways is based on the measured flow past a point compared to the estimated capacity of that section of roadway. Capacity is calculated by multiplying the lane capacity (2,000 vehicles per hour) by the number of lanes in each segment. The level of service definitions for freeway segments are contained in Table 2-5.

The existing freeway operating conditions within the study area was analyzed as per the CMP guidelines. This assessment included the San Diego Freeway (I-405), the Marina Freeway (SR

TABLE 2--5
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Demand/Capacity Ratio	Flow Conditions
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	1.01 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	1.26 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	1.36 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	>1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: Adapted from Los Angeles County Metropolitan Transportation Authority, 2002 *Congestion Management Program for Los Angeles County*, June 2002.

90), the Santa Monica Freeway (I-10), and the Glenn M. Anderson Freeway (I-105). The freeway analysis locations were:

- I-405 Freeway s/o Harbor Freeway (I-110)
- I-405 Freeway at Compton Boulevard
- I-405 Freeway n/o La Tijera Boulevard
- I-405 Freeway n/o Venice Boulevard
- I-405 Freeway s/o Mulholland Drive
- SR 90 w/o I-405 Freeway
- I-10 Freeway at Lincoln Boulevard
- I-10 Freeway e/o Overland Avenue
- I-10 Freeway e/o La Brea Avenue
- I-105 Freeway e/o Sepulveda Boulevard
- I-105 Freeway e/o Crenshaw Boulevard

Traffic volumes for the CMP freeway facilities were obtained from Caltrans and were adjusted by 1% per year to obtain the existing conditions. These traffic volumes are illustrated in Table 2-6.

Demand/Capacity (D/C) ratios were calculated for each freeway segment identified above, using a capacity value of 2,000 vehicles per hour per freeway mainline lane (in accordance with CMP guidelines). Table 2-6 summarizes the existing D/C ratios and Levels of Service during the peak hours at the analyzed locations. It can be seen that some segments of the I-405, I-10 and I-105 are currently operating at or near capacity (LOS E or LOS F) during the AM and PM peak hours. The SR 90 is operating at good levels of service (LOS A and LOS B) during the AM and PM peak hours.

PUBLIC TRANSIT SYSTEM

Both bus and Metro rail transit service are available as part of the Public Transit System in the Village at Playa Vista Project study area. The specific area in the vicinity of the project site within which all transit service is evaluated for the Village at Playa Vista Project is generally the area within one to two miles of the project.

TABLE 2--6
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY OPERATING CONDITIONS--EXISTING (2003)

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

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

[2] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[3] Freeway mainline Levels of Service is based on the following D/C scale:

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

Bus transit providers in the region providing service in the vicinity of the Village at Playa Vista Project site include the Los Angeles County Metropolitan Transportation Authority (MTA), Santa Monica Municipal Bus Lines, Culver Citybus, and the Los Angeles Department of Transportation (LADOT) "Commuter Express" transit system. The MTA bus system provides six bus lines in the form of both express and local bus service within this area. The Culver City Bus system provides five lines while the Santa Monica Municipal Bus Lines provides two lines. The City of Los Angeles Department of Transportation Commuter Express system provides three express bus lines within this area.

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

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

Figure 2-4 illustrates all the existing bus transit service in the project vicinity. Table 2-7 summarizes the various bus transit lines operating in the project vicinity for each of the service providers in the region, the type of service (peak vs off-peak, express vs local) and frequency of service.

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



TABLE 2--7

THE VILLAGE AT PLAYA VISTA PROJECT

TRANSIT LINES SERVING THE PLAYA VISTA SITE VICINITY

PROVIDER [1]	LINE NUMBER	SERVICE AREA	SERVICE TYPE	HOURS OF OPERATION	FREQUENCY [2]
CC	1	Windward & Main (Venice) to WLA Transit Center	LOCAL	5:37 AM - 11:34 PM	15 MIN
CC	2	Washington & Inglewood to Corporate Pointe	LOCAL	5:47AM-6:20PM	HOURLY
CC	3	Westwood Pico to Fox Hills Mall	LOCAL	5:20AM-11:32PM	20 MIN
CC	4	Fox Hills Mall to West LA Transit Center	LOCAL	6:02AM-6:20PM	HOURLY
CC	5	Rodeo & La Cienega to Washington & Inglewood	LOCAL	6:29AM-6:09PM	HOURLY
CC	6	UCLA to LAX Transit Center	LOCAL	5:20AM-12:39AM	12/20 MIN
CX	437	Venice to Downtown LA	EXPRESS	5:52AM-7:22PM	30 MIN (PEAK ONLY)
CX	438	Hermosa Beach to Downtown LA	EXPRESS	5:59AM-7:07PM	30 MIN (PEAK ONLY)
CX	574	El Segundo to Sylmar Metrolink Station	EXPRESS	5:21AM-7:35PM	30 MIN (PEAK ONLY)
MTA	108	Paramount & Slauson to Washington & Pacific	LOCAL	4:24AM-11:13PM	10/20 MIN
MTA	110	Alla & Jefferson to Garfield & Florence	LOCAL	4:50AM-11:02PM	10/30 MIN
MTA	115	Pioneer & Rosecrans to Playa Del Rey	LOCAL	4:42AM-12:16AM	7/15 MIN
MTA	220	LAX City Bus Center to West Hollywood	LOCAL	5:25AM-8:37PM	30 MIN
MTA	439	Redondo Beach to Downtown LA	EXPRESS	5:14AM-12:22AM	30 MIN
MTA	561	Lakeview Terrace to Metro Green Line Station	EXPRESS	3:47AM-1:51AM	10/30 MIN
SM	3	UCLA Transit Center to Aviation/Imperial Hwy	LOCAL	5:22AM-12:40AM	10 MIN
SM	8	Broadway & 4th St to UCLA	LOCAL	5:59 AM - 12:07 AM	15 MIN
SM	14	Sunset & Barrington to Culver & Washington	LOCAL	6:00AM-8:52PM	15/30 MIN

Legend:

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

[2] 7/22 MIN - Peak/off peak transit service frequency

Recent patronage information was obtained from the above-mentioned transit agencies on an as-available basis. This existing ridership data for all the transit lines serving the project area and its vicinity during the morning (6-9 AM) and afternoon (3-7 PM) peak periods is summarized in Table 2-8.

It can be observed from Table 2-8 that MTA Line 115 offering service between Norwalk and Playa Del Rey is currently experiencing the most patronage activity. During the afternoon peak period, this line carries approximately 4,700 riders, with 650 boardings in the project vicinity.

Table 2-8 also summarizes the ridership data of the two nearest Metro Green Line stations during the morning and afternoon peak periods. As shown, approximately 30 and 390 passenger boardings were observed at the Mariposa station during the morning and afternoon peak periods, respectively. At the Aviation station, approximately 200 and 650 passenger boardings were observed during the morning and afternoon peak periods, respectively.

Transit services along the Lincoln Boulevard corridor and Sepulveda Boulevard corridor in the project vicinity are currently operating at or near capacity during the morning and afternoon peak hours, with some buses having load factors of 1.00 or more. Santa Monica Municipal Bus Line 3 provides service along the Lincoln Boulevard corridor while Culver City Line 6 provides service along Sepulveda Boulevard corridor in the vicinity of the Proposed Project area.

Operational and service deficiencies currently exist along Culver City Lines 2, 4 and 6. The Culver City Line 2 is a local area circulator that provides bus service to Mar Vista and Culver City during the peak periods. This route operates only once an hour during the peak periods, limiting its ability to attract riders. Similarly, Line 4 is a circulator route that provides connection between the West Los Angeles and Fox Hills Mall Transit Centers, operating at hourly frequencies. Culver City Line 6 is a regional service route that provides service along the congested Sepulveda Boulevard Corridor between UCLA and the Green Line Station at Aviation Boulevard serving numerous communities and destinations including Westwood, Culver City, Fox Hills Mall, Howard Hughes Center, and Westchester Downtown. Recent patronage data for this route indicates that frequent over-crowding in many segments of this route occurs during peak periods.

TABLE 2--8
THE VILLAGE AT PLAYA VISTA PROJECT
EXISTING CONDITIONS TRANSIT SERVICE

Agency	Route	Passenger Boardings ^a	
		6:00-9:00 A.M.	3:00-7:00 P.M.
MTA	108	112 / 3,918	322 / 4,443
	110	54 / 2,173	220 / 2,629
	115	169 / 4,590	651 / 4,718
	220	58 / 250	89 / 336
	439	72 / 588	98 / 718
	561	38 / 3,569	22 / 4,206
LADOT	437	64 / 64	2 / 55
	438	51 / 181	4 / 190
	574	2 / 139	18 / 122
Culver City	2	149/149	258/258
	3	174/878	162/1,076
	4	26/96	19/79
	5	78/164	40/137
	6	831/2,019	788/2,226
Santa Monica	3	450/1,958	613/2,555
	14	625/1,051	257/1,119
Metro Green Line	Mariposa Station	31 / 5,038	391 / 6,458
	Aviation Station	199 / 5,038	649 / 6,458

^a ## / ### - Passenger Boardings in Project Vicinity/Passenger Boardings of the Entire Route.
Boardings are sum of both route directions.

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

III. FUTURE CONDITIONS – WITHOUT PROJECT

In accordance with the requirements of the California Environmental Quality Act (CEQA), the Playa Vista Transportation Analysis considers the effects of the project in relation to other developments that are either proposed, approved, or under construction in the study area. These development proposals (termed related projects) and the methodologies used in projecting future traffic conditions without the Village at Playa Vista Project and the development and use of the Playa Vista Transportation Model are discussed in this section. The base year 2010 roadway network conditions in terms of anticipated supply, demand and operations (system performance) are also discussed in this chapter.

PLAYA VISTA TRANSPORTATION MODELING PROCESS

A detailed travel demand forecasting model was developed for the Playa Vista study area using the City of Los Angeles General Plan Framework Model as the base or the starting point. The City's model was revised to add both network enhancements (to add all collector streets in addition to the City's network of freeways, major and minor arterials within the study area), and Traffic Analysis Zone System (TAZ) enhancements to include more detailed and disaggregate TAZs within the study area. These enhancements were accomplished to offer more reliable traffic forecasts in the study area. Existing conditions were simulated using the model, and the results of the traffic flows were compared to existing ground counts. The model parameters were adjusted until a close match between the model forecasts and ground counts was obtained. This was performed at many screenline and cutline locations to simulate well within 10% across screenlines and less than one-half of a lane's capacity at cutlines. Detailed descriptions of the model development and calibration / validation processes are attached in Appendix 1B.

The Playa Vista Transportation Model was developed and calibrated/validated to the satisfaction of LADOT and Los Angeles County Department of Public Works staff. The intersection turning movement estimates were also developed in conjunction with the LADOT and LACDPW. All the

other neighboring jurisdictions including CALTRANS also reviewed the calibration and future forecasting results of the modeling process.

Utilizing the calibrated model, the future 2010 conditions (including the base highway network and land use/socio-economic data changes) were forecast consistent with the regional SCAG and City of Los Angeles General Plan Framework models. The future 2010 conditions without the Village at Playa Vista Project were forecast utilizing the approach detailed in the Methodology Section of this chapter.

The Playa Vista Transportation Model Development and Traffic Estimation process is indicated in the flow diagram shown in Figure 3-1. The future traffic volume forecasts were developed using the calibrated/validated chain of mathematical models. Firstly, the 2010 trip tables for both AM and PM peak hours were developed using the trip generation, trip distribution and time of day models. These trip tables were then assigned to the 2010 base highway network to obtain the future travel forecasts on the roadway links or segments.

The future forecasts for the 2010 Base or 'without project' traffic conditions from the travel demand forecasting model were next converted to intersection turning movement volume forecasts utilizing a set of post-processing techniques detailed in the National Cooperative Highway Research Program (NCHRP) Report 255 – Highway Traffic Data for Urbanized Area Project Planning and Design. Specifically, using the existing field data (traffic counts) indicating the travel patterns at the various intersections and using the growth-factor and 'Furness and Mecky' methods of processing link traffic volumes (See Appendix 1B for detailed description of the postprocessing methods), the future traffic volume estimates at the intersections were developed.

2010 BACKGROUND DATA AND MODEL ASSUMPTIONS

In order to ensure that all the background or related projects in the vicinity of the study area are accounted for, a comparison of the model input land use/socio-economic growth data to that of the list of related projects was done. This involved a detailed examination of the location and size of all the related projects in the list (compiled from data obtained from all the jurisdictions within the Playa Vista Study Area) and comparing the same to that reflected in the model input growth data for the corresponding TAZ. The growth in land-use/socio-economic data in the transportation

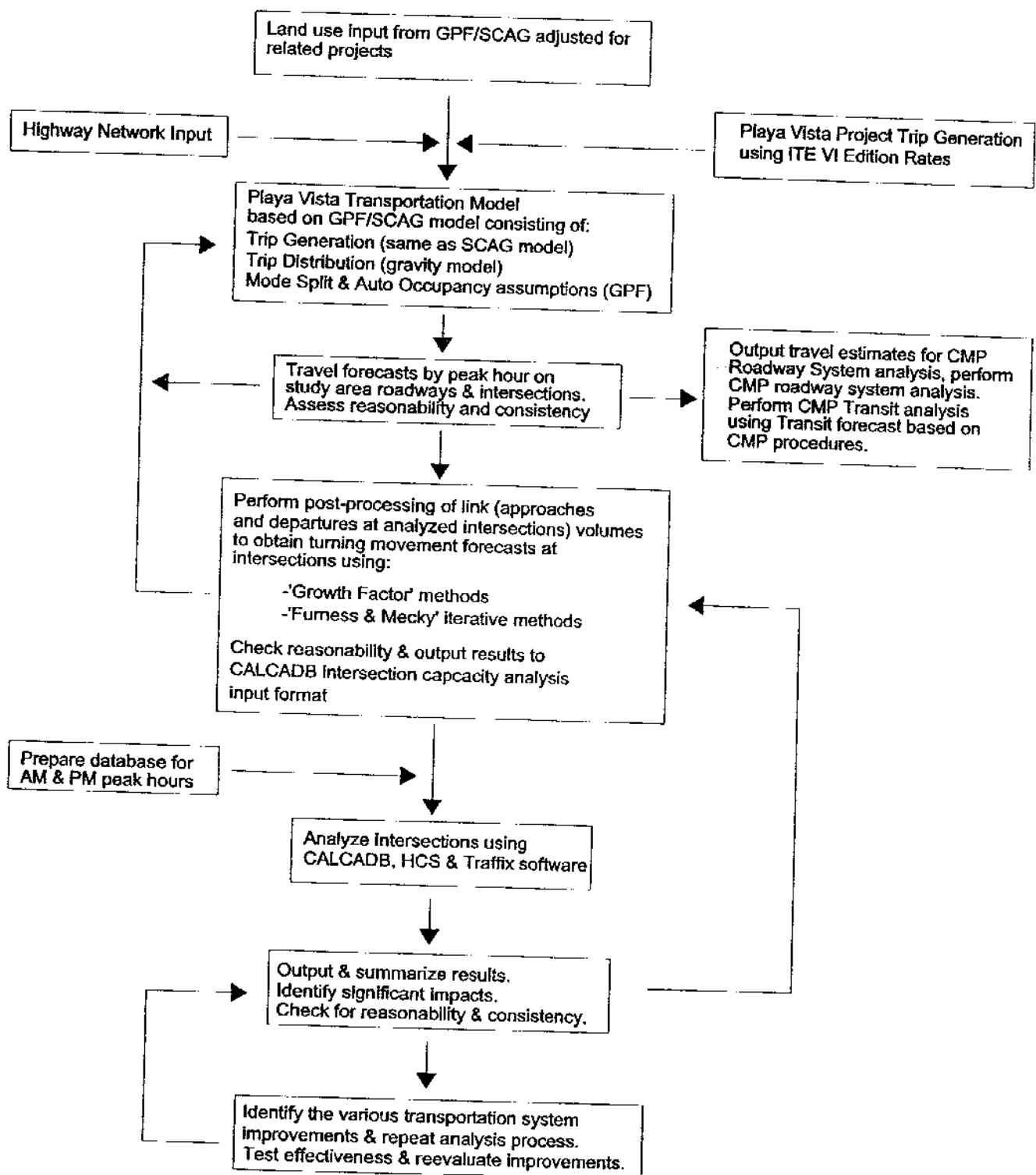


FIGURE 3-1

PLAYA VISTA TRANSPORTATION MODEL DEVELOPMENT AND DEMAND ANALYSIS PROCESS

model input data is measured by computing the difference between the "Existing" and "2010 Base" employment and dwelling units for the corresponding TAZs. This land use/socio-economic growth in the model was checked against the corresponding growth reflected in the list of related projects, and discrepancies, if any, were addressed so that the trip generation to and from the TAZ in question covered or accounted for the growth projected by the list of related projects. A brief discussion of the related projects follows.

Related Projects

A total of 96 related projects have been identified in relation to Playa Vista by way of location and comparable completion dates. Table 3-1 shows the land use, location, and size of the related projects and Figure 3-2 illustrates the location of these related projects. Other known developments located outside of the study area have been determined to be geographically too far from Playa Vista to substantially add to the cumulative effects attributable to the proposed project and the Related Projects within the designated area.

The land use, location, and size of the related projects within the designated area were compiled for the EIR and are based on information provided by local governmental agencies. Included are projects located within the jurisdictions of the City of Los Angeles, the County of Los Angeles, Culver City, the City of Santa Monica, and the City of El Segundo. As stated earlier, each related project was checked against the corresponding TAZ's land use growth projected in the model and discrepancies, if any, were addressed by increasing the trip generation of the particular TAZ to account for the related project.

It should be noted that the approved Playa Vista First Phase project is treated as a related project in this traffic analysis since it is entitled and under construction. All roadway improvements associated with the Playa Vista First Phase project are also included in the Year 2010 Base roadway system.

TABLE 3--1
THE VILLAGE AT PLAYA VISTA PROJECT
LIST OF RELATED PROJECTS

MAP NUMBER	PROJECT NAME	LOCATION	LAND USE	SIZE
1	Regatta	4251 Lincoln Bl	Condominium	812 units
2	Multi-Media Office	4755 S. Alla Rd	Multi-Media Office	48,000 SF
3	Apartment Complex	8000 Manchester Av	Apartment	246 units
4	Center Drive	6060 Center Dr.	Office	280,000 SF
5	Decron Project	Lincoln Bl/Manchester Av	Apartment Retail	547 units 29,000 SF
6	Howard Hughes Center	Sepulveda / H. Hughes Pkwy	Office incl. Retail incl. Health Club Hotel	1,467,081 SF 100,000 SF 64,368 SF 600 rooms
7	Bartler's Harley Davidson	4141 Lincoln Bl	Dealer/Retail/Restaurant/Office	51,470 SF
8	Wilshire Bl Temple School	Barrington Av / Olympic Bl	Office School Synagogue Gym Dining	32,000 SF 69,150 SF 25,150 SF 5,500 SF 4,250 SF
9	Westway	10-100 Jefferson Bl	Flex Office/Light Industrial (2 Buildings)	123,293 SF 119,657 SF
10	Apartments	Pershing/Manchester	Apartment	49 units
11	Tierra Sol y Mar	1420 2nd St	Commercial Office Specialty Retail	11,000 SF 11,000 SF
12	Mixed Used (Residential/ Commercial)	1443 6th St.	Residential Specialty Retail	48 units 1,000 SF
13	Bob Champion (II)	11937 Wilshire Bl	Retail	70,115 SF
14	Virginia Avenue Park	Pico Bl/Cloverfield Bl.	Park Expansion	4 acres
15	100 % Affordable Senior Apartments	1136-44 4th St.	Senior Units	66 units
16	St. Johns Medical Center & Master Plan	1328 22nd St.	Phase 1 - Medical Facility Phase 2 - Medical Facility	475,000 SF 799,000 SF
17	Cross Roads School Expansion	1649 17th St.	School (approx 20 classrooms)	400 stu
18	School	9760 Pico Bl	School	60,000 SF
19	20th Century Fox Expansion	10201 Pico Bl	Movie Studio	771,000 SF
20	Santa Monica YMCA	1332 6th St.	Recreation	16,000 SF
21	Westside Media Project Phase I	S/S Olympic Bl B/W Centinela Av & Bundy Dr	Office Studio/Office/Multi-Media Uses	165,000 SF 74,913 SF
	Westside Media Project Phase II	S/S Olympic Bl B/W Centinela Av & Bundy Dr	Office/Retail/Restaurant	165,000 SF
22	Library Expansion	627 Santa Monica Bl.	Library	66,000 SF
23	Rand Corporation	Main/Colorado	Office (Office - Removal)	309,000 SF (295,000 SF)
24	West Bluff	7400 West 80th St	Single Family Homes	120 homes
25	LMU Expansion	7101 West 80th St	Non-Residential Residential	115,000 SF 420,000 SF
26	Airport Park	Douglass Loop	Park Dog Park Playing Fields (Parking Lot - Removal; approx. 105,000 SF)	4 acres 1 acre 1 acre (310 spaces)
27	High Bay Lab	901 N. Nash St.	Office	55,772 SF

TABLE 3--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
LIST OF RELATED PROJECTS

MAP				
NUMBER	PROJECT NAME	LOCATION	LAND USE	SIZE
28	Gas Station/Fast Food	7300 La Tijera Bl	Gas Station (approx. 10,000 SF) Fast Food	10 pumps 1,659 SF
29	Office	2260 E. El Segundo Bl	Office (Industrial - Removal)	38,000 SF (114,000 SF)
30	Office	11855 La Cienega Bl	Office	170,000 SF
31	Culver City Retail / Theater	Washington / Culver	Theater	78,000 SF
32	L.A. Airforce Base-Area A	2400-2460 El Segundo Bl	Retail Hotel (Office - Removal)	640,000 SF 320 rooms (835,000 SF)
33	L.A. Airforce Base-Area B	Aviation Bl/El Segundo Bl	Office Warehouse Base Exchange (Office - Removal) (Day Care Center - Removal) (Gas Station - Removal; approx. 6,000 SF)	713,500 SF 63,000 SF 93,750 SF (552,666 SF) (16,681 SF) (6 pumps)
34	LAX Master Plan	L.A. International Airport	Airport & Related Uses	78 MAP
35	Continental City - Phase 1 (2005)	Aviation Bl / Imperial Hwy	Office/High Technology/Industrial Commercial/Retail	3,000 ksf 100,000 SF
36	LAX Northside	Westchester Pkwy / Loyola Bl	Office Airport Related Industrial Office Industrial Park Hotel Restaurant Specialty Retail	1,305 ksf 1,036 ksf 1,595 ksf 1,050 rooms 55,000 SF 65,000 SF
37	Marina del Rey Development	Marina Del Rey		
37a.		Parcel 9U/10R/FF	Hotel (Timeshare) Residential Park	288 rooms 531 units 2 + acres
37b.		Parcel 44U	Hotel Retail Restaurant	226 rooms 3,000 SF 19,000 SF
37c.		Parcel 77W	Dry Boat Storage Parking Structure	306 SF 645 SF
37d.		Parcel 55/56S/W Fisherman's Village	Hotel Restaurant Retail	144 rooms 20,900 SF 11,700 SF
37e.		Parcel GR	Hotel	175 rooms
37f.		Parcel IR	Hotel	200 rooms
37g.		Parcel NR	Hotel	160 rooms
37h.		Parcel OT	Public Parking	235 spaces
37i.		Parcel 145R	Hotel	276 rooms
37j.		Parcel 27R	Hotel	133 rooms
37k.		Parcel 100S/101S	Residential	780 units
37l.		Parcel K-6	Personal Storage	34,488 SF
37m.		Parcel 140V	Residential	179 units
37n.		Parcel 95S/I LS	Office/ Retail/ Restaurant	55,870 SF
37o.		Parcel 49/ 52/ GG	Retail	295,000 SF
37p.		Parcel 64	Residential	479 units
37q.		Parcel 12 & 15 (a)	Residential	614 units
37r.		Parcel 20(a)(b)	Residential	99 units
37s.		Parcel 111 & 112(a)	Residential	120 units

TABLE 3--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
LIST OF RELATED PROJECTS

MAP NUMBER	PROJECT NAME	LOCATION	LAND USE	SIZE
38	L.A. Airforce Base-Hawthorne Property	Marine Bl/Aviation Bl	Residential (Office - Removal)	208 units (30,000 SF)
39	Civic Center/Metlox Development	Valley Dr/Manhattan Beach Bl	Commercial Restaurant Office Retail Hotel	63,850 SF 6,400 SF 15,000 SF 16,450 SF 35 rooms
40	Playa Vista Phase I	Playa Vista	Residential Office Retail Community Serving Vsps Stages Production & Stage Support	3,246 units 2,077,050 SF 35,000 SF 120,000 SF 332,500 SF 797,400 SF
41	Office	330 S. Sepulveda Bl	Office	56,000 SF
42	In-N-Out Parking	6335 W. 92nd St	Parking Structure (approx. 589,875 SF)	1,815 spaces
43	Retail	5299 Sepulveda Bl	Retail	14,728 SF
44	Residential	5250 Sepulveda Bl	Single-Family Housing Private School	57 units 38,500 SF
45	Culver City Senior Center	Culver Bl/Overland Av	Senior Center	27,270 SF
46	Retail	1000 W. Manchester Bl	New Car Sales	801,500 SF
47	School	830 N. La Brea Bl	Elementary School	30,112 SF
48	Faithful Chuch Center	E. of La Cienega	Church	55,000 SF
49	Auto Dealership	Rosecrans Av/I-405 NB Ramps	Auto Dealership	150,000 SF
50	Airport Marina Ford	Centinela E of Bristol	New Car Sales	73,000 SF
51	Hayden Av Project	3505 Hayden Av	Light Industrial (Warehouse - Removal) Office	102,000 SF (70,000 SF) 68,000 SF
52	Office/Retail	El Segundo Bl/Hawthorne Bl	Office/Retail	850,000 SF
53	Samitaur	5800 Jefferson Bl	Office Light Industrial	69,300 SF(Net) 161,600 SF(Net)
54	Mica Site	3585 Hayden Av	Light Industrial Office Restaurant	15,000 SF 15,000 SF 1,000 SF
55	Pratt Coffee Architects	9599 Jofferson Bl	Office	38,285 SF
56	Grand Avenue Courtyard	1950 E. Grand Avenue	Office	93,569 SF
57	Sony Pictures Studios	10202 Washington Bl	Office	1,102,500 SF
58	Fox Hills Mall Expansion	Sepulveda Bl	Shopping Center	254,461 Gt.SF
59	Commercial	1733 Ocean Av	Retail Restaurant Office	8,000 SF 3,720 SF 58,330 SF
60	Hotel	1746 Ocean Av	Hotel Restaurant	175 rooms 5,000 SF
61	888 N. Sepulveda Bl	Sepulveda Bl, El Segundo	Office	120,810 SF
62	Mayfair Theater Site	210 Santa Monica Bl	Commercial	45,000 SF

TABLE 3--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
LIST OF RELATED PROJECTS

MAP NUMBER	PROJECT NAME	LOCATION	LAND USE	SIZE
63	898 N. Sepulveda Bl	Sepulveda Bl, El Segundo	Office - 50% Occupied	87,000 SF
64	2300 E. Imperial Hwy	E Imperial Hwy, El Segundo	Office (Office - Removal)	100,000 SF (157,275 SF)
65	Knowlton Av Senior Housing	Knowlton/La Tijera	Senior Housing	187 units
66	Lantana Project	3030 Olympic Boulevard 3131 Exposition Boulevard	Office, Studio Office, Studio	64,105 SF(Net) 152,000 SF(Net)
67	Retail	120 Wilshire Bl	Retail	39,529 SF
68	Sea Castle Apartments	1725 The Promenade	Residential	135,173 SF
69	Santa Monica/UCLA Hospital	1502 Wilshire Bl	Hospital	65,140 SF
70	Convalescent Hospital	1338 20th St	Hospital	148 Beds
71	Hotel	1249-1255 20th St	Hotel	75 rooms
72	Assisted Living Facility	1312 15th St	Residential	81 rooms
73	Santa Monica Public Safety Facility	1685 Main St	Commercial	118,700 SF
74	McDonald's Mixed Use	1540 2nd St	Office	64,485 SF
75	Transportation Facility Master Plan	Colorado Av	Commercial Office	40,000 SF 8,000 SF
76	CDC	2301 Rosecrans	Office	290,096 SF
77	Xerox Phase IV	1951 -1961 El Segundo Bl	Office Hotel	255,242 SF 350 rooms
78	Pioneer Boulangerie	2012 & 2029 Main St.	Residential Retail	133 units 19,000 SF
79	Mattel	445 & 475 Continental	Research & Dev. Bldg.	300,000 SF
80	El Segundo Corporate Campus	700 N. Nash 800 N. Nash	Office Retail Day Care Medical Office Health Club Restaurant Hotel Light Industrial Research & Development	1,740 KSF 75,000 SF 7,000 SF 7,000 SF 19,000 SF 75,000 SF 100 rooms 25,000 SF 140,000 SF
81	Commercial	155-555 N. Nash	Office	125,000 SF
82	Corporate Pointe - I	Slauson Av/SR-90	Office	850,000 GSF
83	Corporate Pointe - II	Slauson Av/SR-90	Office	250,000 GSF
84	Commercial	SW Corner of Douglas & Mariposa	Office Light Industrial Restaurant	99,450 SF 110,000 SF 1,000 SF
85	Shopping Center	3737 Crenshaw Bl	Retail	63,674 SF
86	Shopping Center	8985 Venice Bl	Shopping Center	132,802 SF
87	National Hayden Partners LLC	National Bl/Hayden Ave	Office Light Industrial	37,900 SF(Net) 88,500 SF(Net)
88	Mixed-Use	1430 Lincoln Bl	Apartment Retail	280 units 197,000 SF
89	Mixed-Use Project	3480 S. La Brea	Office Shopping Center	20,000 SF 79,750 SF

TABLE 3--1 continued
THE VILLAGE AT PLAYA VISTA PROJECT
LIST OF RELATED PROJECTS

MAP NUMBER	PROJECT NAME	LOCATION	LAND USE	SIZE
90	Santa Barbara Plaza	Martin Luther King Jr. Bl/ /Buckingham Rd	Mixed-Use	500,000 SF
91	Sawtelle Apartments	3101 Sawtelle Bl	Apartment	206 units
92	Office Building	8787 Venice Bl	Office	45,712 SF
93	Western Office Building	11110 W. Pico Bl	Office	74,853 SF
94	Warehouse	3450 S. La Brea Av	Warehouse	190,000 SF
95	Apartments	Pershing/Talbert	Apartment	305 units
96	Santa Monica Studios	3025 Olympic Bl @ Nebraska	Studio	379,000 SF



Pacific Ocean

Legend

(X) Related Project

■ Proposed Project

0 1 2 Miles



111-31

FIGURE 3-2
LOCATION OF RELATED PROJECTS

LAX Land Use & Transportation Improvement Assumptions

The Los Angeles World Airports (LAWA) is in the process of evaluating a new "Alternative D" as part of the overall LAX Master Plan and environmental documentation discussing the effects and consequences of expansion of the LAX airport on the surface transportation system in the vicinity of the airport on the west and south side of Los Angeles. Historical trends indicate that the passenger and freight demands at LAX airport would increase compared to the baseline (existing) levels. Hence, the LAX Master Plan evaluates numerous scenarios for expansion in its planning process. The horizon year for analysis in the LAX Master Plan environmental document is the year 2015.

Since the LAX Master Plan is not an approved project, the full buildout of the Master Plan could not be used for the future year 2010, the horizon year for analysis of the buildout of the Village at Playa Vista Project. In order to estimate the growth due to the LAX Airport increased demands by the year 2010, historical and projected future trends were utilized and a conservative level of growth at LAX was assumed. This analysis indicates a demand of approximately 78 Million Annual Passengers (MAP) in 2010 at LAX. Also assumed were the full development of the Continental City Development and the LAX Northside Development Projects. Under the proposed LAX Master Plan, these two large development projects would either be eliminated or substantially reduced in scale.

The LAX Master Plan also proposes to acquire some adjacent land and eliminate the currently existing uses. The effect of this is that a number of the existing land uses that are assumed to generate traffic in the Village at Playa Vista EIR Model will no longer be in place and therefore will no longer generate traffic. Thus, the Village at Playa Vista EIR overestimates the amount of traffic generated by these land uses in that area.

A direct comparison of the trip generation was made between the LAX Master Plan model and the Playa Vista model. It was found that the Village at Playa Vista Project model generated more airport area trips in the morning and evening peak hours, respectively, than the LAX model. Therefore, the traffic levels predicted in the Village at Playa Vista model are higher than those projected in the LAX Master Plan EIR.

Significant roadway improvements are being evaluated within the LAX Master Plan Study. Preliminary proposals included completion of a loop freeway around the airport consisting of the I-405 to the east, the extension of I-105 to the south (from its existing terminus to Pershing Boulevard corridor along Imperial Highway), Pershing Boulevard to the west and Arbor Vitae Street / Westchester Parkway to the north. Further, the implementation of this loop freeway would require changes to Lincoln Boulevard configuration around the airport and many interchanges to and from the loop freeway. Alternative D envisions a new access system to the GTC and a people mover system to serve the GTC and terminals. However, since the roadway network changes are not yet funded or approved, these access and circulation enhancements related to the LAX expansion are not assumed in the Playa Vista transportation analysis network. If the LAX Master Plan is approved, the network assumed in this EIR clearly represents a conservative worst-case scenario.

An analysis of Alternative D baseline conditions has also been performed and the proposed project conditions and impacts evaluated under those baseline conditions. This analysis and evaluation is presented in Chapter IX of this report.

2010 Base Roadway Network

The roadway network for the future 2010 base conditions within the study area is affected by a number of regional improvement plans, local specific plans and programmed improvements. A discussion of these elements follows.

Regional Improvement Plans

A number of regional improvement plans affect transportation in the Village at Playa Vista Project Study Area. These include the Citywide General Plan Framework (GPF) Transportation Improvement and Mitigation Program (TIMP) prepared by the City of Los Angeles, the Coastal Transportation Corridor Specific Plan (CTCSP), Ordinance No. 168,999, prepared by the City of Los Angeles, the Los Angeles County Congestion Management Program (CMP) and the Long Range Plan prepared by the Los Angeles County Metropolitan Transportation Authority (MTA), the Regional Transportation Plan (RTP) prepared by the Southern California Association of

Governments (SCAG), and the Statewide Transportation Improvement Program (STIP) prepared by the California Department of Transportation (CALTRANS).

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

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

In addition to the plans stated above, the City of Los Angeles Community Plans offers guidelines for the provision of infrastructure within the proposed project area. The relevant City of Los Angeles Community Plans includes those prepared for the West Adams-Baldwin Hills-Leimert, Westwood and West Los Angeles, Palms-Mar Vista-Del Rey, Westchester-Playa del Rey and Venice Community Plan Areas. The Proposed Project lies within the Westchester-Playa del Rey Community Plan Area. Additionally, within the Proposed Project's study area, the City of Culver City's General Plan Circulation Element, the City of Santa Monica's General Plan Circulation Element and the Circulation Elements of the City of Inglewood and the Southbay Cities offer guidelines for provision of improvement of infrastructure.

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

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

In addition to the regional plans stated above, additional plans like the Los Angeles County Local Coastal Plan (LCP) and the City of Los Angeles Community Plans also offer guidelines for the provision of infrastructure within the Playa Vista Master Plan Study Area. The relevant City of Los Angeles Community Plans include the West Adams-Baldwin Hills-Leimert, Westwood and West Los Angeles, Palms-Mar Vista-Del Rey, Westchester-Playa Del Rey and Venice Community Plans. Further, the West Los Angeles Transportation Improvement and Mitigation Program Specific Plan Ordinance provides regulatory controls and funding mechanisms for the infrastructure implementation process by establishing a transportation impact fee process within the specific plan area consisting of Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey District Plan Areas.

Committed Roadway Improvements

1. Improve Aviation Boulevard to three lanes in each direction from Manhattan Beach Boulevard to Arbor Vitae.
2. Provide a two-lane connection (extension of Olympic Boulevard) between 4th St on-ramp to I-10 eastbound and Ocean Avenue in the Santa Monica Civic Center Specific Plan Area.
3. Convert Braddock Drive to a local street (i.e. de-emphasize Braddock Drive) from Sawtelle Boulevard to east of Overland Avenue in the City of Culver City).
4. Provide Lincoln Boulevard northbound to Culver Boulevard eastbound and Culver Boulevard east- and west-bound to northbound Lincoln Boulevard grade-separated ramp connections.
5. Widen Lincoln Boulevard to four lanes northbound and three lanes southbound between La Tijera Boulevard and Loyola Marymount University (LMU) Drive (formerly Hughes Terrace) (**).
6. Widen Lincoln Boulevard to four lanes in either direction between LMU Drive and Jefferson Boulevard (**).
7. Provide three lanes in either direction along Lincoln Boulevard between Jefferson Boulevard and Fiji Way (**).
8. Widen Jefferson Boulevard to four lanes eastbound from Lincoln Boulevard to Beethoven Street. Widening of Jefferson Boulevard to four lanes westbound between Lincoln Boulevard and Playa Vista Drive (**).
9. Widen Jefferson Boulevard to three lanes in either direction from west of Centinela Avenue to Mesmer Avenue (**).
10. Widen Culver Boulevard to five lanes from Lincoln Boulevard to SR-90 (**).
11. Provide Playa Vista Drive roadway from Bluff Creek Drive to Culver Boulevard. Provide two lanes in each direction and a divided median or central turn lane between Bluff Creek Drive and Culver Boulevard.
12. Provide a four-lane bridge for mainline SR 90 (2 lanes/direction) over Culver Boulevard(**). Improvement of SR-90 to two lanes in each direction from Mindanao Way to the Culver Boulevard ramps.
13. Provide signalized on-off ramps at Culver Boulevard from/to SR 90 (**).
14. Widen Centinela Avenue from Jefferson Boulevard to north of Juniette Street to three lanes in each direction (**). Provision of Centinela Avenue-Campus Center Drive roadway (four-lane divided) between Jefferson Boulevard and Bluff Creek Drive.
15. Provide a four-lane Bluff Creek Drive connection between Westlawn Avenue and Campus Center Drive and a six-lane section between Campus Center Drive and Centinela Avenue within both tracts 49104 and 52092 (**).
16. Provision of a six-lane Bluff Creek Drive connection between Lincoln Boulevard and Playa Vista Drive and a four-lane section between Playa Vista Drive and Dawn Creek (**).
17. Provide high occupancy vehicle (HOV) lanes (1 lane in each direction) along I-405 between SR-90 and the I-10. This extends the HOV system to the I-10. HOV lanes are currently being provided between I-105 and SR-90.
18. Provide a new on-off ramp at Arbor Vitae and I-405 to/from the south.
19. Widen Arbor Vitae to two lanes in each direction between La Brea Avenue and Oak Street.
20. Provide two lanes and parking in each direction plus a central turn lane on Centinela Avenue from Washington Boulevard to Short Avenue.

21. Provide a new I-405 NB off-ramp at Culver Boulevard. Also, improve existing I-405 NB on-ramp at Culver Boulevard. Provide direct access to I-405 ramps to and from the main (south) Culver Boulevard roadway.
22. Improve I-405 SB on-ramp at Braddock Drive. Provide a one-way roadway connection from Sawtelle Boulevard southbound to enhance access to the improved I-405 SB on-ramp. Eliminate the I-405 NB on-off ramp from Braddock Drive.
23. Widen South Culver Boulevard to six lanes with turn lanes between Sawtelle Boulevard and Sepulveda Boulevard. Improve intersections of Culver Boulevard at Sawtelle Boulevard and Culver Boulevard at Sepulveda Boulevard.

Note: (**) – Indicates that the improvement was a Playa Vista First Phase related improvement.

The Playa Vista First Phase Project will provide additional bus service along the Lincoln Boulevard travel corridor through the Santa Monica Big Blue Bus Lines as part of an overall transit enhancement program. This will enhance current operating frequencies along this corridor. Additionally, automated traffic surveillance and control at various intersections along this corridor would also be provided to work in conjunction with the Lincoln Boulevard Transit Enhancement Program.

The Los Angeles County Metropolitan Transportation Authority (MTA) will provide Rapid Bus service along Sepulveda Boulevard, Manchester Avenue and Lincoln Boulevard travel corridors within the Project Study Area. These provisions are part of the Metro Rapid Bus Expansion Program. The program offers faster travel choices for bus riders with "rail-like" operating characteristics on the bus lines. Thirteen key attributes distinguish this system from other bus systems. They include simple route layout, frequent service, headway-based schedules, less frequent stops, bus signal priority, improved bus features, level and multiple door boarding and alighting, higher capacity, unique bus and station design with "next trip" displays and information kiosks, off-vehicle fare payment, feeder network, exclusive bus lanes, where feasible, and coordinated land use planning.

The Sepulveda Boulevard (South) route is planned to provide service between Westwood and the Aviation Boulevard Green Line Station. The Manchester Avenue route is planned to operate between Lincoln Boulevard to points east, while the Lincoln Boulevard route will offer service between Santa Monica Downtown and Airport Lot C. These lines are programmed for implementation by the year 2008.

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

The programmed improvements detailed above were compiled in conjunction with the City of Los Angeles Department of Transportation, the Los Angeles County Department of Public Works and other Transportation Departments of all the relevant jurisdictions. These include all the roadway and other improvements that have or will have firm funding commitments to be built by the year 2010. Figure 3-3 illustrates the committed base roadway improvements. In addition to the roadway segment improvements programmed in the Village at Playa Vista Project Study Area detailed above, specific intersection improvements are also programmed within this area. Table 3-2 summarizes these intersection improvements by cities, and includes the Playa Vista First Phase transportation improvements.

2010 BASE TRAFFIC ASSIGNMENTS

Utilizing the Playa Vista detailed travel demand forecasting model and the base network changes as listed (and detailed) above, the 2010 Base travel forecasts during the AM and PM peak hours were synthesized. These traffic volume estimates on all the key analyzed roadway facilities are shown in Figures 3-4 and 3-5 for AM and PM peak hours, respectively.

2010 BASE TRAFFIC CONDITIONS – SYSTEM PERFORMANCE

Intersection Operations

This section presents the methodology and results of the intersection operations for the Future without Project conditions. The Future without Project conditions are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in Year 2010 without development of the Village at Playa Vista Project. It should be noted that the 2010 without Project

TABLE 3--2
THE VILLAGE AT PLAYA VISTA PROJECT
COMMITTED INTERSECTION BASE IMPROVEMENTS

Intersection	Approach	Improvement [a]	Source [b]
CITY OF LOS ANGELES			
<u>12TH ST/BLUFF CREEK DR</u> 12TH ST BLUFF CREEK DR	Southbound Eastbound Westbound	Add RT lane, add LT lane. Add two TH lanes, add LT lane. Add two TH lanes, add RT lane.	1
<u>77TH ST/76TH ST/SEPULVEDA BL</u> SEPULVEDA BL	Southbound	Restripe shared TH and RT lane to TH lane, add RT lane	1,3
<u>80TH ST/79TH ST/SEPULVEDA BL</u> 80TH ST/79TH ST	Eastbound Westbound	Restripe shared LT and TH and RT lane to separate LT, TH, and RT lanes. Restripe shared LT and TH and RT lane to shared TH and RT lane, add shared LT and TH lane.	1
<u>83RD ST/LINCOLN BL</u> LINCOLN BL	Northbound	Add fourth TH lane.	1,2
<u>83RD ST/SEPULVEDA BL</u> SEPULVEDA BL 83RD ST	Northbound Eastbound Westbound	Add fourth TH lane. Restripe shared LT and TH and RT lane to separate LT, TH, and RT lanes. Restripe shared LT and TH and RT lane to shared TH and RT lane, add LT lane.	1,3
<u>88TH ST/LA TIJERA BL/SEPULVEDA BL</u> SEPULVEDA BL	Northbound Southbound	Restripe shared TH and RT lane to TH lane, add RT lane Restripe shared TH and RT lane to TH lane, add RT lane	1,3
88TH ST/LA TIJERA BL	Eastbound Westbound	Remove RT lane, restripe TH lane to TH and RT lane. Add second LT lane.	
<u>ALLA RD/JEFFERSON BL</u> ALLA RD JEFFERSON BL	Southbound Northbound Eastbound Westbound	Restripe RT to shared TH and RT lane. Add RT lane, add TH lane, add LT lane. Add shared TH and RT lane. Add LT lane.	1
<u>ARBOR VITAE ST/AVIATION BL</u> AVIATION BL	Northbound	Add second LT lane.	3
<u>AVIATION BL/CENTURY BL</u> AVIATION BL	Southbound Northbound	Restripe RT lane to shared TH and RT lane. Add third LT lane.	3
<u>AVIATION BL/IMPERIAL HWY</u> AVIATION BL	Southbound	Add third TH lane.	3
<u>B ST/PLAYA VISTA ST</u> PLAYA VISTA ST B ST	Southbound Northbound Eastbound	Add RT lane, add two TH lanes, add LT lane. Add two LT lanes, add two TH lanes, add RT lane. Add LT lane, add shared LT and TH lane, add RT lane.	1
<u>CENTINELA AV/JEFFERSON BL</u> CENTINELA AV JEFFERSON BL	Southbound Northbound Eastbound Westbound	Add two TH lanes. Add two LT lanes, add three TH lanes, add one RT lane. Add RT lane. Add two LT lanes, add one TH lane.	1
<u>CENTINELA AV/LA CIENEGUA BL</u> CENTINELA AV	Westbound	Add third TH lane.	1

TABLE 3--2 continued
THE VILLAGE AT PLAYA VISTA PROJECT
COMMITTED INTERSECTION BASE IMPROVEMENTS

Intersection	Approach	Improvement [a]	Source [b]
<u>CENTINELA AV/ A TIJERA BL</u> CENTINELA AV	Westbound	Add second LT lane.	1
<u>CENTINELA AV/MARINA FWY EB RAMPS</u> CENTINELA AV	Southbound Northbound	Add third TH lane, add second LT lane. Restripe RT lane to shared TH and RT lane.	1,2
<u>CENTINELA AV/MARINA FWY WB RAMPS</u> CENTINELA AV MARINA FWY WB RAMPS	Southbound Northbound Westbound	Add TH lane. Restripe RT lane to shared TH and RT lane. Add LT lane, restripe shared TH and LT lane to shared RT and TH and LT lane.	1,2
<u>CENTINELA AV/MESMER AV</u> CENTINELA AV	Eastbound Westbound	Provide Signal, add ATSAC. Add fourth TH lane. Restripe RT lane to shared TH and RT lane.	1,3
<u>CENTINELA AV/SHORT AV</u> CENTINELA AV	Northbound	Restripe shared LT and TH lane to TH lane, add LT lane.	1,3
<u>CENTINELA AV/BLUFF CREEK DR</u> BLUFF CREEK DR CENTINELA AV	Southbound Northbound Eastbound	Restripe shared LT and TH to TH lane, add LT lane. Restripe shared LT and TH to TH lane, add shared TH and RT lane, add LT lane. Add fourth TH lane.	1
<u>CULVER BL/INGLEWOOD BL</u> INGLEWOOD BL CULVER BL	Southbound Northbound Eastbound Westbound	Restripe shared LT and TH lane to TH lane, add LT lane. Restripe shared LT and TH lane to TH lane, add LT lane. Restripe shared LT and TH lane to TH lane, add LT lane. Restripe shared LT and TH lane to TH lane, add LT lane.	1
<u>CULVER BL/JEFFERSON BL</u> CULVER BL	Northbound	Restripe TH lane to shared TH and RT lane.	1
<u>CULVER BL/MARINA EXWY EB RAMPS</u> CULVER BL MARINA EXWY EB RAMPS	Southbound Northbound Eastbound	Add third TH lane. Restripe shared TH and RT lane to TH lane, add RT lane. Restripe TH lane to shared LT and TH lane.	1,2
<u>CULVER BL/MARINA EXWY WB RAMPS</u> CULVER BL MARINA EXWY WB RAMPS	Southbound Westbound	Restripe RT lane to shared TH and RT lane. Restripe TH lane to shared TH and LT lane.	1,2
<u>CULVER BL/NICHOLSON ST</u> NICHOLSON ST	Westbound	Eliminate LT lane.	1
<u>CULVER BL/PLAYA VISTA ST</u> PLAYA VISTA ST CULVER BL	Northbound Eastbound Westbound	Add shared RT and LT lane, add RT lane. Add two TH lanes, add shared TH and RT lane. Add two TH lanes, add two LT lanes.	1
<u>CULVER BL/VISTA DEL MAR</u> CULVER BL	Southbound	Add LT lane.	1
<u>CULVER BL (SOUTHEAST)/LINCOLN BL RAMP</u> LINCOLN BL RAMP CULVER BL (SOUTHEAST)	Northbound Eastbound Westbound	Add RT lane. Add two TH lanes, add RT lane. Add TH lane, add LT lane.	1

TABLE 3-2 continued
THE VILLAGE AT PLAYA VISTA PROJECT
COMMITTED INTERSECTION BASE IMPROVEMENTS

Intersection	Approach	Improvement [a]	Source [b]
<u>HOWARD HUGHES PKWY/SEPULVEDA BL</u> SEPULVEDA BL	Northbound	Add fourth TH lane.	1
<u>HUGHES TER/LINCOLN BL</u> LINCOLN BL	Southbound Northbound	Add third and fourth TH lanes. Add fourth TH lane.	1,2
<u>I-405 NB RAMPS/LA TIJERA BL</u> LA TIJERA BL	Eastbound	Add second LT lane.	1,3
<u>I-405 SB RAMPS/JEFFERSON BL</u> JEFFERSON BL	Eastbound Westbound	Restripe shared TH and RT lane to TH lane, add RT lane. Add second LT lane.	1
<u>I-405 SB RAMPS/LA TIJERA BL</u> LA TIJERA BL	Westbound	Add second LT lane.	1
<u>INGLEWOOD BL/CENTINELA AV/JEFFERSON BL</u> INGLEWOOD BL/CENTINELA AV	Southbound	Restripe shared TH and RT lane to TH lane, add RT lane.	1
JEFFERSON BL	Northbound Eastbound Westbound	Restripe TH lane to shared LT and TH lane. Restripe RT lane to shared TH and RT lane. Add third TH lane.	1
<u>JEFFERSON BL/LINCOLN BL</u> LINCOLN BL	Southbound Northbound	Restripe RT lane to shared TH and RT lane. Restripe TH lane to shared TH and RT lane.	1,2
<u>JEFFERSON BL/MESMER AV</u> MESMER AV	Southbound	Restripe shared LT and TH and RT lane to shared TH and RT lane, add LT lane.	1
JEFFERSON BL	Westbound	Restripe RT lane to shared TH and RT lane.	1
<u>JEFFERSON BL/PLAYA VISTA ST</u> PLAYA VISTA ST	Southbound Northbound	Add RT lane, add two TH lanes, add LT lane. Add LT lane, add TH lane, add shared TH and RT lane.	1
JEFFERSON BL	Eastbound Westbound	Add LT lane, add three TH lanes, add shared TH and RT lane. Add LT lane, add three TH lanes, add shared TH and RT lane.	1
<u>LA TIJERA BL/LINCOLN BL</u> LINCOLN BL	Northbound	Add fourth TH lane.	1,2
<u>LINCOLN BL/LOYOLA BL</u> LINCOLN BL	Northbound	Add fourth TH lane.	1
<u>LINCOLN BL/MANCHESTER AV</u> LINCOLN BL	Northbound	Add fourth TH lane.	1
<u>LINCOLN BL/SEPULVEDA BL</u> LINCOLN BL	Eastbound Northbound	Add fourth TH lane to southbound Sepulveda. Add fourth TH lane to westbound Lincoln.	1,2
<u>LINCOLN BL/UFF CREEK DR (HUGHES WAY)</u> LINCOLN BL	Southbound Northbound Westbound	Add two TH lanes, add second LT lane. Add two TH lanes. Add LT lane.	1,2
UFF CREEK DR (HUGHES WAY)			
<u>MANCHESTER AV/PERSHING DR</u> PERSHING DR	Northbound	Restripe shared TH and RT lane to TH lane, add RT lane.	1
MANCHESTER AV	Eastbound	Restripe shared LT and TH lane to TH lane, add LT lane.	

TABLE 3--2 continued
THE VILLAGE AT PLAYA VISTA PROJECT
COMMITTED INTERSECTION BASE IMPROVEMENTS

Intersection	Approach	Improvement (a)	Source (b)
<u>MANCHESTER AV/SEPULVEDA BL</u> SEPULVEDA BL MANCHESTER AV	Northbound Eastbound Westbound	Add fourth TH lane. Add second LT lane. Restripe shared TH and RT lane to TH lane, add RT lane, add second LT lane.	1,3
<u>MARINA EXWY EB RAMPS/MINDANAO WY</u> MINDANAO WY	Southbound	Add second LT lane.	1,2
<u>MARINA EXWY WB RAMPS/MINDANAO WY</u> MINDANAO WY	Southbound Northbound	Restripe shared TH and RT lane to TH lane, add third TH lane, add RT lane. Remove LT lane, restripe TH lane to shared LT and TH lane.	1,2
<u>PLAYA VISTA ST/BLUFF CREEK DR</u> PLAYA VISTA ST BLUFF CREEK DR	Southbound Eastbound Westbound	Add LT lane, add RT lane. Add LT lane, add two TH lanes. Add RT lane, add two TH lanes.	1
<u>WESTCHESTER AV/SEPULVEDA BL</u> SEPULVEDA BL	Northbound Southbound	Restripe shared TH and RT lane to TH lane, add RT lane. Restripe shared TH and RT lane to TH lane, add RT lane.	3
COUNTY OF LOS ANGELES			
<u>ADMIRALTY WY/BALL WY</u> ADMIRALTY WY	Southbound	Add second LT lane.	
<u>ADMIRALTY WY/MINDANAO WY</u> ADMIRALTY WY	Southbound	Add second LT lane.	
<u>FUJI WAY/LINCOLN BL</u> LINCOLN BL	Northbound	Restripe shared TH and RT lane to TH lane, add RT lane.	3
<u>LA CIENEGA BL RAMPS N/SLAUSON AV</u> SLAUSON AV	Westbound	Add second RT lane.	1
<u>LA CIENEGA BL RAMPS S/SLAUSON AV</u> LA CIENEGA BL RAMPS S	Southbound	Add second RT lane, restripe shared LT and TH and RT lane to shared LT and TH lane.	1
<u>LINCOLN BL/MINDANAO WAY</u> LINCOLN BL	Northbound	Restripe shared TH and RT lane to TH lane, add RT lane.	1,2
CITY OF CULVER CITY			
<u>BRISTOL PKWY/CENTINELA AV</u> CENTINELA AV	Westbound	Restripe shared TH and RT lane to TH lane, add RT lane.	1
<u>BRISTOL PKWY/SLAUSON AV</u> BRISTOL PKWY	Northbound Southbound	Add Signal. Add shared TH and RT lane, add two LT lanes. Restripe shared LT and RT lane to shared LT and TH and RT lane.	1
SLAUSON AV	Westbound	Add two LT lanes.	
<u>CENTINELA AV/WASHINGTON BL</u> CENTINELA AV	Southbound	Restripe shared TH and RT lane to TH lane, add RT lane.	1,3
<u>CENTINELA AV/WASHINGTON PL</u> CENTINELA AV	Southbound Northbound	Restripe shared TH and RT lane to TH lane, add RT lane. Restripe shared TH and RT lane to TH lane, add RT lane.	1,3,4
WASHINGTON PL	Westbound	Restripe shared TH and RT lane to TH lane, add RT lane.	

TABLE 3--2 continued
THE VILLAGE AT PLAYA VISTA PROJECT
COMMITTED INTERSECTION BASE IMPROVEMENTS

Intersection	Approach	Improvement [a]	Source [b]
<u>CULVER BL/SAWTELLE BL</u>		Combine Culver Bl North and Culver Bl South into single intersection.	9
CULVER BL	Eastbound	Restripe shared LT and TH lane to TH lane, add LT lane. Add third TH lane.	
	Westbound	Restripe shared LT and TH lane to TH lane, add LT lane.	
<u>CULVER BL/SEPULVEDA BL</u>		Combine Culver Bl North and Culver Bl South into single intersection.	9
SEPULVEDA BL	Southbound	Restripe shared TH and RT lane to TH lane, add RT lane.	
CULVER BL	Northbound	Add second LT lane.	
	Eastbound	Restripe shared TH and RT lane to TH lane, add RT lane. Add second LT lane.	
	Westbound	Add third TH lane.	
<u>JEFFERSON BL/OVERLAND AV</u>			1
OVERLAND AV	Eastbound	Add second LT lane.	
	Westbound	Add second LT lane.	
<u>MARINA FWY/SLAUSON AV</u>			1
SLAUSON AV	Westbound	Add third LT lane.	
<u>PLAYA ST/JEFFERSON BL/SEPULVEDA BL</u>			1
SEPULVEDA BL	Southbound	Restripe RT lane to shared TH and RT lane.	
<u>SAWTELLE BL/SEPULVEDA BL</u>			1
SAWTELLE BL	Eastbound	Restripe RT lane to shared TH and RT lane.	
	Westbound	Restripe RT lane to shared TH and RT lane.	
<u>CITY OF SANTA MONICA</u>			
<u>CLOVERFIELD AV/OCEAN PARK BL</u>			6
OCEAN PARK BL	Westbound	Restripe shared TH and RT lane to TH lane, add RT lane.	
<u>LINCOLN BL/PICO BL</u>			6
PICO BL	Eastbound	Restripe LT lane to TH lane, restripe shared TH and RT lane to RT lane.	
<u>OCEAN AV/NEILSON WAY/PICO BL</u>			6
OCEAN AV/NEILSON WAY	Southbound	Add second LT lane.	
<u>SOUTH BAY CITIES [1]</u>			
<u>ROSECRANS AV/AVIATION BL</u>			7
AVIATION BL	Southbound	Restripe shared TH and RT to TH lane, add fourth TH lane, add LT lane, add RT lane.	
	Northbound	Restripe shared TH and RT to TH, add RT lane. Add second LT lane.	
ROSECRANS AV	Eastbound	Add fourth TH lane, add second LT lane.	
	Westbound	Restripe RT to shared TH and RT lane, add fourth TH lane.	
<u>EL SEGUNDO BL/SEPULVEDA BL</u>			8
SEPULVEDA BL	Northbound	Restripe shared TH and RT lane to RT lane.	
EL SEGUNDO BL	Eastbound	Restripe TH lane to shared TH and LT lane.	

Notes:

[a]

[b]

TH is a through lane, LT is a left-turn lane, RT is a right-turn lane.
Improvements listed are from the following sources, unless otherwise noted, the documents are from the City of Los Angeles

1. Playa Vista First Phase Project
2. California Department of Transportation (CALTRANS)
3. Los Angeles Department of Transportation files
4. The Costco Project (Culver City)
5. Culver City files
6. Santa Monica Master Environmental Assessment
7. City of Hawthorne Department of Public Works
8. City of El Segundo Department of Public Works
9. I-405 HOV Improvements (CALTRANS/Culver City)

[1]

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

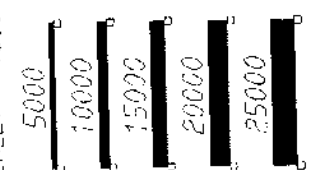
EMME/2

COMPOSED VOLUMES ON AUTO NETWORK

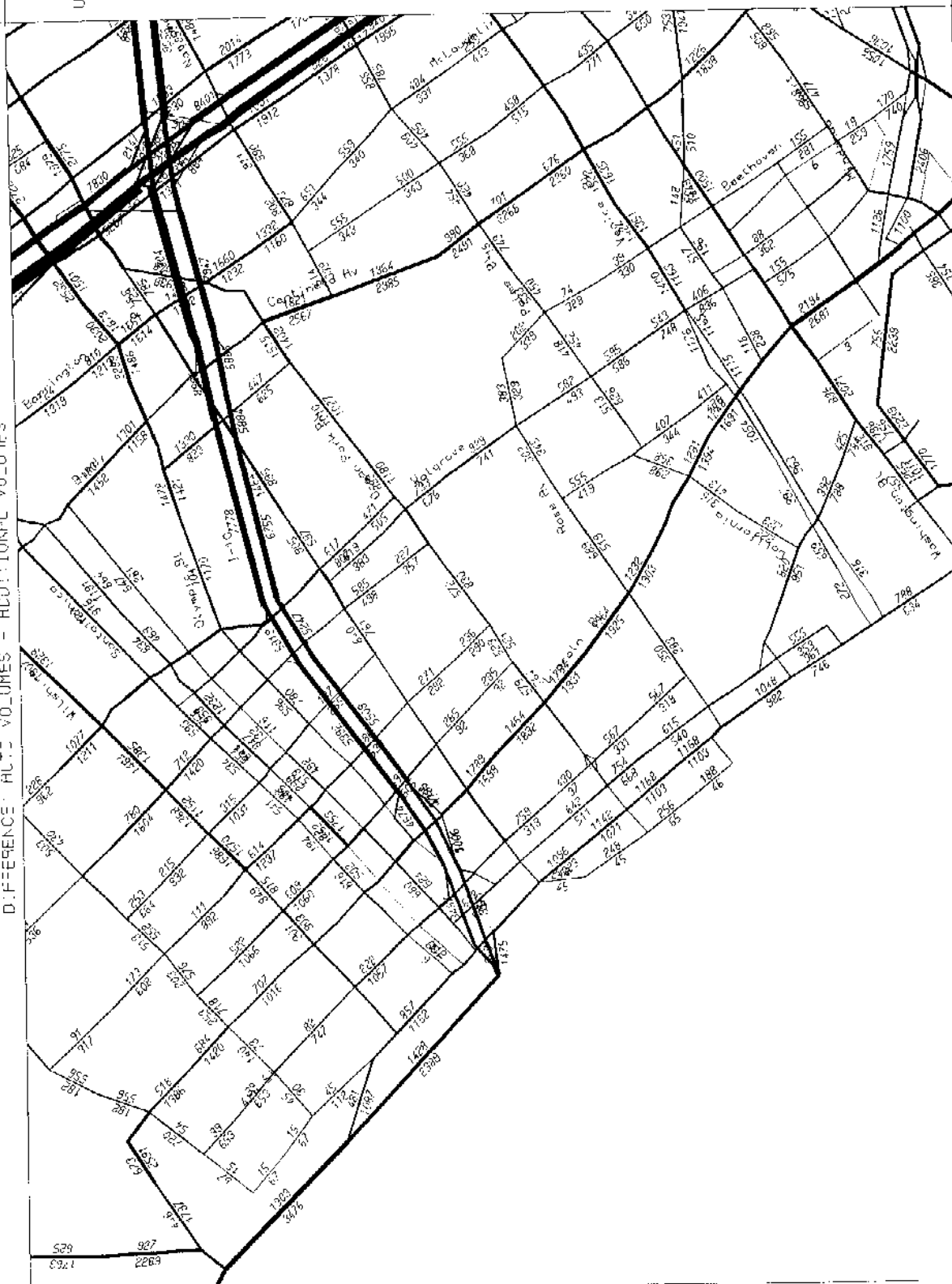
DIFFERENCE: AUTO VOLUMES - ADDITIONAL VOLUMES

LINKS
VOLUME = 9,999.0
THRESHOLD:
UPPER: 999999

SCALE: 1800



WINDOW A
595.7 / 125.22
601.35 / 129.46



(2010 Baseline)

EMME/2 PROJECT: Playa Vista Master Plan Transportation Model
SCENARIO: 5013: 2010 PM w/D-2 w/OSR1P-2 w/ot.0V1

03-07-17 08:22
MODULE: 5.12
KFKU...

FIGURE 3-4
FUTURE 2010 WITHOUT PROJECT - AM PEAK HOUR TRAFFIC VOLUMES

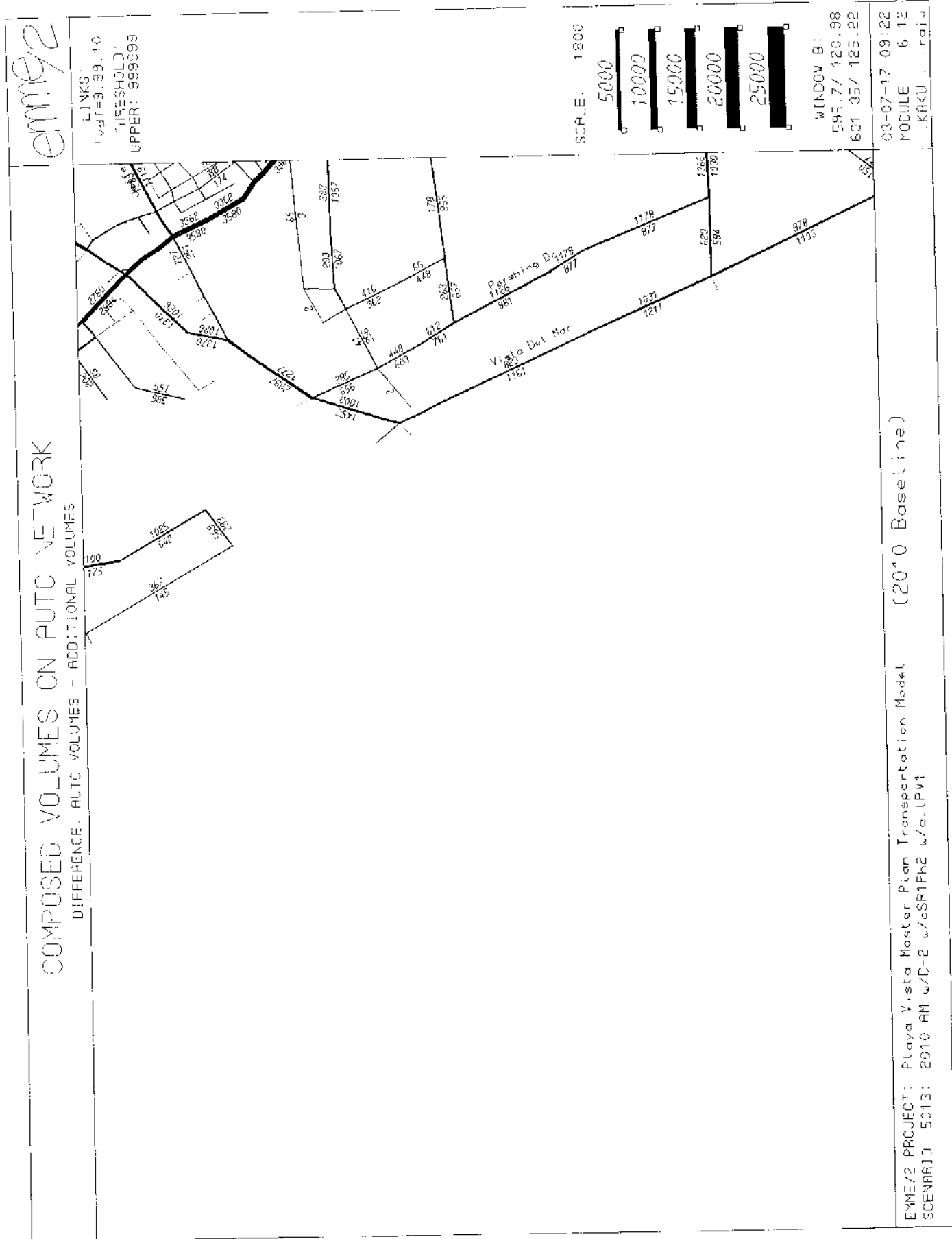


FIGURE 3-4, cont.
 FUTURE 2010 WITHOUT PROJECT - AM PEAK HOUR TRAFFIC VOLUMES
 111-10h

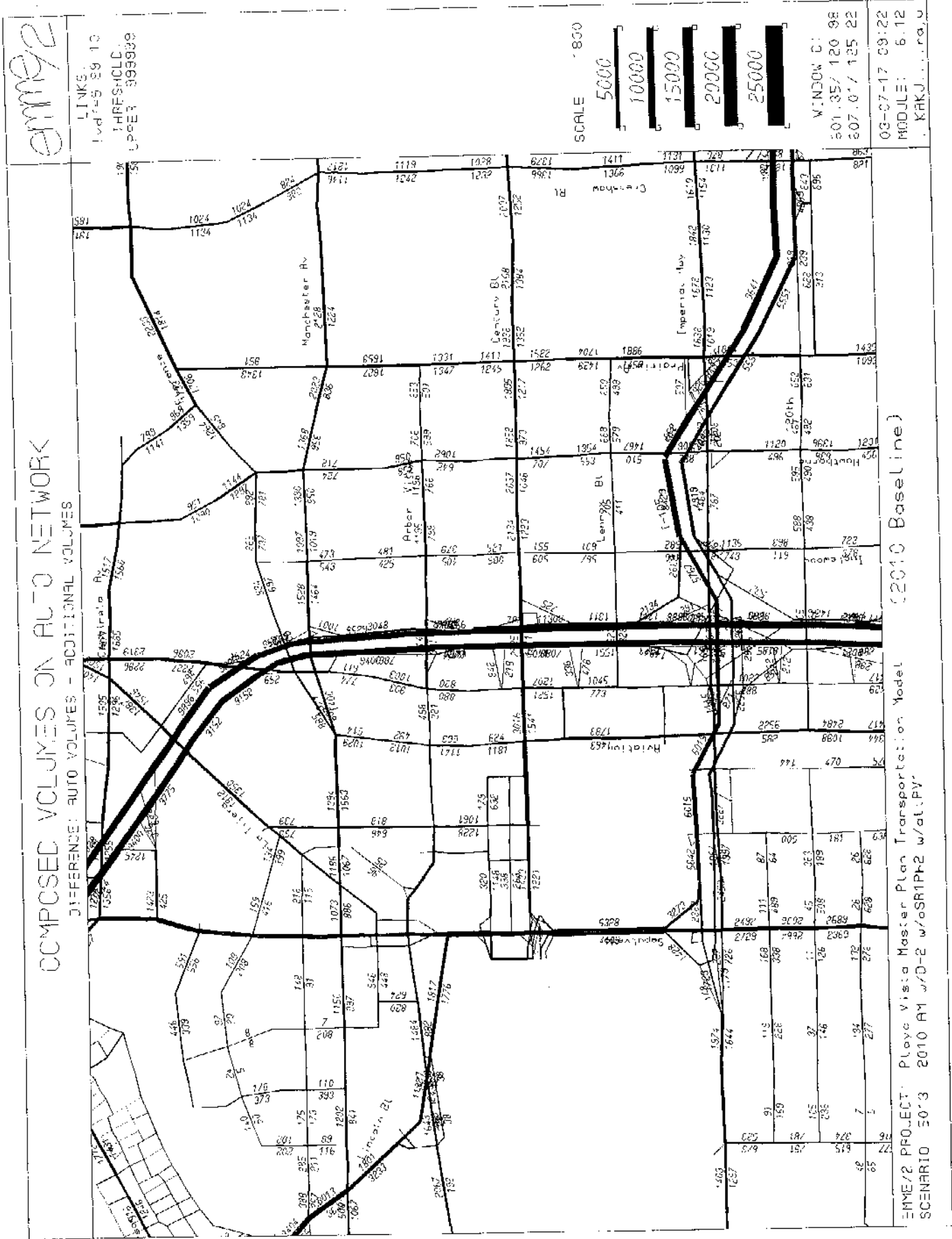


FIGURE 3-4, cont.
FUTURE 2010 WITHOUT PROJECT - AM PEAK HOUR TRAFFIC VOLUMES
 111-101

EME/2

COMPOSED VOLUMES ON AUTO NETWORK

REFERENCE FJTO VOLLNES - ADDITIONAL VOLLNES



(2010 Baseline)

EME/2 PROJECT: Playa Vista Master Plan Transportation Mode.
SCENARIO: 5013: 2010 AM w/D-2 w/ASR1Ph2 w/all201

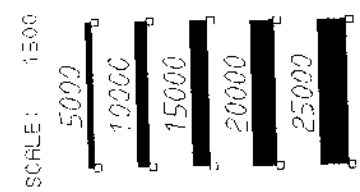
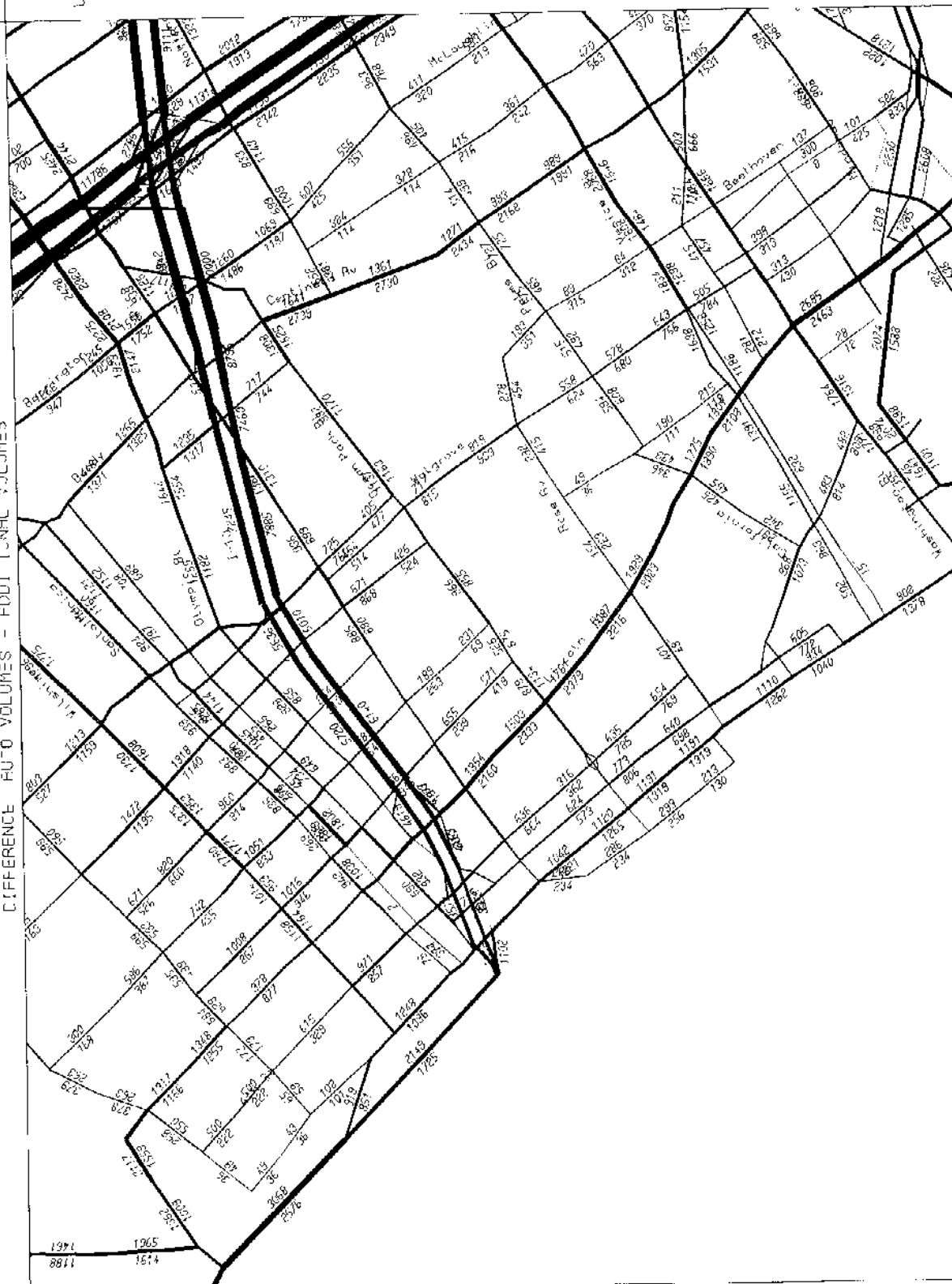
FIGURE 3-4, cont.
FUTURE 2010 WITHOUT PROJECT - AM PEAK HOUR TRAFFIC VOLUMES
111-10j

EMME/2

COMPOSED VOLUMES ON AUTO NETWORK

DIFFERENCE AUTO VOLUMES - ADDITIONAL VOLUMES

LINKS:
VDF=9.89.10
TARE=SHOUL:
UPPER: 993999



WINDOW A:
585.7/ 125.22
601.35/ 123.46

03-07-17 10:04
MODULE: 6.12
KNOX...

EMME/2 PROJECT: Playa Vista Second Phase Project
SCENARIO: 6567: 2010 PM Peak V/PV D2 (Oct 02)

FIGURE 3-5
FUTURE 2010 WITHOUT PROJECT - PM PEAK HOUR TRAFFIC VOLUMES
111-101

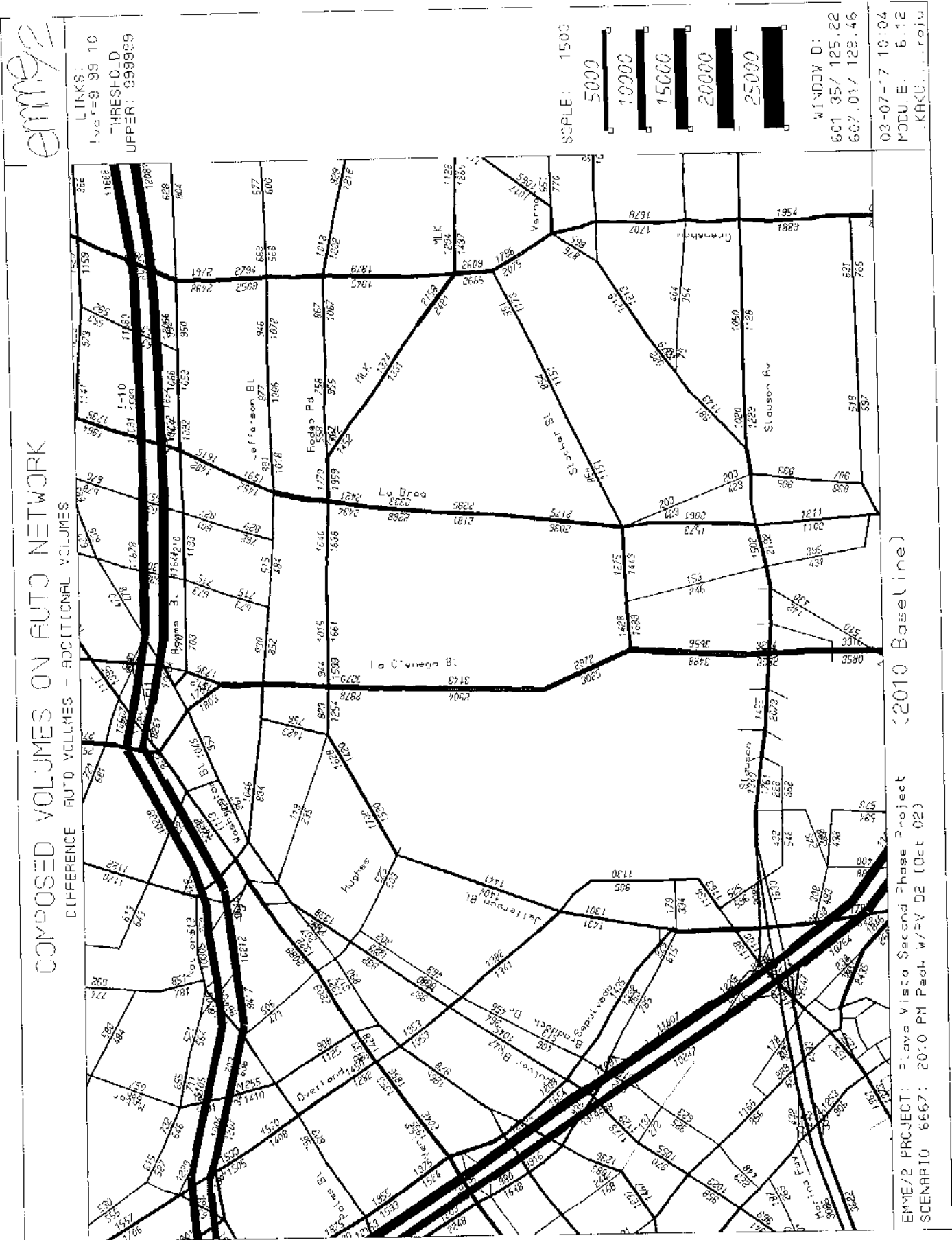


FIGURE 3-5, cont.
FUTURE 2010 WITHOUT PROJECT - PM PEAK HOUR TRAFFIC VOLUMES
 111-100

conditions includes the approved Playa Vista First Phase Project as well as the mitigation measures associated with the First Phase Project.

The Future without Project traffic volumes include existing traffic plus traffic generated by the growth in the rest of the region (including the related projects described previously) that is projected by the Playa Vista Transportation Model. Since the committed roadway improvements discussed previously would introduce additional travel lanes (i.e., adding roadway capacities) to various streets and roadway intersections, certain shifts in both existing and future traffic from adjacent roadways to these improved facilities occur. These shifts are captured by the Transportation Model and are analyzed using the approach detailed in the previous section of this chapter.

The study intersections were analyzed using the critical movement analysis (CMA) methodology. The 2010 without Project intersection operating conditions for the AM and PM peak hours are shown in Table 3-3. Table 3-4 summarizes the number of intersections projected to operate at each level of service. Figures 3-6 and 3-7 graphically illustrate the future without project AM and PM peak hour levels of service at the analyzed intersections, respectively. The traffic volumes and roadway intersection lane configurations are provided in Transportation Analysis Volume II, Appendices IIA and IIB, respectively, and the intersection capacity analyses are provided in Transportation Analysis, Volume III, Appendix IIIB.

From Table 3-4, the following observations can be made. Approximately 52 to 61 percent of the intersections are expected to operate at satisfactory levels of service (i.e., LOS D or better) during both the morning and afternoon peak hours. At these locations, motorists experience little to tolerable amounts of delay. About 11 to 18 percent of the intersections are expected to operate at LOS E. At these locations, motorists experience measurable delay and traffic flow is restricted. About 28 to 30 percent of the locations are expected to experience LOS F (congested) conditions.

Freeway Operations

As with the intersection operations, traffic volumes on freeways would increase as a result of regional growth anticipated by the year 2010. The 2010 without Project freeway operating

TABLE 3--3
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
CITY OF LOS ANGELES						
LA CIENEGA BL	@ 111TH ST	AM	0.241	A	0.273	A
		PM	0.357	A	0.531	A
12TH ST	@ BLUFF CREEK DR	AM	N/A	-	0.327	A
		PM	N/A	-	0.115	A
SEPULVEDA BL	@ 77TH ST/76TH ST	AM	0.976	E	1.048	F
		PM	0.687	B	1.000	E
SEPULVEDA BL	@ 80TH ST/79TH ST	AM	0.699	B	0.761	C
		PM	0.793	C	1.005	F
LINCOLN BL	@ 83RD ST	AM	1.163	F	1.339	F
		PM	0.724	C	1.021	F
SEPULVEDA BL	@ 83RD ST	AM	0.591	A	0.738	C
		PM	0.627	B	0.859	D
SEPULVEDA BL	@ 88TH ST/LA TIJERA BL	AM	0.721	C	0.843	D
		PM	0.719	C	0.913	E
AIRPORT BL	@ 96TH ST	AM	0.386	A	0.419	A
		PM	0.391	A	0.672	B
ABBOTT KINNEY BL	@ VENICE BL	AM	0.687	B	0.707	C
		PM	0.652	B	0.764	C
AIRPORT BL	@ CENTURY BL	AM	0.526	A	0.626	B
		PM	0.613	B	0.652	B
AIRPORT BL	@ LA TIJERA BL	AM	0.670	B	0.742	C
		PM	0.489	A	0.715	C
AIRPORT BL	@ MANCHESTER AV	AM	0.675	B	0.752	C
		PM	0.707	C	0.870	D
AIRPORT BL	@ WESTCHESTER PKWY/ARBOR VITAE ST	AM	0.515	A	0.707	C
		PM	0.523	A	0.819	D
ALLA RD	@ JEFFERSON BL	AM	0.284	A	0.550	A
		PM	0.239	A	0.468	A
AVIATION BL	@ ARBOR VITAE ST	AM	0.515	A	0.667	B
		PM	0.689	B	0.802	D
AVIATION BL	@ CENTURY BL	AM	0.838	D	0.886	D
		PM	0.751	C	0.972	E
AVIATION BL	@ IMPERIAL HWY	AM	0.718	C	0.865	D
		PM	0.717	C	0.908	E
PLAYA VISTA DR	@ B ST	AM	N/A	-	0.382	A
		PM	N/A	-	0.337	A
BEETHOVEN ST	@ JEFFERSON BL	AM	0.206	A	0.370	A
		PM	0.285	A	0.367	A
SAWELLE BL	@ BRADDOCK DR	AM	0.602	B	0.699	B
		PM	0.700	B	0.753	C
MAIN ST	@ BROOKS AV/ABBOT KINNEY BL	AM	0.459	A	0.810	B
		PM	0.639	A	0.856	D
BUNDY DR	@ I-10 EB ON-RAMP	AM	1.034	F	1.297	F
		PM	0.964	E	1.169	F
BUNDY DR	@ OCEAN PARK BL	AM	0.919	F	1.086	F
		PM	1.308	F	1.332	F
CENTINELA AV	@ CULVER BL	AM	0.637	B	0.892	D
		PM	0.767	C	0.850	D
CENTINELA AV	@ JEFFERSON BL	AM	0.669	B	0.658	B
		PM	0.495	A	0.747	C

TABLE 3-3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
LA CIENEGA BL	@ CENTINELA AV	AM PM	1.103 1.102	F F	1.201 1.253	F F
LA TIJERA BL	@ CENTINELA AV	AM PM	0.974 0.726	E C	1.048 0.872	F D
CENTINELA AV	@ MARINA FWY EB RAMPS	AM PM	0.534 0.708	A C	0.398 0.566	A A
CENTINELA AV	@ MARINA FWY WB RAMPS	AM PM	0.647 0.753	B C	0.478 0.449	A A
MESMER AV	@ CENTINELA AV	AM PM	[a] 57.2 [a] 32.4	F D	0.438 0.406	A A
CENTINELA AV	@ SHORT AV	AM PM	0.589 0.578	A A	0.643 0.634	B B
BLUFF CREEK DR	@ CENTINELA AV	AM PM	N/A N/A	- -	0.474 0.591	A A
CENTINELA AV	@ VENICE BL	AM PM	1.128 1.167	F F	1.228 1.332	F F
SEPULVEDA BL	@ CENTURY BL	AM PM	0.617 0.763	B C	0.691 0.887	B D
CRENSHAW BL	@ FLORENCE AV	AM PM	0.697 0.824	B D	0.815 0.873	D D
CRENSHAW BL	@ SLAUSON AV	AM PM	0.942 1.287	E F	1.057 1.289	F F
CRENSHAW BL	@ STOCKER ST	AM PM	0.664 0.739	B C	0.793 0.794	C C
INGLEWOOD BL	@ CULVER BL	AM PM	0.641 0.785	B C	0.798 0.979	C E
CULVER BL	@ JEFFERSON BL	AM PM	0.741 0.675	C B	0.817 0.807	D D
CULVER BL	@ MARINA EXWY EB RAMPS	AM PM	0.696 0.898	B D	0.785 0.621	C B
CULVER BL	@ MARINA EXWY WB RAMPS	AM PM	0.900 0.941	D E	1.082 1.033	F F
CULVER BL	@ NICHOLSON ST	AM PM	0.660 0.814	B D	0.917 0.739	E C
PLAYA VISTA DR	@ CULVER BL	AM PM	N/A N/A	- -	0.678 0.474	B A
CULVER BL	@ VENICE BL	AM PM	0.828 0.915	D E	1.035 0.994	F E
CULVER BL	@ VISTA DEL MAR	AM PM	0.628 0.642	B B	0.883 0.599	D A
LINCOLN BL RAMP	@ CULVER BL (SOUTHEAST)	AM PM	N/A N/A	- -	0.521 0.228	A A
LA CIENEGA BL	@ FAIRFAX AV	AM PM	1.066 0.861	F D	1.113 0.929	F E
FAIRFAX AV	@ WASHINGTON BL	AM PM	0.868 0.687	D B	1.225 0.693	F B
FALMOUTH AV	@ MANCHESTER AV	AM PM	0.216 0.255	A A	0.455 0.594	A A
GLENCOE AV	@ MAXFLLA AV	AM PM	0.322 0.567	A A	0.323 0.571	A A

TABLE 3-3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
VISTA DEL MAR	@ GRAND AV	AM PM	0.697 0.508	B A	0.803 0.540	D A
SEPULVEDA BL	@ HOWARD HUGHES PKWY	AM PM	0.796 0.774	C C	0.962 0.953	E E
LINCOLN BL	@ HUGHES TER	AM PM	0.688 0.917	B E	0.585 0.780	A C
LA BREA AV	@ I-10 EB OFF RAMP	AM PM	0.565 0.634	A B	0.585 0.689	A B
LA CIENEGA BL	@ I-10 EB OFF RAMP	AM PM	[a] 28.3 [a] 34.8	D D	0.814 0.785	D C
WASHINGTON BL	@ I-10 EB ON-RAMP	AM PM	0.497 0.623	A B	0.551 0.661	A B
LA BREA AV	@ I-10 WB OFF RAMP	AM PM	0.633 0.637	B B	0.639 0.639	B B
WASHINGTON BL	@ I-10 WB OFF RAMP/APPLE ST	AM PM	0.498 0.558	A A	0.531 0.577	A A
SEPULVEDA BL	@ I-105 WB OFF RAMP	AM PM	1.228 0.931	F E	1.237 1.237	F F
I-405 NB RAMPS	@ JEFFERSON BL	AM PM	0.718 0.788	C C	0.836 1.313	D F
I-405 NB RAMPS	@ LA TIJERA BL	AM PM	0.829 0.826	D D	0.693 0.763	B C
I-405 SB RAMPS	@ JEFFERSON BL	AM PM	0.568 0.560	A A	0.678 0.761	B C
I-405 SB RAMPS	@ LA TIJERA BL	AM PM	0.710 0.803	C D	0.668 0.703	B C
LA CIENEGA BL	@ I-405 SB RAMPS N/O CENTURY BL	AM PM	0.609 0.561	B A	0.633 0.620	B B
LA CIENEGA BL	@ I-405 SB RAMPS N/O IMPERIAL HWY	AM PM	0.361 0.255	A A	0.453 0.306	A A
LA CIENEGA BL	@ I-405 SB RAMPS S/O CENTURY BL	AM PM	0.434 0.503	A A	0.541 0.506	A A
LA CIENEGA BL	@ IMPERIAL HWY	AM PM	0.337 0.463	A A	0.645 0.464	B A
PERSHING DR	@ IMPERIAL HWY	AM PM	0.666 0.453	B A	0.955 0.521	E A
SEPULVEDA BL	@ IMPERIAL HWY	AM PM	0.903 1.066	E F	0.969 1.230	E F
VISTA DEL MAR	@ IMPERIAL HWY	AM PM	0.539 0.462	A A	1.092 0.483	F A
INGLEWOOD BL / CENTINELA AV	@ JEFFERSON BL	AM PM	0.613 0.810	B B	0.833 0.789	D C
LA CIENEGA BL	@ JEFFERSON BL	AM PM	1.196 1.143	F F	1.308 1.178	F F
LINCOLN BL	@ JEFFERSON BL	AM PM	0.765 0.800	C C	0.991 1.051	E F
McCONNELL AV	@ JEFFERSON BL	AM PM	[a] 52.8 [a] 273.4	F F	[a] 95.4 [a] 696.2	F F
MESMER AV	@ JEFFERSON BL	AM PM	0.311 0.263	A A	0.416 0.464	A A

TABLE 3--3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
JEFFERSON BL	@ NATIONAL BL	AM PM	0.435 0.613	A B	0.466 0.635	A B
PLAYA VISTA DR	@ JEFFERSON BL	AM PM	N/A N/A	- -	0.661 0.715	B C
JEFFERSON BL	@ RODEO RD	AM PM	0.757 0.807	C D	0.806 0.878	D D
WESTLAWN AV	@ JEFFERSON BL	AM PM	0.315 0.379	A A	0.447 0.473	A A
LA CIENEGA BL	@ LA TIJERA BL	AM PM	0.811 0.761	D C	0.898 0.709	D C
LA CIENEGA BL	@ RODEO RD	AM PM	0.979 1.189	C F	1.161 1.253	F F
LA CIENEGA BL	@ VENICE BL	AM PM	1.059 0.990	F E	1.176 1.064	F F
LINCOLN BL	@ LA TIJERA BL	AM PM	0.413 0.484	A A	0.799 0.868	C D
LA TIJERA BL	@ MANCHESTER AV	AM PM	0.614 0.598	B A	0.747 0.769	C C
LINCOLN BL	@ LOYOLA BL	AM PM	0.417 0.538	A A	0.723 0.699	C B
LINCOLN BL	@ MANCHESTER AV	AM PM	0.833 0.816	D D	1.264 1.203	F F
LINCOLN BL	@ MARINA EXWY	AM PM	0.851 0.931	D E	1.039 1.096	F F
LINCOLN BL	@ MAXELLA AV	AM PM	0.685 0.750	B C	0.897 0.952	D E
LINCOLN BL	@ ROSE AV	AM PM	0.841 0.829	D D	0.929 0.894	F D
SEPULVEDA BL	@ LINCOLN BL	AM PM	0.523 0.645	A B	0.595 0.819	A D
LINCOLN BL	@ BLUFF CREEK DR (HUCHES WAY)	AM PM	N/A N/A	- -	0.710 0.868	C D
LINCOLN BL	@ VENICE BL	AM PM	1.080 1.016	F F	1.087 1.080	F F
LINCOLN BL	@ WASHINGTON BL	AM PM	0.816 0.964	D C	1.153 1.241	F F
MAIN ST	@ ROSE AV	AM PM	0.467 0.784	A C	0.510 0.900	A D
PERSHING DR	@ MANCHESTER AV	AM PM	0.515 0.430	A A	0.443 0.411	A A
SEPULVEDA BL	@ MANCHESTER AV	AM PM	0.866 1.016	D F	1.001 1.178	F F
MINDANAO WY	@ MARINA EXWY EB RAMPS	AM PM	0.666 0.830	B D	0.804 0.889	D D
MINDANAO WY	@ MARINA EXWY WB RAMPS	AM PM	0.420 0.616	A B	0.560 0.635	A B
MCCONNELL AV	@ BLUFF CREEK DR	AM PM	N/A N/A	- -	N/A N/A	- -
MOTOR AV	@ VENICE BL	AM PM	0.849 0.925	D E	0.991 1.019	E F

TABLE 3-3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
OCEAN AV/VIA MARINA	@ WASHINGTON BL	AM PM	0.680 0.875	B D	1.233 1.311	F F
OVERLAND AV	@ PALMS BL	AM PM	0.803 0.857	D D	0.913 1.106	E F
OVERLAND AV	@ VENICE BL	AM PM	0.886 1.002	D F	1.124 1.145	F F
PACIFIC AV	@ WASHINGTON BL	AM PM	0.590 0.647	A B	0.673 0.697	B B
PALAWAN WAY	@ WASHINGTON BL	AM PM	1a] 18.0 1a] 19.6	C C	1.009 0.948	F E
PERSHING DR	@ WESTCHESTER PKWY	AM PM	0.287 0.251	A A	0.432 0.388	A A
PLAYA VISTA DR	@ BLUE CREEK DR	AM PM	N/A N/A	- -	0.439 0.549	A A
SEPULVEDA BL	@ WESTCHESTER PKWY	AM PM	0.695 0.792	B C	1.056 1.200	F F
WALGROVE AV	@ VENICE BL	AM PM	0.711 0.859	C D	0.864 1.079	D F
COUNTY OF LOS ANGELES						
ADMIRALTY WAY	@ BALI WAY	AM PM	0.515 0.813	A D	0.771 1.069	C F
ADMIRALTY WAY	@ FIJI WAY	AM PM	0.319 0.501	A A	0.473 0.647	A B
ADMIRALTY WAY	@ MINDANAO WAY	AM PM	0.765 0.921	C E	0.903 1.132	E F
PALAWAN WAY	@ ADMIRALTY WAY	AM PM	0.543 0.804	A D	0.865 1.132	D F
VIA MARINA	@ ADMIRALTY WAY	AM PM	0.582 0.859	A D	0.912 1.119	E F
ALVERN ST	@ CENTINELA AV	AM PM	0.738 0.610	C B	0.741 0.752	C C
LINCOLN BL	@ BALI WAY	AM PM	0.467 0.664	A B	0.833 1.018	D F
SHERBOURNE DR	@ CENTINELA AV	AM PM	0.746 0.591	C A	0.785 0.700	C B
I-405 NB OFF RAMP	@ CENTURY BL	AM PM	0.765 0.565	C A	1.114 0.600	F A
CORNING AV	@ SLAUSON AV	AM PM	0.843 0.629	D B	0.859 0.691	D B
FAIRFAX AV	@ SLAUSON AV	AM PM	0.847 0.793	D C	1.091 1.008	F F
LINCOLN BL	@ FIJI WAY	AM PM	0.539 0.795	A C	0.779 0.903	C E
HAWTHORNE BL	@ I-105 EB OFF RAMP	AM PM	0.496 0.579	A A	0.519 0.600	A A
HAWTHORNE BL	@ LENNOX BL	AM PM	0.563 0.818	A D	0.662 0.840	B D

TABLE 3--3 continued
THE VII AGF AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
INGLEWOOD AV	@ LENNOX BL	AM PM	0.697 0.814	B D	0.825 0.920	D E
KINGS RD	@ SLAUSON AV	AM PM	0.552 0.486	A A	0.558 0.575	A A
LA BREA AV	@ SLAUSON AV	AM PM	0.972 0.961	C E	1.132 1.081	F F
LA BREA AV/OVERHILL DR	@ STOCKER ST	AM PM	0.936 1.067	E F	0.953 1.168	F F
LA CIENEGA BL	@ LENNOX BL	AM PM	0.334 0.311	A A	0.402 0.516	A A
LA CIENEGA BL	@ STOCKER ST	AM PM	1.227 1.066	F F	1.335 1.210	F F
LA CIENEGA BL RAMPS N	@ SLAUSON AV	AM PM	0.738 0.583	C A	0.926 0.625	E B
LA CIENEGA BL RAMPS S	@ SLAUSON AV	AM PM	0.892 0.742	D C	0.795 0.758	C C
LA TIJERA BL	@ SLAUSON AV	AM PM	0.512 0.586	A A	0.616 0.734	B C
LINCOLN BL	@ MINDANAO WAY	AM PM	0.825 0.927	D E	0.996 1.152	C F
SHENANDOAH AV	@ SLAUSON AV	AM PM	0.688 0.618	B B	0.753 0.641	C B
CITY OF CULVER CITY						
OVERLAND AV	@ BRADDOCK DR	AM PM	0.551 0.616	A B	0.881 0.965	D E
SEPULVEDA BL	@ BRADDOCK DR	AM PM	0.572 0.611	A B	0.847 0.968	D E
BRISTOL PKWY	@ CENTINELA AV	AM PM	0.760 0.538	C A	0.603 0.571	B A
BRISTOL PKWY	@ SLAUSON AV	AM PM	[a] 24.7 [a] 19.5	C C	0.725 0.675	C D
BUCKINGHAM PKWY	@ SLAUSON AV	AM PM	0.662 0.811	B D	0.792 0.792	C C
GREEN VALLEY CIR	@ CENTINELA AV	AM PM	0.807 0.574	D A	0.895 0.670	D B
SEPULVEDA BL	@ CENTINELA AV	AM PM	0.852 0.750	D C	1.230 1.185	F F
CENTINELA AV	@ WASHINGTON BL	AM PM	0.757 0.887	C D	0.882 0.973	D E
CENTINELA AV	@ WASHINGTON PI	AM PM	0.894 0.963	D E	0.918 0.941	E E
CULVER BL	@ MAIN ST/WASHINGTON BL	AM PM	0.934 0.745	E C	1.084 0.881	F D
OVERLAND AV	@ CULVER BL	AM PM	0.719 0.748	C C	0.971 0.945	E E
SAWTELLE BL	@ CULVER BL	AM PM	0.735 0.745	C C	0.889 1.027	D F
SEPULVEDA BL	@ CULVER BL	AM PM	0.954 0.923	E E	0.993 0.926	E E
JEFFERSON BL	@ DUQUESNE AV	AM PM	0.838 0.888	D D	0.964 0.976	E E

TABLE 3-3 continued
 THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
GLENCOE AV/COSTCO DWY	@ WASHINGTON BL	AM	0.581	A	0.678	B
		PM	0.782	C	0.968	E
SEPULVEDA BL	@ GREEN VALLEY CIR	AM	0.616	B	0.679	B
		PM	0.679	B	0.740	C
HANNUM AV	@ PLAYA ST	AM	0.701	C	0.869	D
		PM	0.707	C	0.788	C
HANNUM AV	@ SLAUSON AV	AM	0.540	A	0.551	A
		PM	0.480	A	0.536	A
SEPULVEDA BL	@ I-405 NB RAMPS S/O VENICE BL	AM	0.744	C	1.002	F
		PM	0.729	C	0.977	E
SAWTELLE BL	@ I-405 SB OFF RAMP N/O CULVER BL	AM	0.229	A	0.495	A
		PM	0.251	A	0.494	A
INGLEWOOD BL	@ WASHINGTON BL	AM	0.603	B	0.808	D
		PM	0.896	D	0.993	F
JEFFERSON BL	@ OVERLAND AV	AM	0.776	C	1.006	F
		PM	0.881	D	0.874	D
JEFFERSON BL	@ SEPULVEDA BL (N)	AM	0.715	C	1.079	F
		PM	0.815	D	0.986	E
JEFFERSON BL	@ SLAUSON AV	AM	0.431	A	0.577	A
		PM	0.539	A	0.654	B
LA CIENEGA BL	@ WASHINGTON BL	AM	0.941	E	1.032	F
		PM	0.770	C	0.816	D
MARINA FWY	@ SLAUSON AV	AM	0.677	B	0.672	B
		PM	0.663	B	0.747	C
SAWTELLE BL	@ MATTESON AV/I-405 SB RAMPS	AM	0.939	E	1.126	F
		PM	0.612	B	1.081	F
MOTOR AV	@ WASHINGTON BL	AM	0.744	C	1.004	F
		PM	0.778	C	0.922	C
OVERLAND AV	@ WASHINGTON BL	AM	0.940	E	1.011	F
		PM	0.863	D	1.213	F
SEPULVEDA BL	@ PLAYA ST/JEFFERSON BL	AM	0.862	D	0.865	D
		PM	0.958	E	0.925	E
REDWOOD AV	@ WASHINGTON BL	AM	0.401	A	0.657	B
		PM	0.427	A	0.713	C
SEPULVEDA BL	@ SAWTELLE BL	AM	0.715	C	1.079	F
		PM	0.815	D	0.986	E
SAWTELLE BL	@ VENICE BL	AM	0.858	D	1.161	F
		PM	0.851	D	1.238	F
SAWTELLE BL	@ WASHINGTON BL	AM	0.484	A	0.771	C
		PM	0.577	A	0.981	E
SAWTELLE BL	@ WASHINGTON PL	AM	0.511	A	0.906	E
		PM	0.525	A	1.072	F
SEPULVEDA BL	@ SLAUSON AV	AM	0.679	B	1.068	F
		PM	0.729	C	1.029	F
SEPULVEDA BL	@ VENICE BL	AM	0.907	E	1.152	F
		PM	0.764	C	1.124	F
SEPULVEDA BL	@ WASHINGTON BL	AM	0.741	C	0.891	D
		PM	0.769	C	1.026	F
SEPULVEDA BL	@ WASHINGTON PL	AM	0.838	D	1.027	F
		PM	0.635	B	1.107	F
WALGROVE AV	@ WASHINGTON BL	AM	[a] 23.2	C	0.791	C
		PM	[a] 16.7	C	0.955	E

TABLE 3-3 continued
 THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
CITY OF SANTA MONICA						
23RD ST	@ OCEAN PARK BL	AM	0.974	E	1.045	F
		PM	1.272	F	1.308	F
23RD ST	@ PICO BL	AM	0.677	B	0.730	C
		PM	0.975	E	0.988	E
26TH ST	@ WILSHIRE BL	AM	0.719	C	0.852	E
		PM	0.910	E	0.970	E
4TH ST	@ COLORADO AV	AM	0.637	B	0.692	D
		PM	0.844	D	0.902	E
4TH ST	@ OCEAN PARK BL N	AM	[b] 16.9	C	0.471	A
		PM	[b] 18.5	C	0.551	A
4TH ST	@ OCEAN PARK BL S	AM	[b] 13.6	B	0.454	A
		PM	[b] 13.1	B	0.493	A
4TH ST	@ PICO BL	AM	0.943	C	1.031	F
		PM	0.912	F	1.021	F
4TH ST	@ WILSHIRE BL	AM	0.577	A	0.659	B
		PM	0.602	B	0.726	C
CLOVERFIELD BL	@ I-10 EB ON RAMP	AM	0.882	D	0.888	D
		PM	0.926	E	1.116	F
CLOVERFIELD BL	@ I-10 WB OFF RAMP	AM	0.948	E	0.951	E
		PM	0.860	D	0.919	E
CLOVERFIELD BL	@ OCEAN PARK BL	AM	0.607	B	0.727	C
		PM	0.709	C	0.819	D
CLOVERFIELD BL	@ PICO BL	AM	0.823	D	0.931	E
		PM	0.891	D	0.916	E
LINCOLN BL	@ I-10 EB ON RAMP	AM	1.184	F	1.208	F
		PM	0.928	E	1.039	F
LINCOLN BL	@ I-10 WB OFF RAMP	AM	0.881	D	0.971	E
		PM	0.966	E	1.138	F
LINCOLN BL	@ OCEAN PARK BL	AM	1.130	F	1.248	F
		PM	1.133	F	1.389	F
LINCOLN BL	@ PICO BL	AM	0.988	E	1.240	F
		PM	1.065	F	1.228	F
LINCOLN BL	@ WILSHIRE BL	AM	0.729	C	0.897	D
		PM	0.883	D	0.910	E
MAIN ST	@ OCEAN PARK BL	AM	0.921	E	0.958	E
		PM	0.838	D	1.022	F
MAIN ST	@ PICO BL	AM	0.680	B	0.775	C
		PM	0.912	E	0.945	E
NEILSON WAY	@ OCEAN PARK BL	AM	0.695	B	0.726	C
		PM	0.737	C	0.775	C
OCEAN AV	@ PALISADES BEACH RD RAMPS	AM	0.481	A	0.621	B
		PM	0.934	E	0.958	E
OCEAN AV	@ WILSHIRE BL	AM	0.618	B	0.717	C
		PM	0.624	B	0.684	B
OCEAN AV/NEILSON WAY	@ PICO BL	AM	0.632	B	0.729	C
		PM	0.841	D	0.888	D
CITY OF INGLEWOOD						
LA CIENEGA BL	@ ARBOR VITAE ST	AM	0.538	A	0.678	B
		PM	0.633	B	0.731	C
CENTINELA AV	@ FLORENCE AV	AM	0.545	A	0.613	B
		PM	0.780	C	0.825	D

TABLE 3--3 continued
 THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT

Intersection		Peak Hour	Existing		2010 Base	
			V/C	LOS	V/C	LOS
LA BREA AV	@ CENTINELA AV	AM	1.167	F	1.395	F
		PM	1.134	F	1.192	F
FLORENCE AV/AVIATION BL	@ MANCHESTER BL	AM	0.937	E	1.143	F
		PM	0.873	D	0.887	D
LA BREA AV	@ MANCHESTER BL	AM	1.068	F	1.070	F
		PM	0.989	E	1.123	F
LA CIENEGA BL	@ MANCHESTER BL	AM	0.598	A	0.899	D
		PM	0.928	F	0.940	E
<u>SOUTH BAY CITIES [1]</u>						
SEPULVEDA BL/PCH	@ ARTESIA BL	AM	0.863	D	0.869	D
		PM	1.209	F	1.220	F
AVIATION BL	@ ROSECRANS AV	AM	1.041	F	1.001	F
		PM	1.339	F	1.064	F
DOUGLAS ST	@ IMPERIAL HWY	AM	0.545	A	0.770	C
		PM	0.432	A	0.590	A
SEPULVEDA BL	@ EL SEGUNDO BL	AM	0.941	E	1.074	F
		PM	1.100	F	1.297	F
SEPULVEDA BL	@ GRAND AV	AM	1.004	F	1.026	F
		PM	1.164	F	1.305	F
HIGHLAND AV	@ MANHATTAN BEACH BL	AM	0.564	A	0.787	C
		PM	0.552	A	0.620	B
I-405 NB RAMPS	@ IMPERIAL HWY	AM	0.323	A	0.415	A
		PM	0.464	A	0.497	A
I-105 WB OFF RAMP/NASH ST	@ IMPERIAL HWY	AM	0.614	B	0.796	C
		PM	0.329	A	0.425	A
MAIN ST	@ IMPERIAL HWY	AM	0.767	C	1.007	F
		PM	0.672	B	0.904	E
SEPULVEDA BL	@ MANHATTAN BEACH BL	AM	1.167	F	1.189	F
		PM	1.251	F	1.335	F
SEPULVEDA BL	@ MAPLE AV	AM	0.686	B	0.827	D
		PM	0.771	C	1.075	F
SEPULVEDA BL	@ MARINE AV	AM	1.063	F	1.103	F
		PM	1.133	F	1.330	F
SEPULVEDA BL	@ MARIPOSA AV	AM	0.870	D	0.898	D
		PM	0.872	D	1.071	F
SEPULVEDA BL	@ ROSECRANS AV	AM	0.868	D	1.020	F
		PM	1.093	F	1.397	F
VISTA DEL MAR/HIGHLAND AV	@ ROSECRANS AV	AM	1.193	F	1.278	F
		PM	0.887	D	0.893	D

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

TABLE 3--4
 THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION LOS SUMMARY--FUTURE 2010 WITHOUT PROJECT

	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	2010 BASE	EXISTING	2010 BASE
LOS A-D	167	133	160	113
LOS E	21	23	25	38
LOS F	21	61	24	66
TOTAL	209	217	209	217

Note: There are six additional intersections in 2010 Base Conditions than the existing conditions due to Playa Vista First Phase constructing these six additional locations as part of Playa Vista First Phase Development.



FIGURE 3-6
INTERSECTION LEVELS OF SERVICE
FUTURE 2010 WITHOUT PROJECT
AM PEAK HOUR

conditions for the AM and PM peak hours are shown in Tables 3-5 and 3-6, respectively. It can be seen that the regional growth would bring certain segments of the I-405, I-10 and I-105 to LOS E or LOS F conditions during the AM and PM peak hours. It would also add to the congestion along some of the freeway segments that are currently operating at LOS E and LOS F during the peak hours.

The SR 90 is projected to continue operating at good levels of service (LOS A and LOS B) during the AM and PM peak hours, under the future without project conditions. Motorists using the SR 90 would not experience much change from existing conditions, as average speeds would maintain 45 mph or higher.

Table 3-7 summarizes the overall freeway system performance within the Playa Vista study area during the AM and PM peak hours. Under the 2010 without Project conditions, as shown in Table 3-7, approximately 35% of all freeway miles located within the study area would operate at acceptable levels of service (LOS D or better) during the AM peak hour. Approximately 13% and 52% would operate at LOS E and LOS F, respectively. During the PM peak hour, approximately 26% of all freeway miles within the study area would operate at LOS D or better and 13% and 61% would operate at LOS E and LOS F, respectively.

TABLE 3 -5
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY OPERATING CONDITIONS—FUTURE 2010 WITHOUT PROJECT AM PEAK HOUR

Freeway Route	Location	Direction	AM Peak Hour					
			EXISTING			2010 WITHOUT PROJECT		
			Demand	D/C [1]	LOS [2]	Demand	D/C [1]	LOS [2]
I-405	s/o I-110 Fwy [3]	NB	10,569	1.06	F(0)	10,753	0.98	E
		SB	8,788	0.88	D	9,505	0.86	D
I-405	at Compton Bl.	NB	9,318	1.04	F(0)	10,494	1.17	F(0)
		SB	7,823	0.87	D	8,533	0.95	E
I-405	n/o La Tijera Bl. [3]	NB	10,367	1.04	F(0)	10,522	0.96	E
		SB	8,496	0.85	D	10,342	0.94	E
I-405	n/o Venice Bl. [3]	NB	10,756	1.08	F(0)	10,782	0.98	E
		SB	8,814	0.88	D	10,564	0.96	E
I-405	s/o Mulholland Dr.	NB	7,992	0.80	D	9,755	0.89	D
		SB	12,575	1.40	F(2)	13,187	1.47	F(3)
SR 90	w/o I-405 Fwy	EB	3,355	0.42	B	3,504	0.44	B
		WB	2,268	0.28	A	2,889	0.36	B
I-10	Lincoln Bl.	EB	5,256	0.88	D	5,559	0.93	D
		WB	4,746	0.79	D	5,973	1.00	E
I-10	e/o Overland Av.	EB	9,267	1.16	F(0)	10,229	1.28	F(1)
		WB	8,218	0.82	D	8,758	0.88	D
I-10	e/o La Brea Av.	EB	8,405	0.84	D	10,845	1.08	F(0)
		WB	10,294	1.29	F(1)	12,372	1.55	F(3)
I-105	e/o Sepulveda Bl.	EB	2,841	0.47	B	2,980	0.50	B
		WB	3,847	0.64	C	5,638	0.94	E
I-105	c/o Crenshaw Bl.	EB	7,631	0.85	D	7,695	0.86	D
		WB	9,277	1.03	F(0)	10,478	1.16	F(0)

[1] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[2] Freeway mainline Levels of Service is based on the following D/C scale:

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

[3] A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the proposed HOV improvement.

TABLE 3--6
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY OPERATING CONDITIONS--FUTURE 2010 WITHOUT PROJECT PM PEAK HOUR

Freeway Route	Location	Direction	PM Peak Hour					
			EXISTING			2010 WITHOUT PROJECT		
			Demand	D/C [1]	LOS [2]	Demand	D/C [1]	LOS [2]
I-405	s/o I-110 Fwy [3]	NB	8,619	0.86	D	8,950	0.81	D
		SB	10,233	1.02	F(0)	10,861	0.99	E
I-405	at Compton Bl.	NB	9,118	1.01	F(0)	9,456	1.05	F(0)
		SB	9,284	1.03	F(0)	11,177	1.24	F(0)
I-405	n/o La Tijera Bl. [3]	NB	10,885	1.09	F(0)	11,818	1.07	F(0)
		SB	10,242	1.02	F(0)	11,105	1.01	F(0)
I-405	n/o Venice Bl. [3]	NB	10,210	1.02	F(0)	12,239	1.11	F(0)
		SB	9,608	0.96	E	9,927	0.90	D
I-405	s/o Mulholland Dr.	NB	8,696	0.87	D	13,860	1.26	F(1)
		SB	12,008	1.33	F(1)	12,132	1.35	F(2)
SR 90	w/o I-405 Fwy	EB	3,022	0.38	B	4,092	0.51	B
		WB	2,828	0.35	B	3,147	0.39	B
I-10	Lincoln Bl.	EB	4,407	0.73	C	6,127	1.02	F(0)
		WB	4,967	0.83	D	5,708	0.95	E
I-10	e/o Overland Av.	EB	9,194	1.15	F(0)	9,594	1.20	F(0)
		WB	7,194	0.72	C	9,093	0.91	D
I-10	e/o La Brea Av.	EB	9,989	1.00	E	12,064	1.21	F(0)
		WB	11,040	1.38	F(2)	11,676	1.46	F(3)
I-105	e/o Sepulveda Bl.	EB	3,205	0.53	B	4,319	0.72	C
		WB	2,432	0.41	B	4,220	0.70	C
I-105	e/o Crenshaw Bl.	EB	8,679	0.96	E	8,716	0.97	E
		WB	8,648	0.96	E	8,705	0.97	E

[1] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[2] Freeway mainline Levels of Service is based on the following D/C scale:

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

[3] A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the proposed HOV improvement.

TABLE 3--7
 THE VILLAGE AT PLAYA VISTA PROJECT
 FREEWAY LOS SUMMARY--FUTURE 2010 WITHOUT PROJECT

	AM PEAK HOUR		PM PEAK HOUR	
	NUMBER OF FREEWAY MILES EXISTING	2010 BASE	NUMBER OF FREEWAY MILES EXISTING	2010 BASE
LOS A-D	60.2	42.9	46.3	32.0
LOS E	14.9	15.5	15.6	15.9
LOS F	47.4	64.1	60.6	74.6
TOTAL	122.5	122.5	122.5	122.5

IV. FUTURE CONDITIONS WITH PROJECT

This Chapter describes the findings of the analysis of the transportation system in the future with the full development of the Village at Playa Vista Project under the assumptions and methodologies required by LADOT. These assumptions result in the assessment of a conservative "worst-case" set of conditions as required by the California Environmental Quality Act. The planning horizon for these analyses is the year 2010. The transportation impacts of the proposed Village at Playa Vista Project are also addressed in this Chapter.

PROJECT DESCRIPTION

The Village at Playa Vista CEQA Project proposes comprehensive integration of housing, office space, retail stores, recreation and open space, civic, cultural, and institutional uses. The objective of the project is to create an interrelated mixed-use community within the Site.

The overall Village at Playa Vista CEQA Project proposes development of 2,600 residential dwelling units, 175,000 square feet of commercial office space, 150,000 square feet of retail space, and up to 40,000 square feet of community serving uses.

Bounded by Ballona Channel on the north, Lincoln Boulevard on the west, Centinela Avenue on the east, and the Westchester Bluffs on the south, this area falls within the City of Los Angeles. The Village project proposes to develop within this boundary only in the areas not already developed by the Playa Vista First Phase and EMTD projects. In other words, the proposed project essentially would develop between the EMTD on the east and Dawn Creek on the west.

Table 4-1 summarizes the various land uses proposed.

TABLE 4--1
THE VILLAGE AT PLAYA VISTA PROJECT
LAND USE SUMMARY

Land Use	Size
AREA "D"	
Office	175,000 sf
Dwelling Units	2,600 du
Retail (Neighborhood)	150,000 sf
Community Serving Uses	40,000 sf

PROJECT TRAFFIC ANALYSIS

Forecasts of traffic from the proposed Village at Playa Vista Project is based on a travel demand forecasting model employing the methodology described in Chapter 3 of this report. The methodology consists of three major components: Trip Generation, Trip Distribution, and Traffic Assignment. The Project travel demand analysis has focused on the weekday AM and PM peak hours so as to provide a worst-case analysis and evaluation of intersection operating conditions.

The site has been divided into a series of traffic analysis zones (TAZs). Figure 4-1 shows the project street system. Figure 4-2 illustrates the TAZs for Area D. The zone numbers shown in Figure 4-2 are taken directly from the EMME/2-based Playa Vista Transportation Model traffic analysis zone numbering system and relate to the project area as follows:

<u>Project Area</u>	<u>Traffic Analysis Zones</u>
D-2	9-25

Trip Generation

Traffic volumes generated by the Village at Playa Vista Project are calculated using data from the Institute of Transportation Engineers (ITE), *Trip Generation*, Sixth Edition, published in 1997. In addition, data from the San Diego Association of Governments (SANDAG), *San Diego Traffic Generators*, 1996, as well as surveys and observations from existing land uses, were utilized to supplement the ITE rates.

Table 4-1 summarizes the Village at Playa Vista Project land uses. The proposed land uses were allocated to the TAZ's described above. Appendix 1C contains a description of the amount and type of land use projected within each TAZ.

Table 4-2 summarizes the trip generation associated with the Village at Playa Vista Project. On a typical weekday, the Village at Playa Vista Project is estimated to generate approximately 1,625 AM peak hour, 2,300 PM peak hour and 24,220 daily trip ends. During the AM peak hour, the

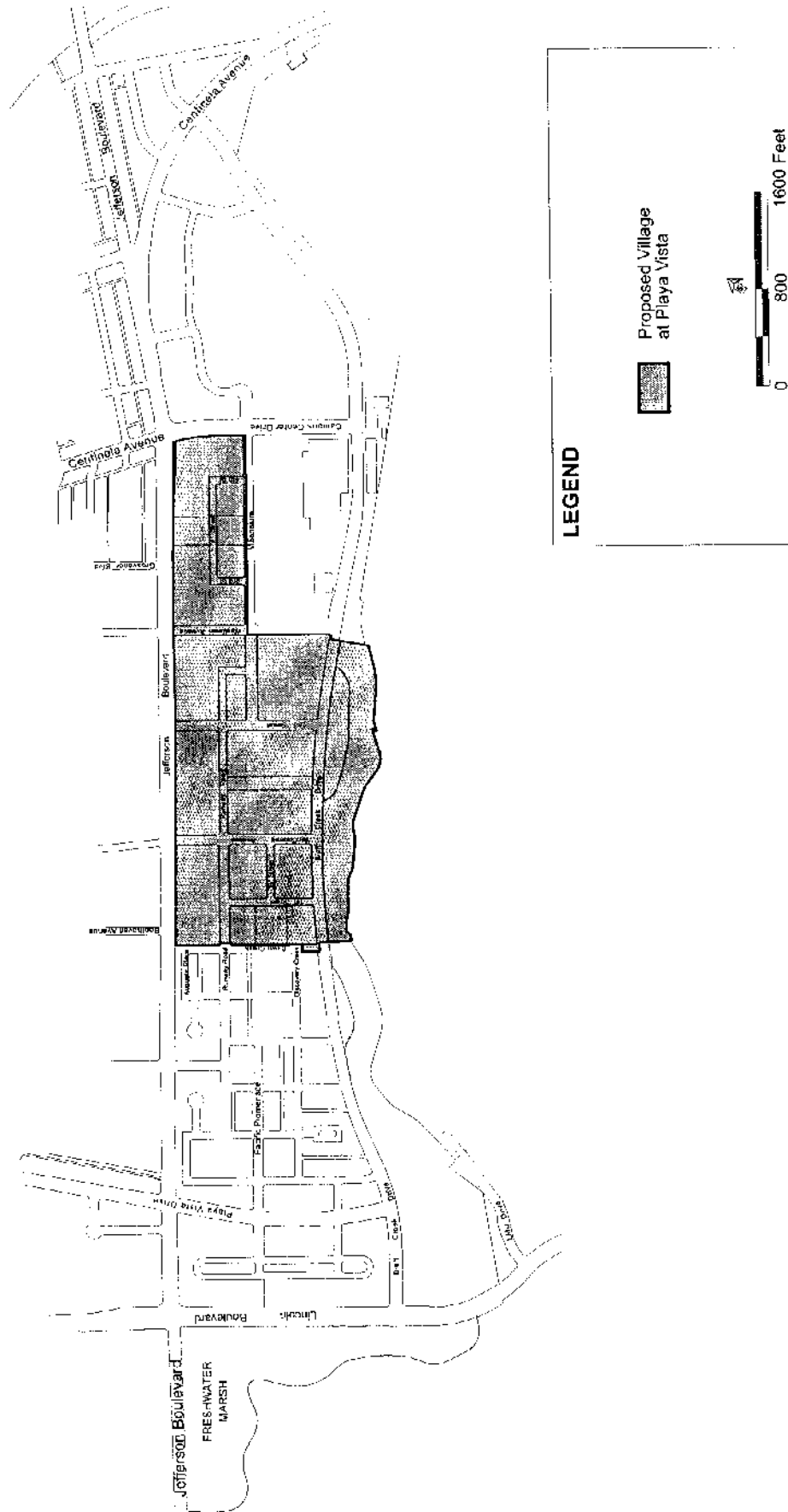


FIGURE 4-1
ROADWAY SYSTEM WITHIN THE VILLAGE AT PLAYA VISTA PROJECT

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

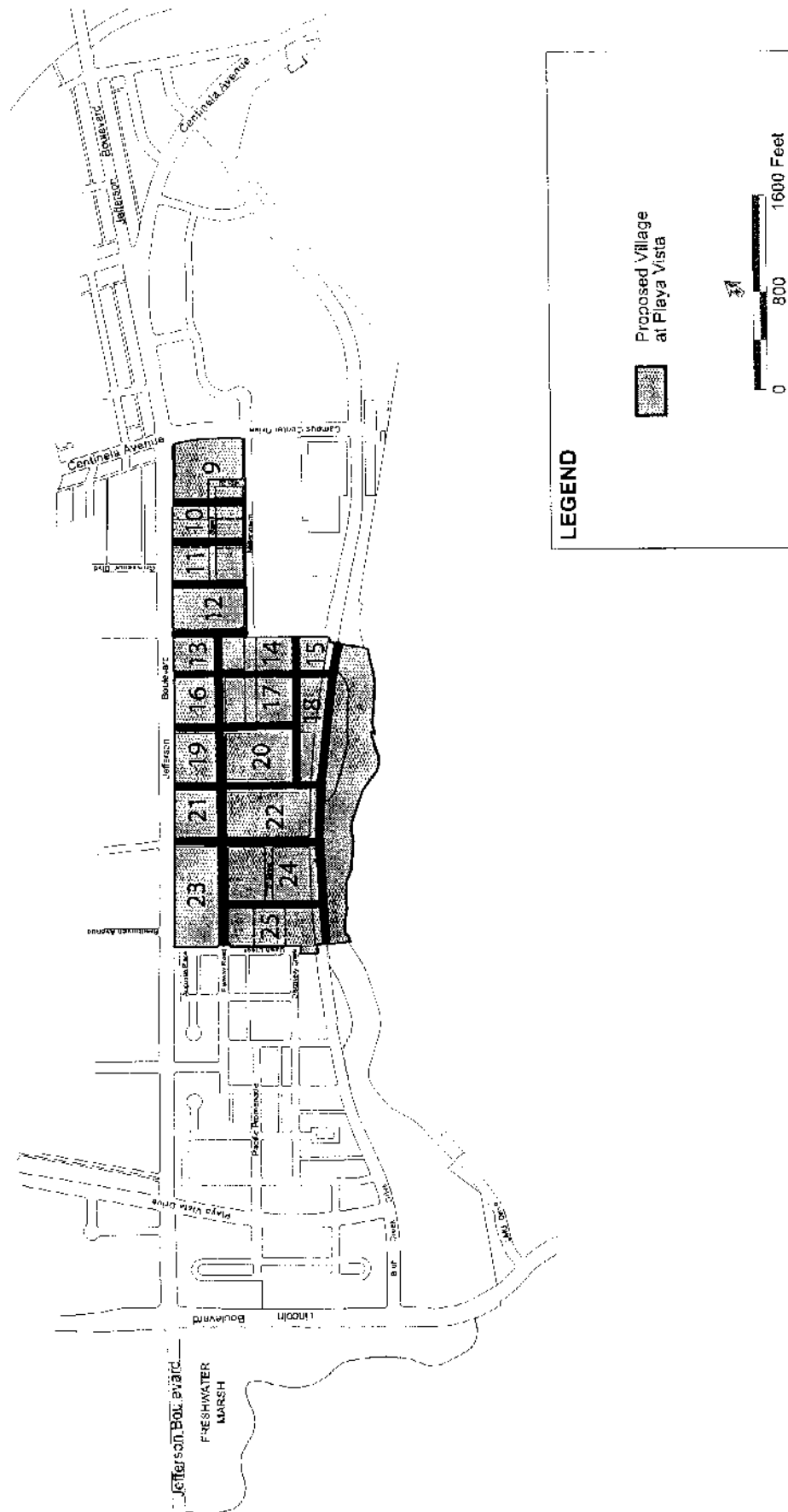


FIGURE 4-2
TRAFFIC ANALYSIS ZONES WITHIN THE VILLAGE AT PLAYA VISTA PROJECT

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

TABLE 4--2
THE VILLAGE AT PLAYA VISTA PROJECT
TRIP GENERATION ESTIMATES

Land Use	Size	Daily	AM Peak Hour		Total	PM Peak Hour		Total
			In	Out		In	Out	
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.
Community Serving Uses include uses such as Community Center.
Community Center trip generation includes a 75% internal capture.

project is estimated to generate about 577 inbound trip ends (to the site) and 1,049 outbound trip ends (from the site). During the PM peak hour, the Village at Playa Vista Project is estimated to generate about 1,275 inbound trip ends and 1,027 outbound trip ends.

It is worth noting that the trip generation estimates forecast for the project (shown in Table 4-2) do not reflect the actual vehicular trips that would be added to the transportation system. A complete discussion of trip generation estimates and their relationship to external trips follows.

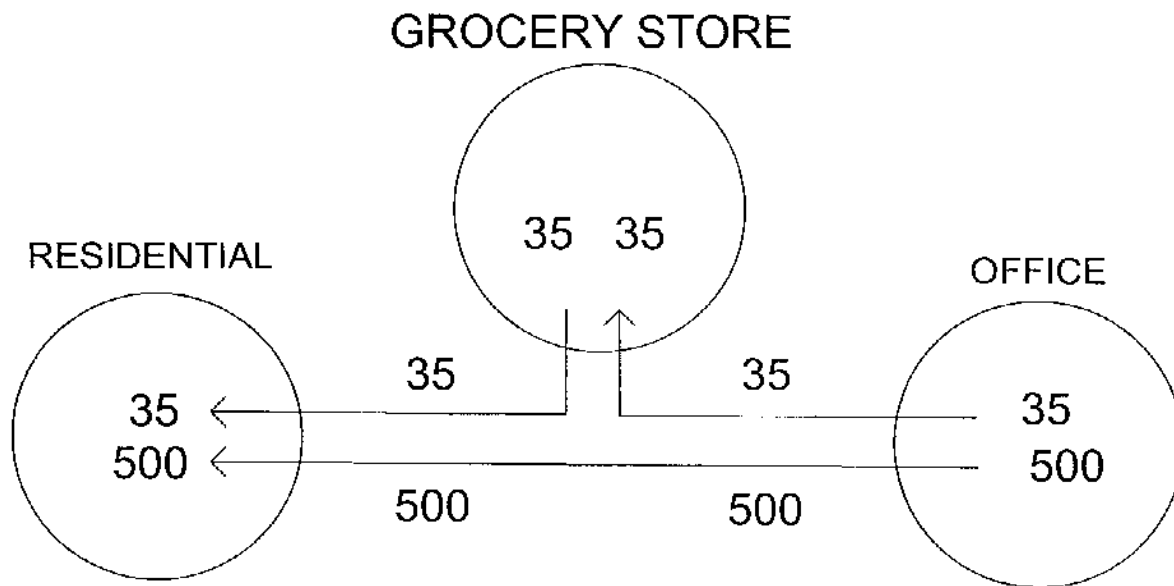
TRIP ENDS vs. EXTERNAL TRIPS

The trip generation estimates shown in Table 4-2 present a summary of trip ends produced by (outbound) or attracted to (inbound) the various land use components of Playa Vista. These trip ends do not represent new automobile trips added to the area street system.

Trip generation rates are usually measured by counting the number of automobiles entering or leaving the driveways of a particular land use. The number of autos entering or leaving a set of driveways is then divided by the size of the land use served by those driveways and a trip generation rate is calculated. These trip generation rates, however, do not necessarily represent new automobile trips added to the area street system. To explain the differences between trip ends and trips, the following practical example is offered.

Figure 4-3 shows an example of trip generation for three land uses: office, grocery store and residential. Trip generation studies would count the driveways at the office building, at the grocery store and at the entrance to the residential neighborhood. The counts would show 535 peak hour vehicle trips leaving the office building. Assume that 500 of these trips go straight home to the residential zone (a typical work-to-home evening peak hour commute trip), the remaining 35 trips also travel to the residential zone but they stop at the grocery store on the way home. The grocery store driveway counts would show 35 trips entering the driveway and 35 trips exiting the driveway. The counts at the residential neighborhood entrance would show 535 inbound trips. Thus, the trip generation table would show 1,140 trip ends ($535 + 535 + 35 + 35 = 1,140$) generated by these three land uses. Does that mean that the roadway system had to accommodate 1,140 vehicles moving among these three land uses? Figure 4-3 shows that

PEAK HOUR EXTERNAL TRIPS



PEAK HOUR TRIP ENDS

	RESIDENTIAL	GROCERY	OFFICE	TOTAL
INBOUND	535	35	0	570
OUTBOUND	0	35	535	570
TOTAL	535	70	535	1,140

*Note: Numbers shown are for illustration purpose only.
These values do not reflect the Village at Playa Vista project trip generation.

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FIGURE 4-3
TRIP END VS. EXTERNAL TRIP EXAMPLE
IV-3a

although the trip generation table correctly totals 1,140 trip ends, the roadway system only experienced 535 automobile trips on the street system.

Trip generation summaries like that shown in Table 4-2 measure trip ends, not vehicular trips on the street system. To convert trip ends to vehicular trips on the external street system, the trips must be broken down into three basic trip categories:

- **Internal** - Internal trips consist of intrazonal and interzonal trips. Intrazonal trips are very short trips that stay within a very localized area (zone). For example, a person could leave a regional shopping center and drive across the ring road to stop at the restaurant located at the outer edge of the property. In the case of Playa Vista, an example of an intrazonal trip would be a trip leaving an office building in Area C and driving to a meeting in another office building in Area C. This trip would show up as two trip ends on the trip generation table (one trip end leaving the first office building and one trip end entering the second office building). In reality, only one automobile trip occurred, and that trip never used the external street system.

An interzonal trip would move from zone to zone within a large project. In Playa Vista, an example of an interzonal trip would be a trip leaving an office building at night and driving to a Playa Vista residential zone.

It is the intent of the mixed-use design and the internal transportation system of the Playa Vista development to greatly encourage these intrazonal and interzonal trips to convert from automobile trips to walk, bicycle or shuttle trips. However, the trip generation rates shown in Table 4-2, are typically based on free-standing suburban developments, and include even these short trips in the vehicular trip end totals shown in Table 4-2.

- **Internal-External** - These (I-E) trips are typically longer trips that leave a project and have their destination away from the project (e.g., a Playa Vista office trip that is destined for the airport).

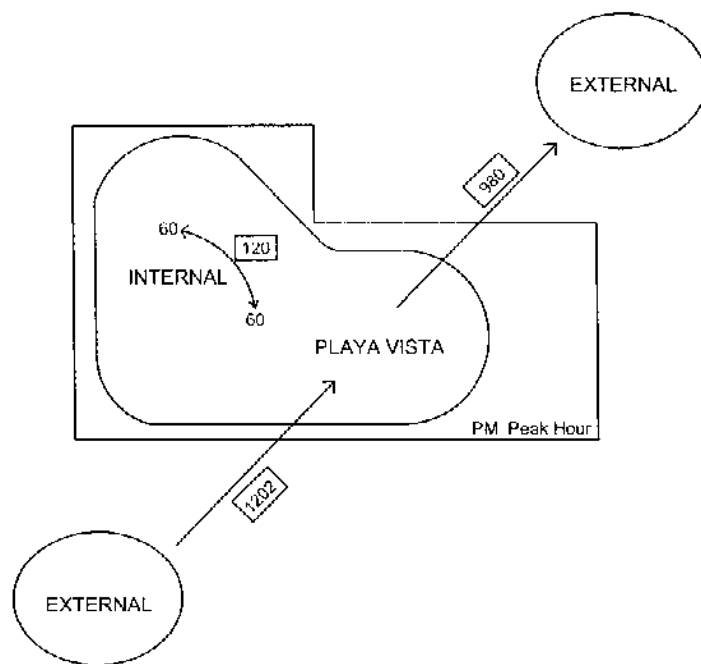
- **External-Internal** - Again, these (E-I) trips are longer trips that enter the project from an origin outside the project area (e.g., a trip leaving a retail store in Westchester and returning to a residence in Playa Vista).

The above two trip categories (IE and EI trips) represent approximately 2,180 of the 2,300 PM peak hour trip ends shown in Table 4-2. Because only one of the two trip ends occur within the boundaries of Playa Vista, these trip ends also represent 2180 vehicle trips (i.e., the trip ends are not "double counted" for these trip categories). These trips also affect the external street system.

Figure 4-4 shows a graphical summary of the Playa Vista trip table separated into the three trip categories explained above. The Playa Vista Transportation Model was used to distribute and assign project trips to the area street system, and this model assigned a portion of the total trips as internal trips. The distribution was based on a "Gravity Model" that allocates trips between two land-use types based on the size and the distance of competing opportunities. No manual adjustments were made in the model to make Playa Vista zones more attractive in order to capture a higher proportion of internal trips.

The Gravity Model allocated 120 trip ends to intrazonal connections and interzonal trip ends to stay within Playa Vista. Since both of these trip categories stay entirely within Playa Vista, two trip ends on the Playa Vista trip generation summary table represent only one vehicular trip. Therefore, the 120 internal trip ends represent 60 internal trips. Also, since they are internal trips, they have very little impact on the external street system. except that some of these trips utilize regional roadways like Lincoln Boulevard, Jefferson Boulevard, Playa Vista Drive and Bluff Creek Drive along the Playa Vista boundaries. These internal trips were assigned to the above roadways, wherever required, by the Playa Vista Transportation Model.

The remaining 2,182 trip ends fall into one of the two external trip categories. As shown on Figure 4-4, during the PM peak hour, the project would experience 1,200 inbound (E-I) trip ends and 982 outbound (I-E) trip ends. In this case, the number of trip ends would match the number of vehicular trips because only one trip end is within Playa Vista. These are the trips that will affect the external street system.



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

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

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FIGURE 4-4
PLAYA VISTA TRIP MAKING CATEGORIES
 1V-5a

Trip Distribution/Traffic Assignment

The second and third components of the travel demand analysis include estimation of the geographical distribution of origins and destinations for the Project trips generated by the Village at Playa Vista Project (Trip Distribution) and the assignment of the same on the area roadway system (Traffic Assignment).

The trip distribution for the project trips was performed within the Transportation Model Framework using a Gravity Model formulation. The internal and external components of the Village at Playa Vista Project trips were obtained using the calibrated gravity models for the region and not by 'forcing' a certain percentage through different paths using manual methods of intervention. The gravity model looks at the trips produced and distributes them in proportion to the size of the attracting zones and inversely proportional to the distance or travel time between the zones. For example, if the project produced 100 trips destined for a regional shopping center, the gravity model would assign many more trips to the Fox Hills Mall than to Santa Monica Place, because, although they are approximately the same size, the Fox Hills Mall is much closer. The internal and external components of the Project trips were obtained using the calibrated gravity model for the region. The project trip distribution was checked and verified against the trip lengths for areas with similar amounts of land use and through coordination with LADOT and LACDPW staff.

The trip generation and the internal and external trip distributions were combined to form the basis for assigning the trips to the street system. Using the 2010 model highway base networks for AM and PM peak hours, the future 2010 with Project trip tables for AM and PM peak hours were assigned using a capacity-restrained process similar to the existing validated model assignment procedures. The "Project-only" trips assigned on the 2010 base network were "tracked" in the model using special assignment features (i.e., additional options assignment techniques available in the Emme/2 software used for the Playa Vista Transportation Model). The results of these assignments are total 2010 traffic volumes (including project traffic) on the streets and freeways in the study area, project-only traffic volumes on the same streets and freeways and the corresponding 2010 Base traffic volumes for both AM and PM peak hours. These traffic volumes are further expressed as turning movements at the analyzed intersections in the study area. The

AM peak hour and the PM peak hour simulations are conducted in two separate traffic assignments.

The 'Project-only' traffic volume flows are shown in Figures 4-5 and 4-6 for the AM and PM peak hours, respectively. The 2010 with Project traffic flows are indicated on Figures 4-7 and 4-8 for AM and PM peak hours, respectively.

From Figures 4-5 and 4-6, it can be observed that the project trips will utilize the following key travel corridors within the study area as listed below:

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

The model tracks project trips throughout the study area road network. Approximately 5% to 6% of the project trips remain internal to the Playa Vista site. However, some of these trips will utilize the regional roadways like Jefferson Boulevard, Playa Vista Drive and portions of Lincoln Boulevard and Bluff Creek Drive to access/egress various neighborhoods and areas within the overall Playa Vista site. Approximately 45 to 50 percent of the project trips have their final destinations within three to four miles of the project site. A total of 65 to 70 percent of the trips are completed within five miles. While the study area covers 100 square miles, the majority of the Playa Vista traffic effects are felt close to the project, and the effects drop off quickly farther away from the project.

PROJECT-RELATED ROADWAY IMPROVEMENTS

As part of the development of the Village at Playa Vista Project, a new roadway, Bluff Creek Drive would be constructed/extended. This new roadway, Bluff Creek Drive would be connected between the First Phase and the Village at Playa Vista subdivisions, thereby providing an east-

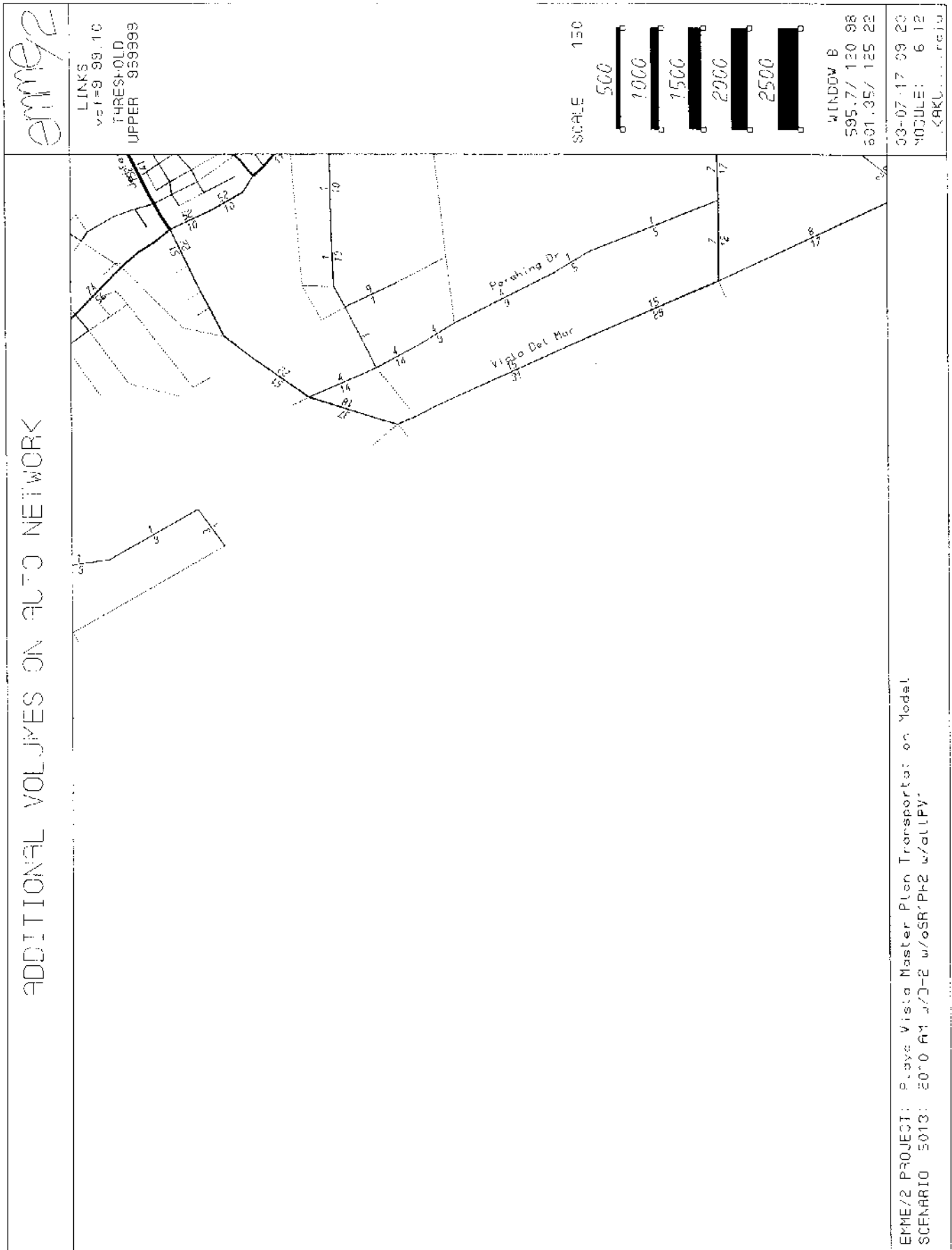


FIGURE 4-5, cont.
PROJECT ONLY – AM PEAK HOUR TRAFFIC VOLUMES
IV-7b

ADDITIONAL VOLUMES ON PUTO NETWORK

emr/2

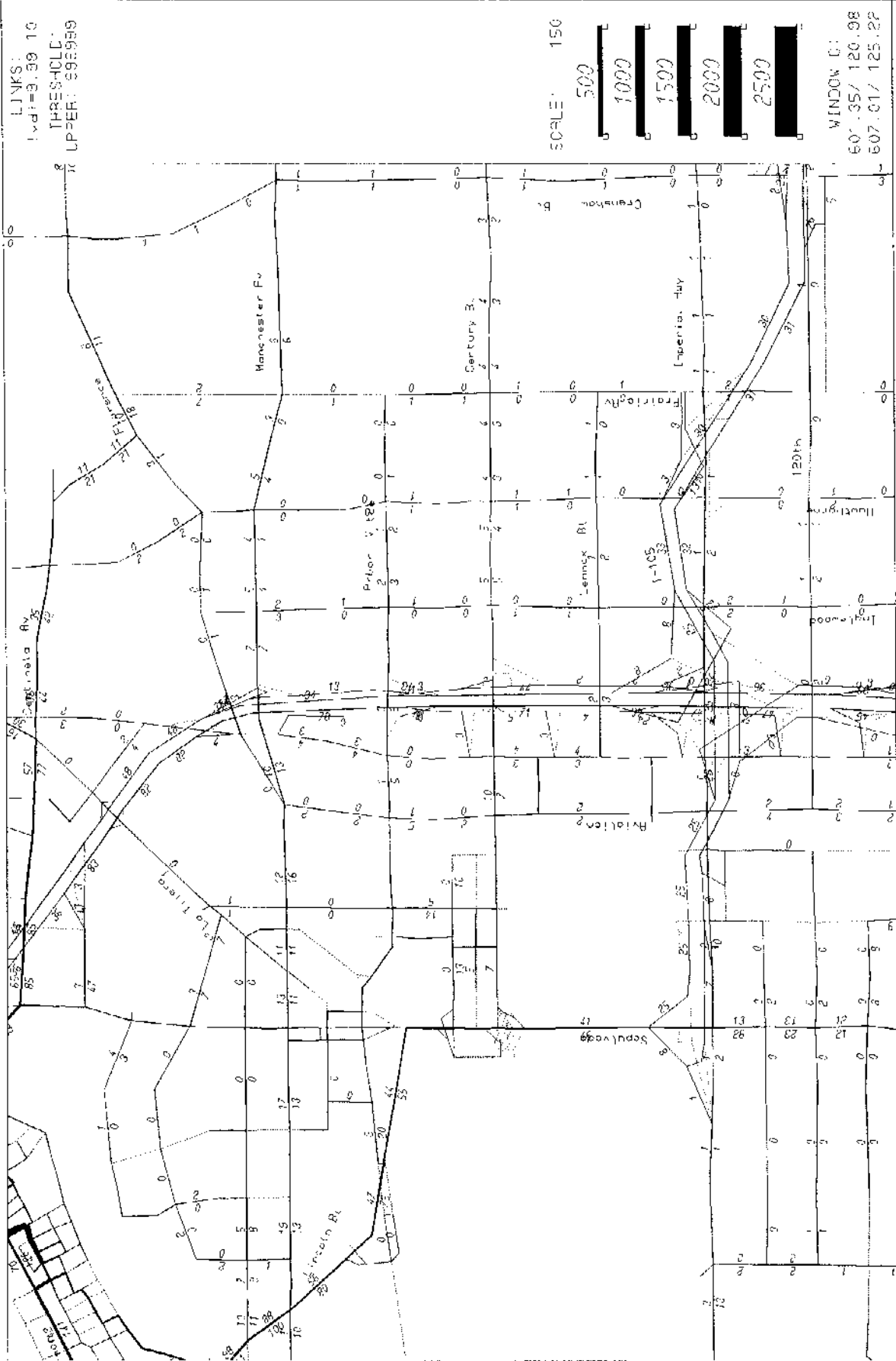


FIGURE 4-5, cont.
PROJECT ONLY - AM PEAK HOUR TRAFFIC VOLUMES
IV-7c

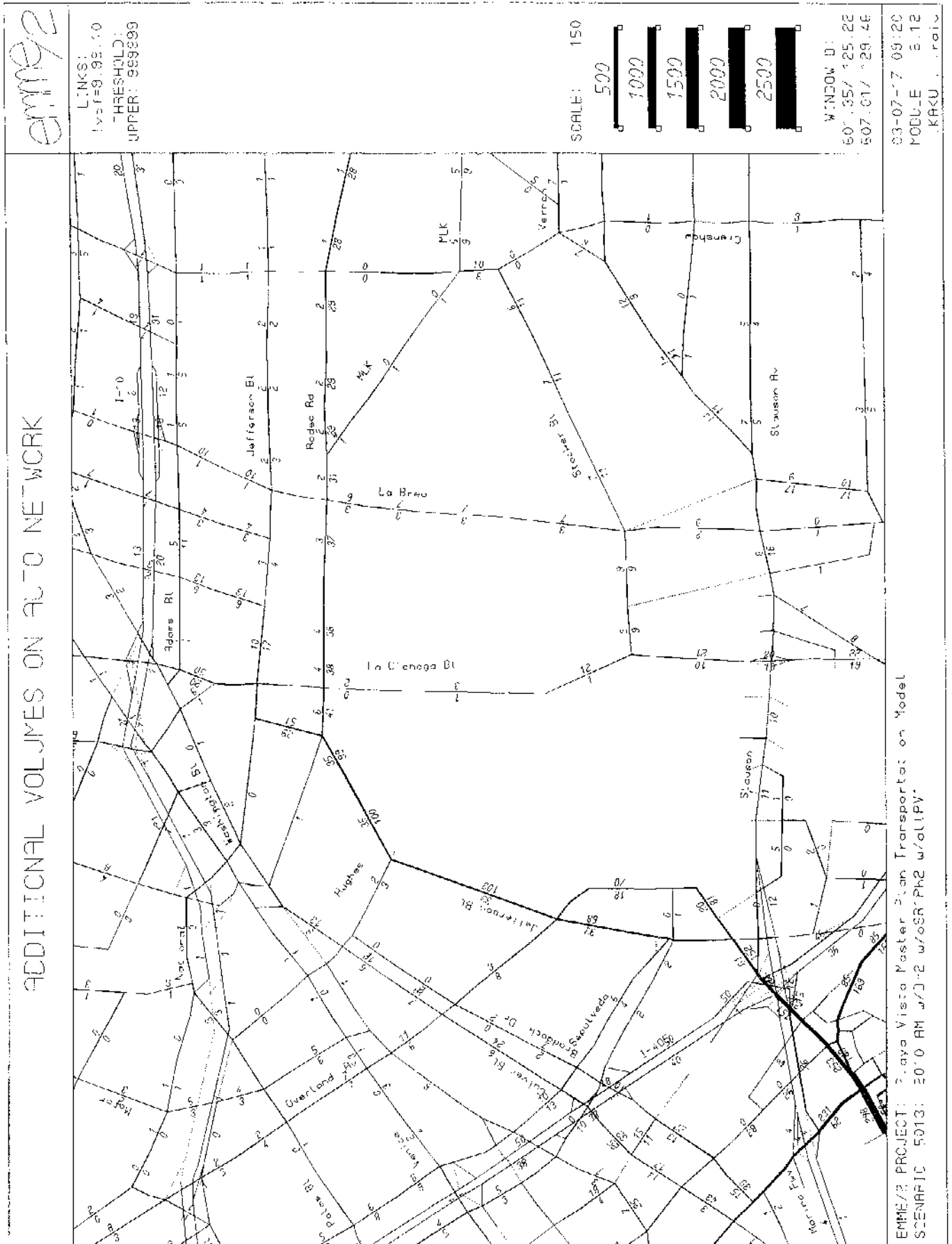
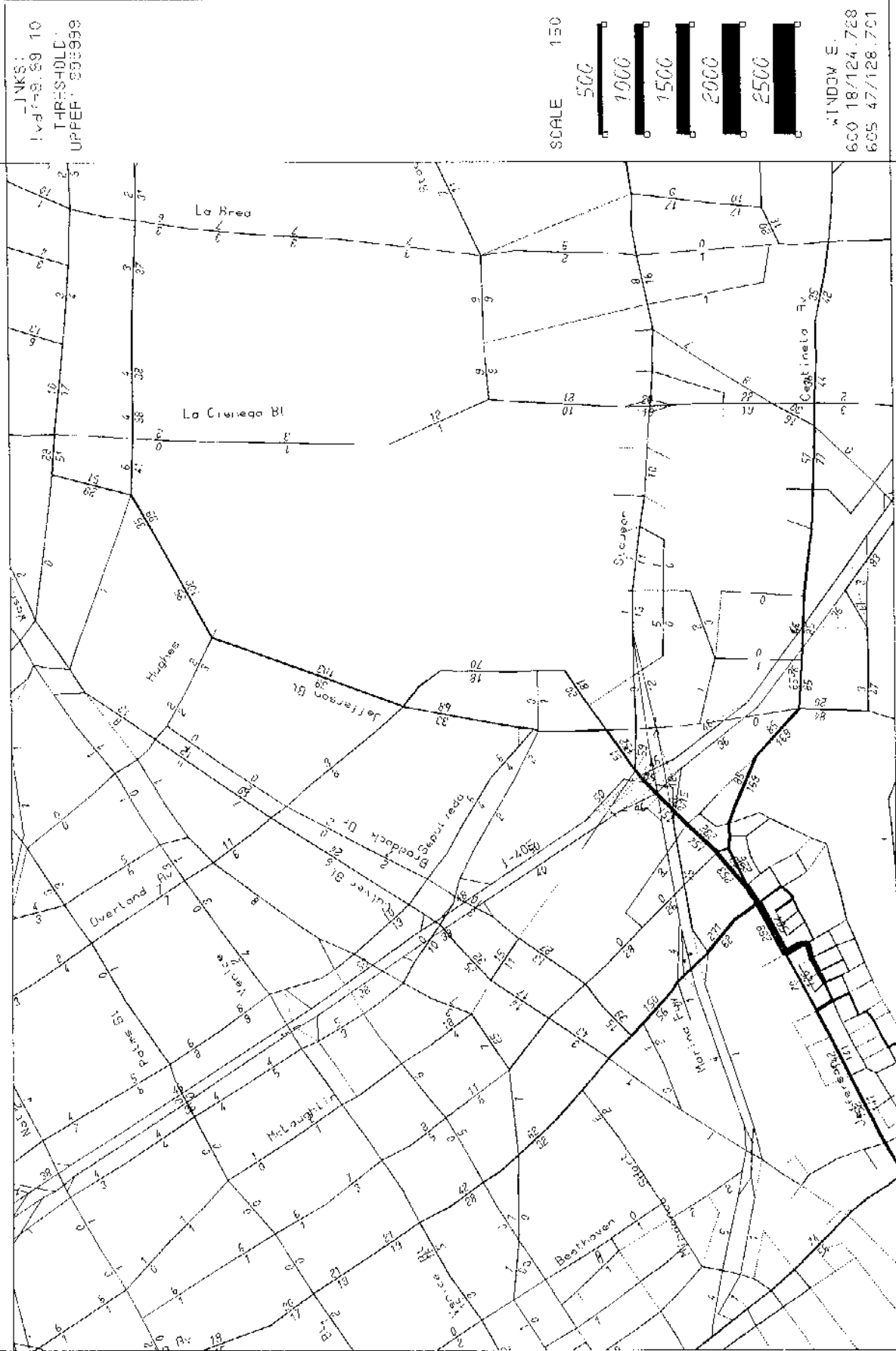


FIGURE 4-5, cont.
PROJECT ONLY - AM PEAK HOUR TRAFFIC VOLUMES
IV-7d

emr/2

ADDITIONAL VOLUMES ON AUTO NETWORK



EMR/2 PROJECT: Playa Vista Master Plan Transportation Model
 SCENARIO S013: 2010 PM w/D-2 w/CSRP1Ph2 w/CLIPV1

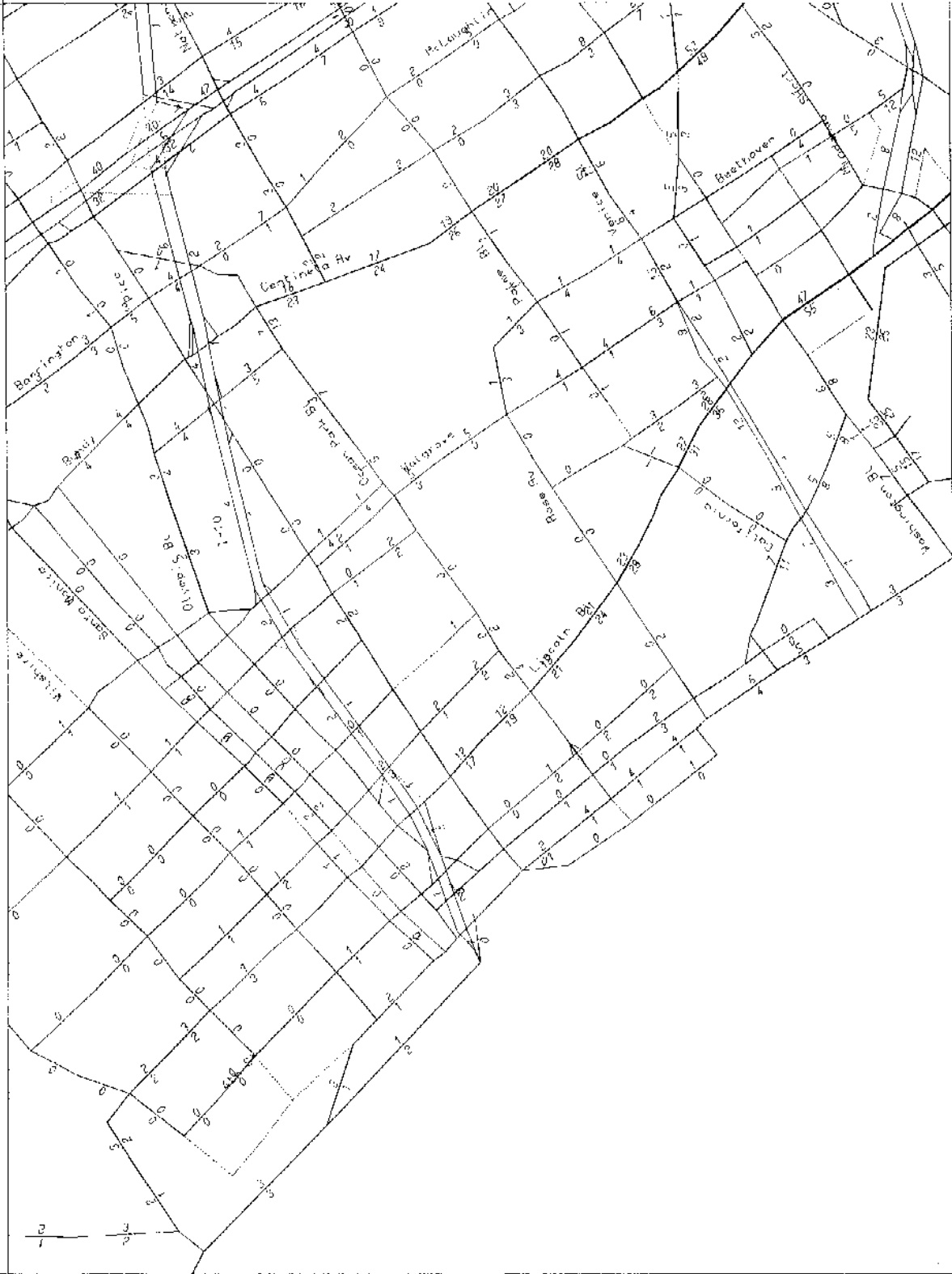
03-07-17 09:20
 MODULE: 6.12
 KKKJ... raju

FIGURE 4-5, cont.
 PROJECT ONLY - AM PEAK HOUR TRAFFIC VOLUMES
 IV-7e

ADDITIONAL VOLUMES ON PUTC NETWORK

emr/2

_LINKS:
 10/2/89 10
 T-RESTO.D:
 U=REF: 999999



SCALE: 150
 500
 1000
 1500
 2000
 2500

WINDOW A:
 595.7/ 125.22
 60.35/ 129.46

03-07-17 10:02
 MODULE: 5.12
 KAKU: .rel

EMR/2 PROJECT Plevia Vista Second Phase Project
 SCENARIO 5657 2010 PM Peak M/PV D2 (Oct 02)

FIGURE 4-6
PROJECT ONLY - PM PEAK HOUR TRAFFIC VOLUMES
 IV-7f

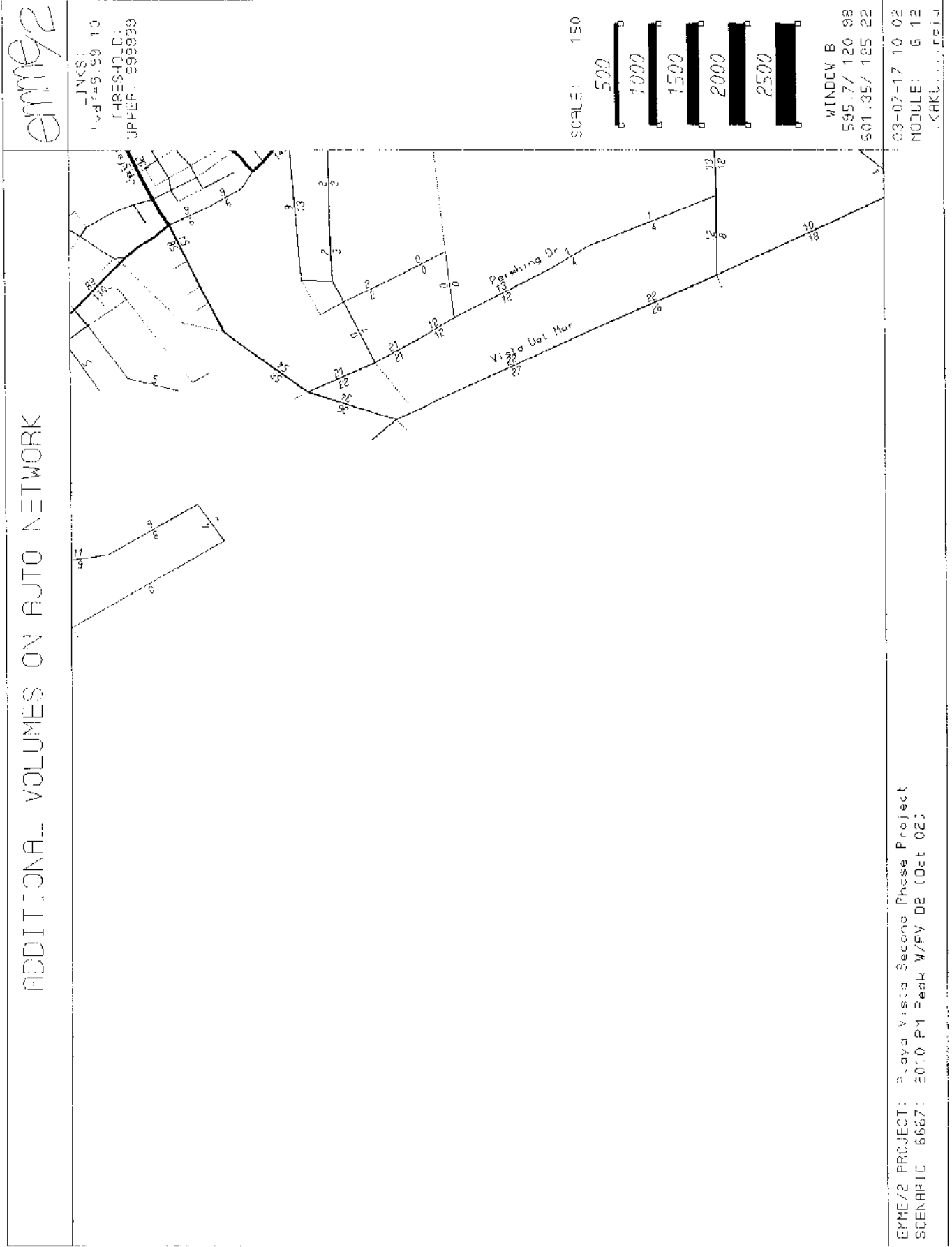
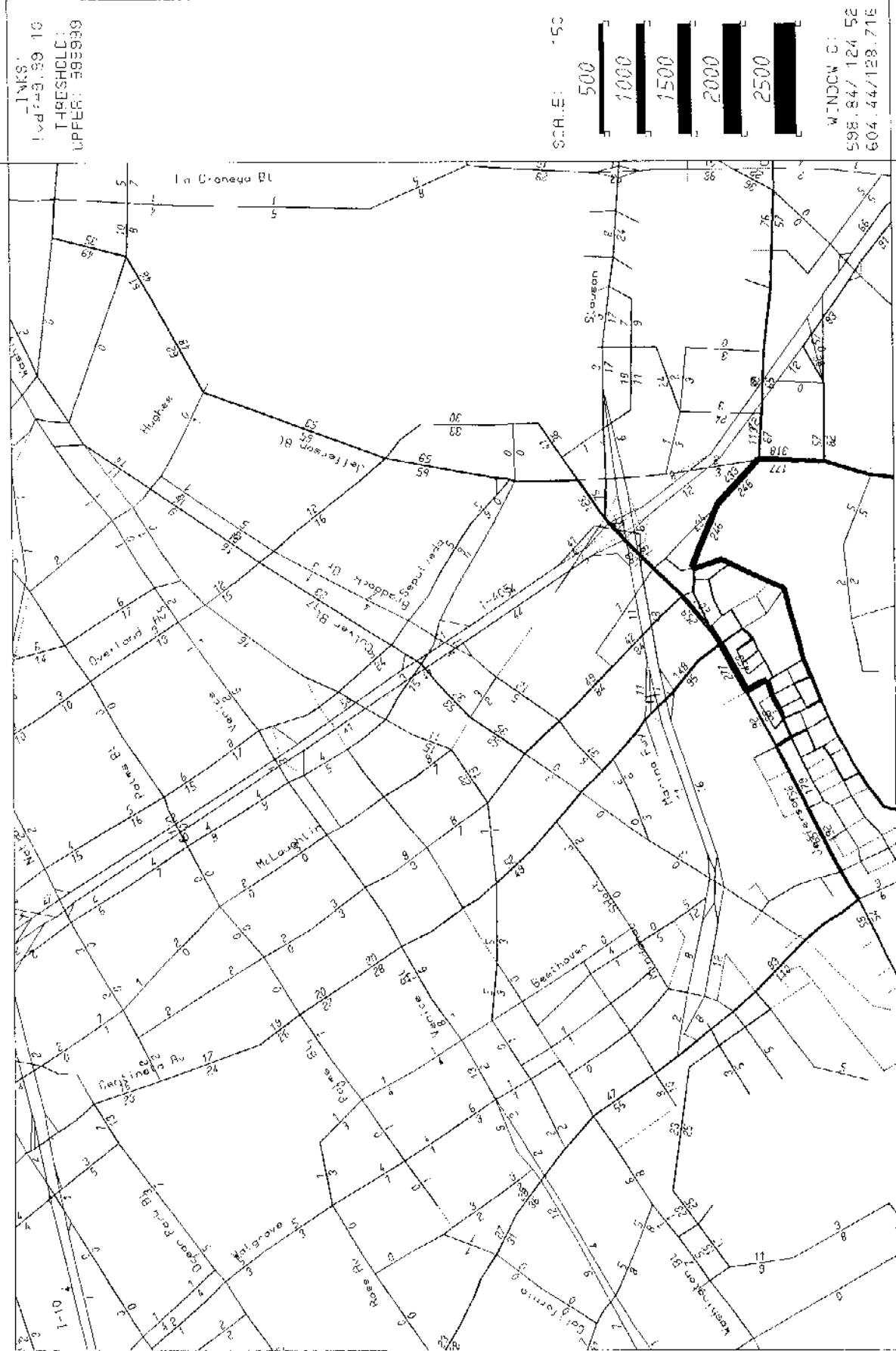


FIGURE 4-6, cont.
PROJECT ONLY – PM PEAK HOUR TRAFFIC VOLUMES
IV-7g

em192

ADDITIONAL VOLUMES ON AUTO NETWORK



EM192 PROJECT: Playa Vista Second Phase Project
 SCENARIO 6667: 2010 PM Peak W/PV C2 (Oct 02)

WINDOWN C:
 598.84/ 124.52
 604.44/128.715

03-07-17 10:02
 MODULE: 6.12
 KACU...

FIGURE 4-6, cont.
 PROJECT ONLY - PM PEAK HOUR TRAFFIC VOLUMES

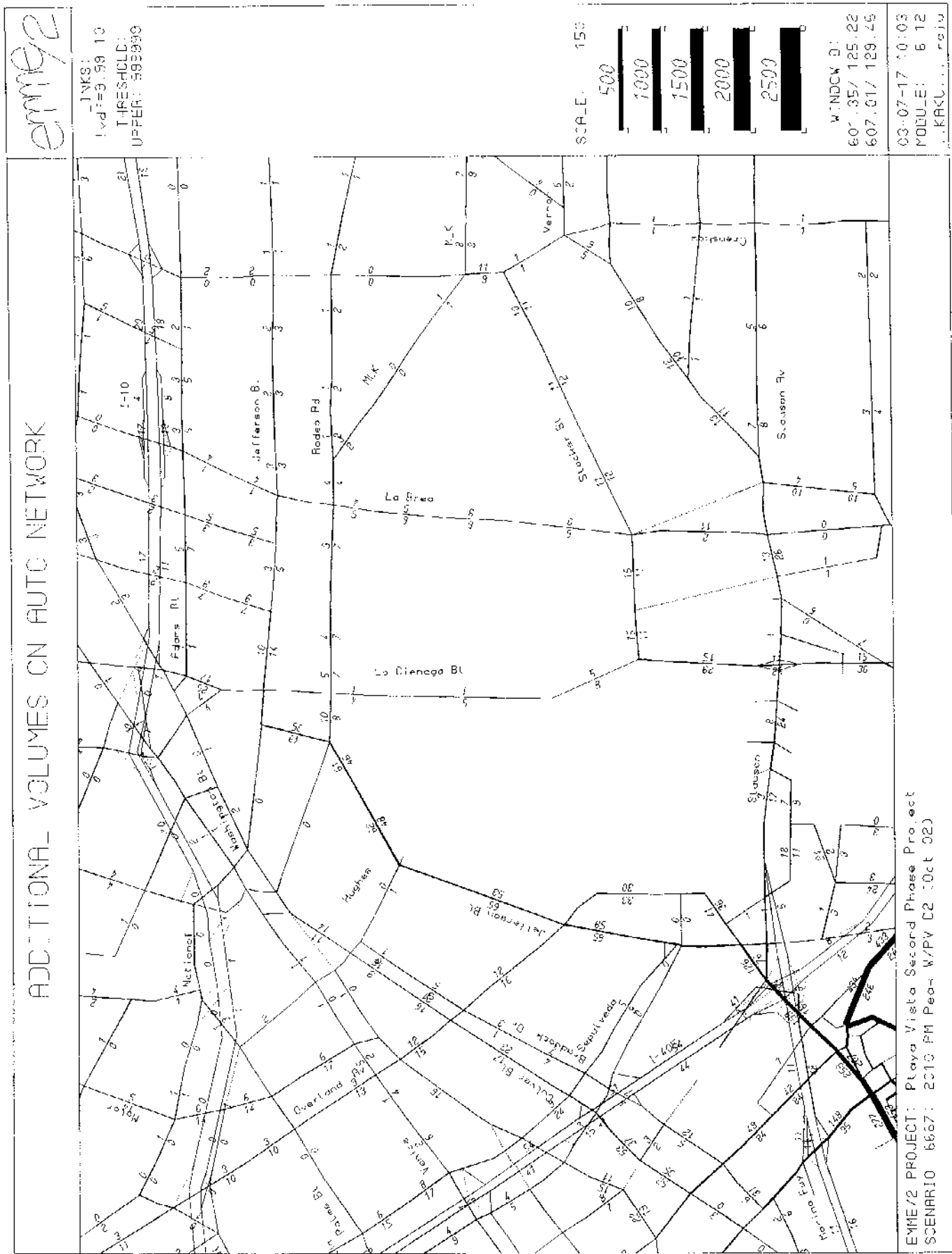


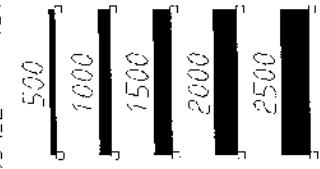
FIGURE 4-6, cont.
PROJECT ONLY - PM PEAK HOUR TRAFFIC VOLUMES
 IV-7i

EMME/2

ADDITIONAL VOLUMES ON PUTC NETWORK

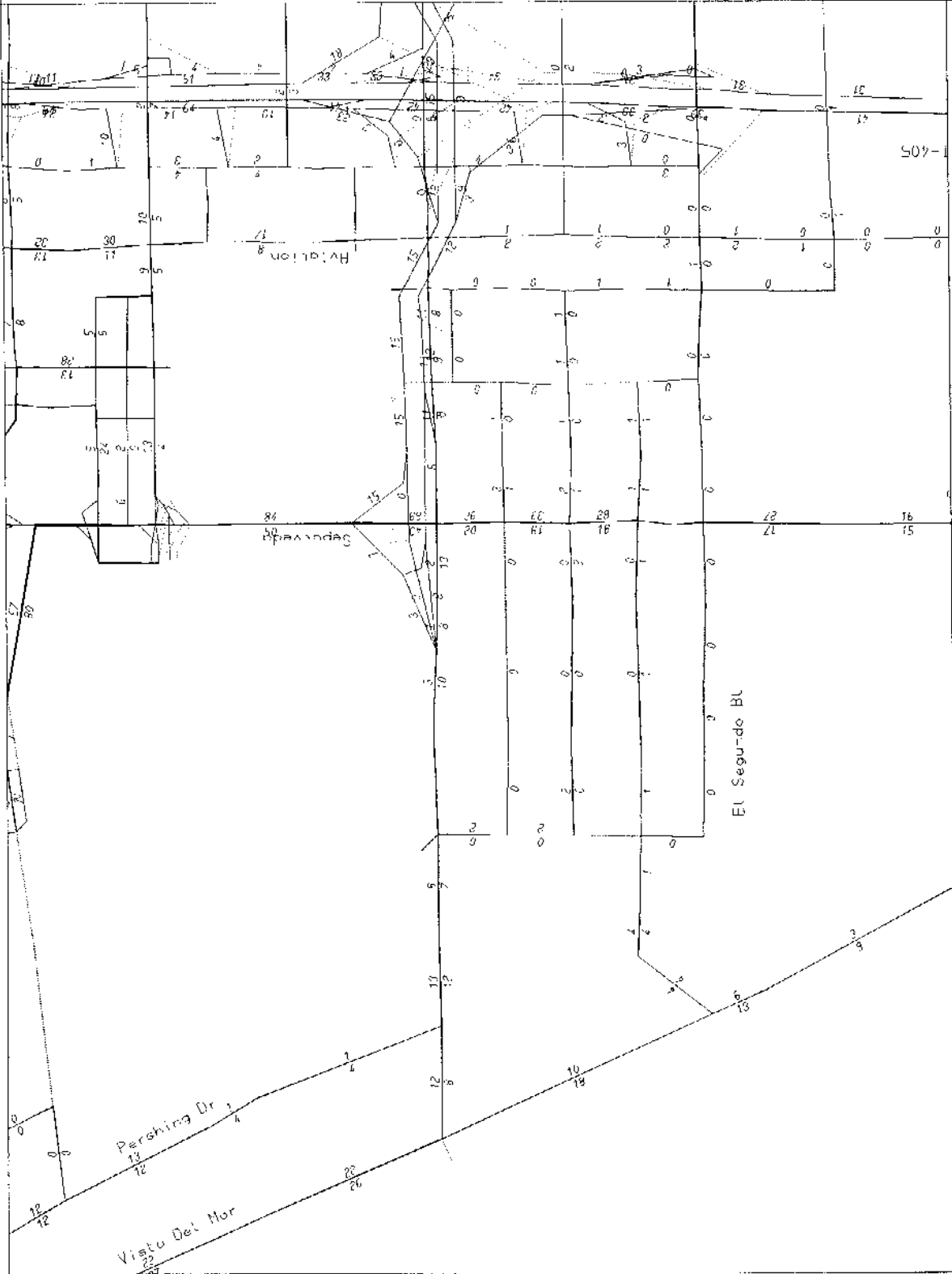
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THRESH=0.0
UPPER 999999

SCALE 150



WINDOW E:
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604 8/ 23.42

03-07-7 10:03
MODULE 6.12
KAKU



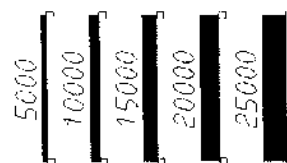
EMME/2 PROJECT: Playa Vista Second Phase Project
SCENARIO 6667: 2010 PM Peak W/PV C2 (Oct 02)

FIGURE 4-6, cont.
PROJECT ONLY - PM PEAK HOUR TRAFFIC VOLUMES
IV-7i

EMME/2

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I-RESHOLD:
II=PER 593939

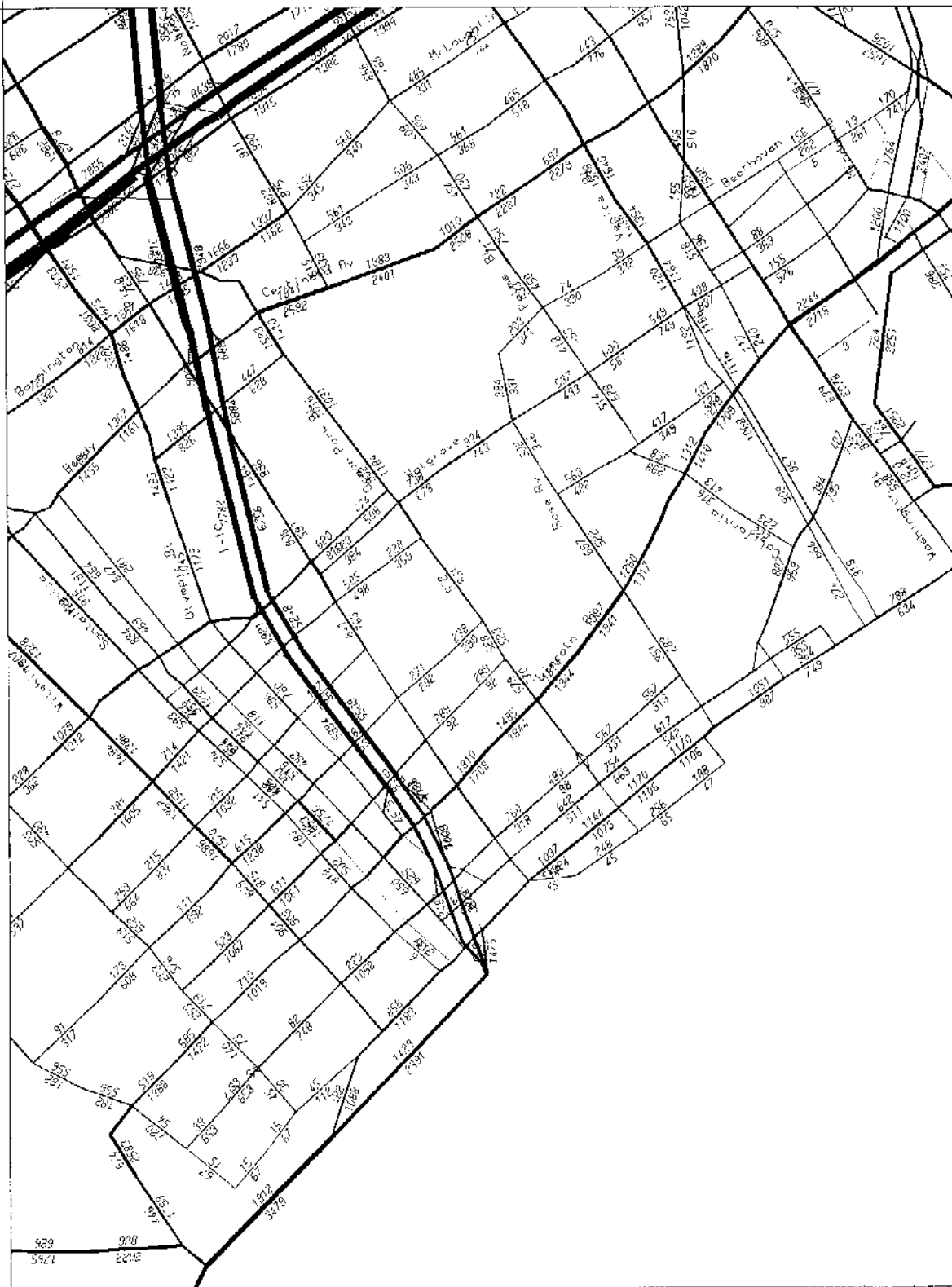
SCHIE 1802



WINDOW 3:
595.71 25.22
601.35 29.46

05-07-7 09:17
MODULE 3 12
KIKU .ratio

FUTURE VOLUMES



EMME/2 PROJECT: Playa Vista Master Plan Transportation Model
SCENARIO 5013: 2010 AM w/C-2 w/ESP1Ph2 w/atPV1

FIGURE 4-7
FUTURE 2010 WITH PROJECT – AM PEAK HOUR TRAFFIC VOLUMES
IV-7k

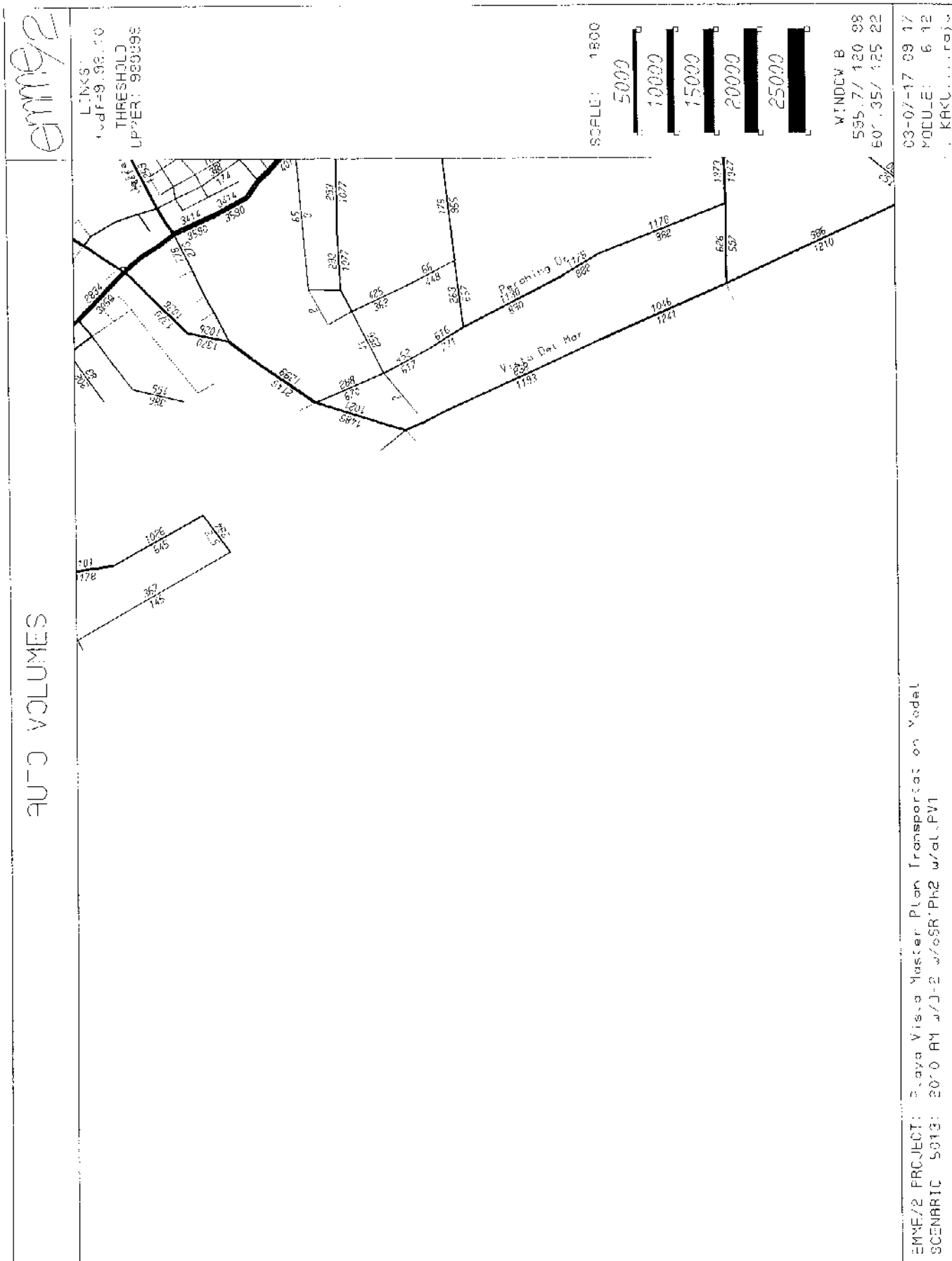


FIGURE 4-7, cont.
FUTURE 2010 WITH PROJECT – AM PEAK HOUR TRAFFIC VOLUMES
 IV-71

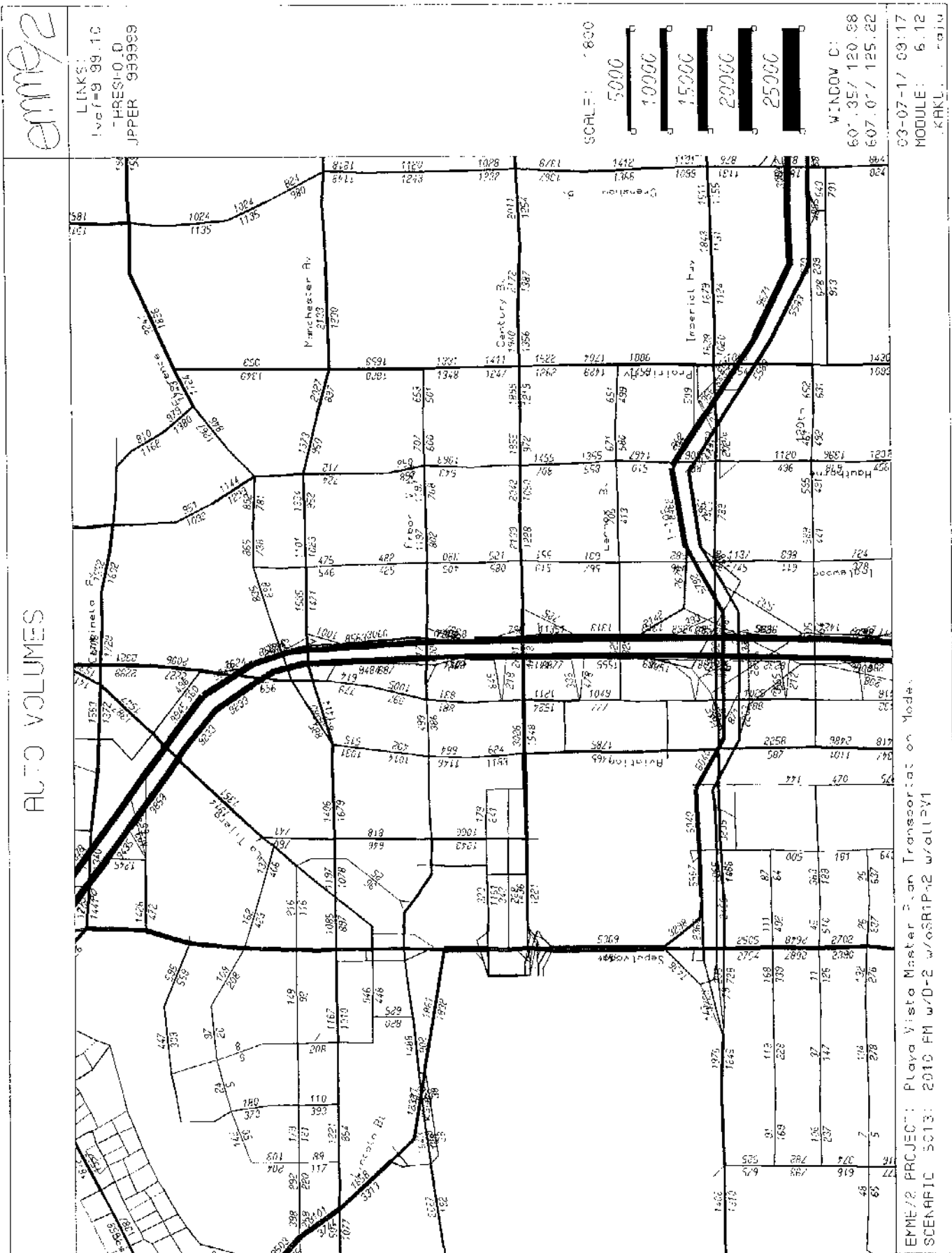


FIGURE 4-7, cont.
FUTURE 2010 WITH PROJECT – AM PEAK HOUR TRAFFIC VOLUMES
1V-7m

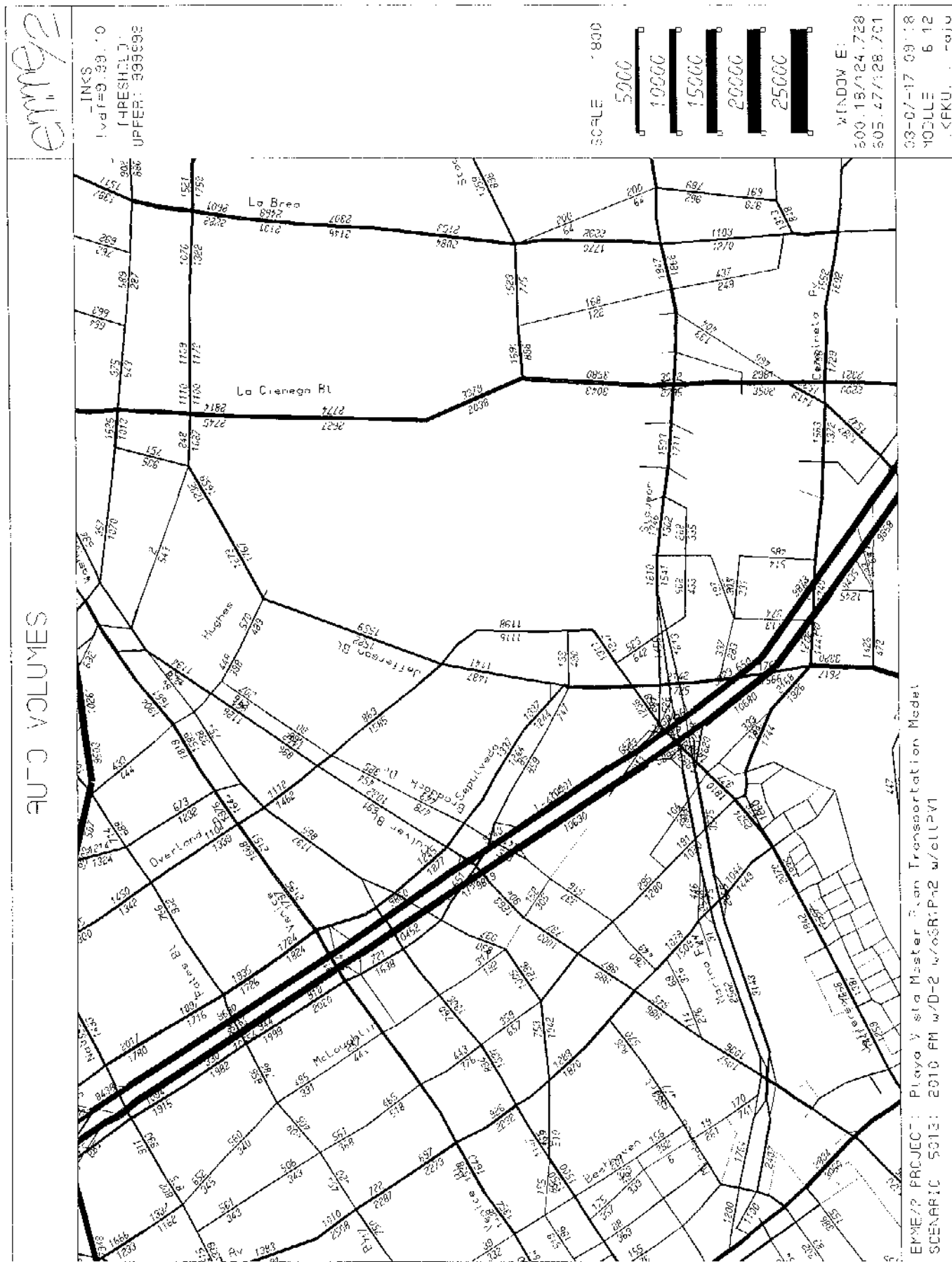


FIGURE 4-7, cont.
FUTURE 2010 WITH PROJECT – AM PEAK HOUR TRAFFIC VOLUMES
 IV-70

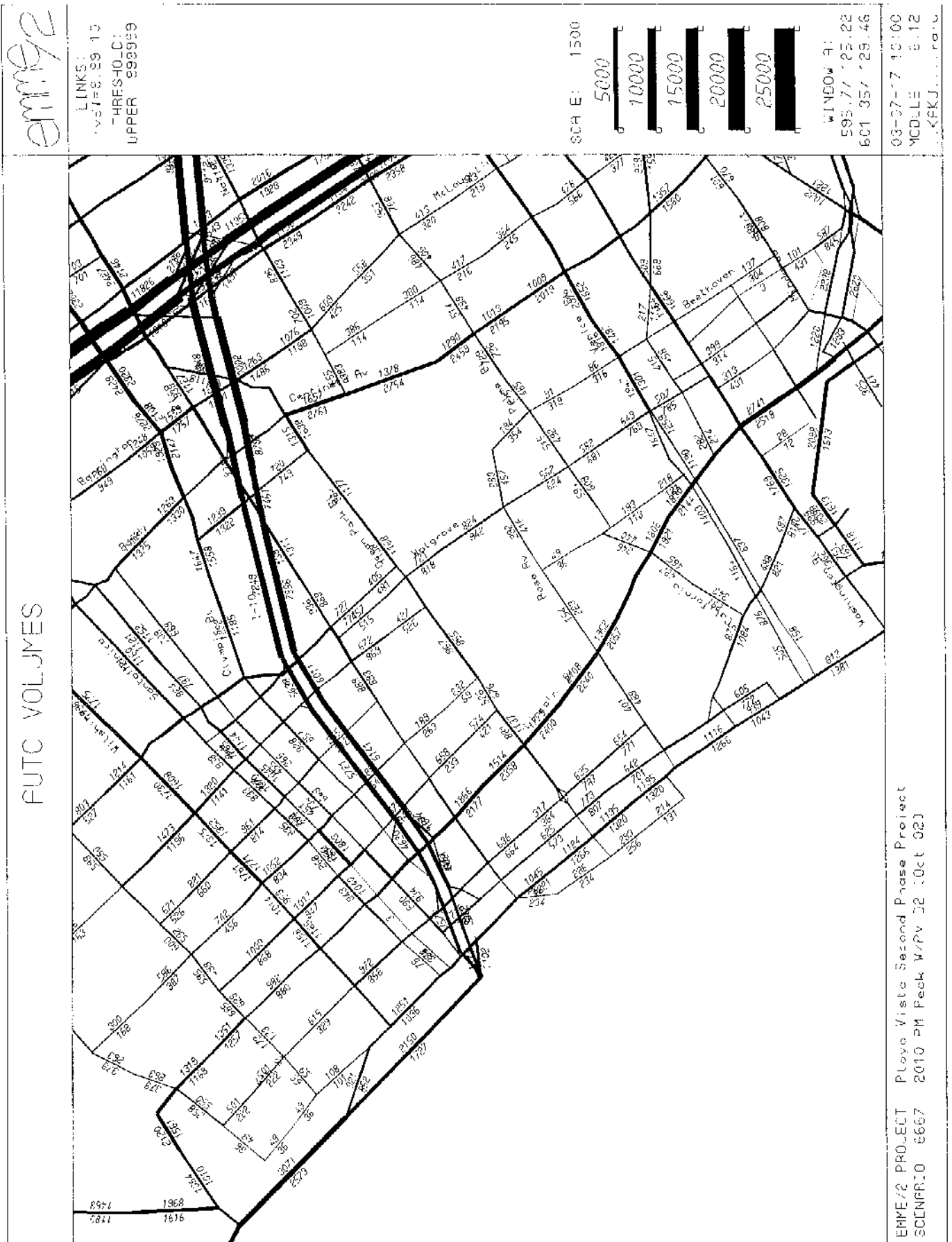
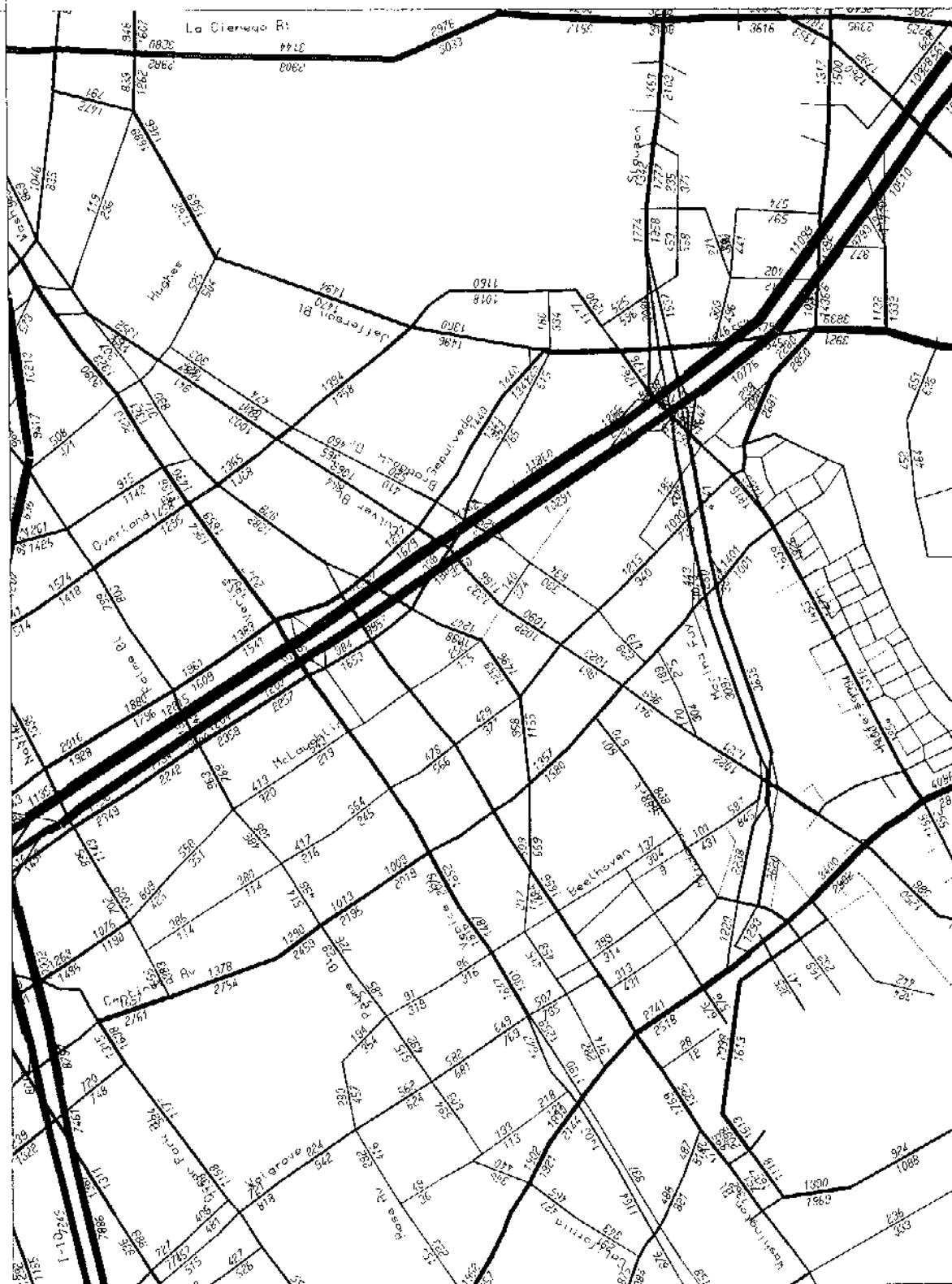


FIGURE 4-8
FUTURE 2010 WITHOUT PROJECT – PM PEAK HOUR TRAFFIC VOLUMES
IV-7p

FUTO VOLUMES

INKS
1097-9330
TRESHOLD
NUMBER: 90999



1501 SCHE:

50

10000

1500

5000

05-20

COUNTS:

598.844 124 53
604 44138.715

03-07-7 10:00
MODULE 5.12
KAKU .

FIGURE 4-8, cont.
FUTURE 2010 WITHOUT PROJECT – PM PEAK HOUR TRAFFIC VOLUMES
 IV-7r

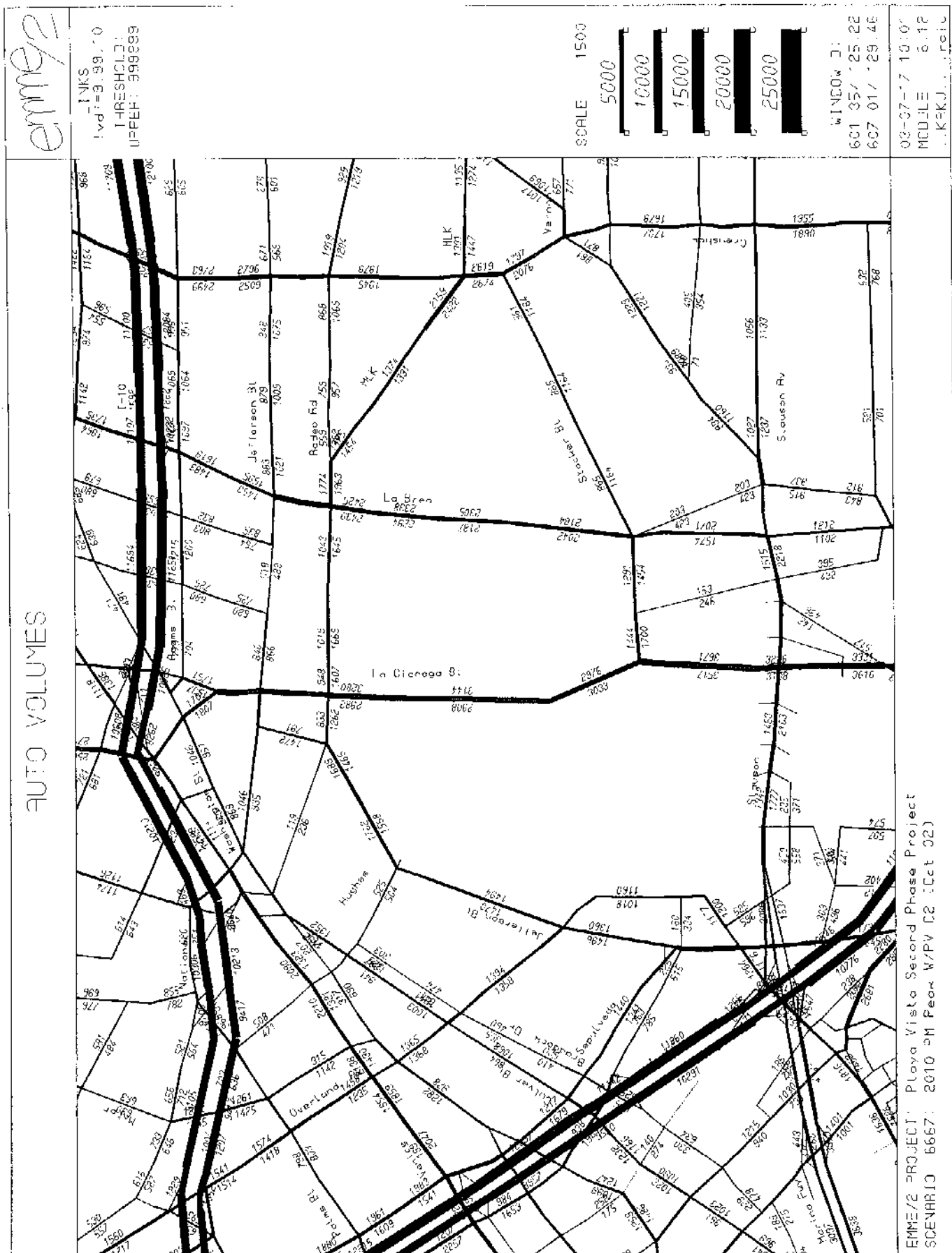


FIGURE 4-8, cont.
FUTURE 2010 WITHOUT PROJECT - PM PEAK HOUR TRAFFIC VOLUMES
IV-7s

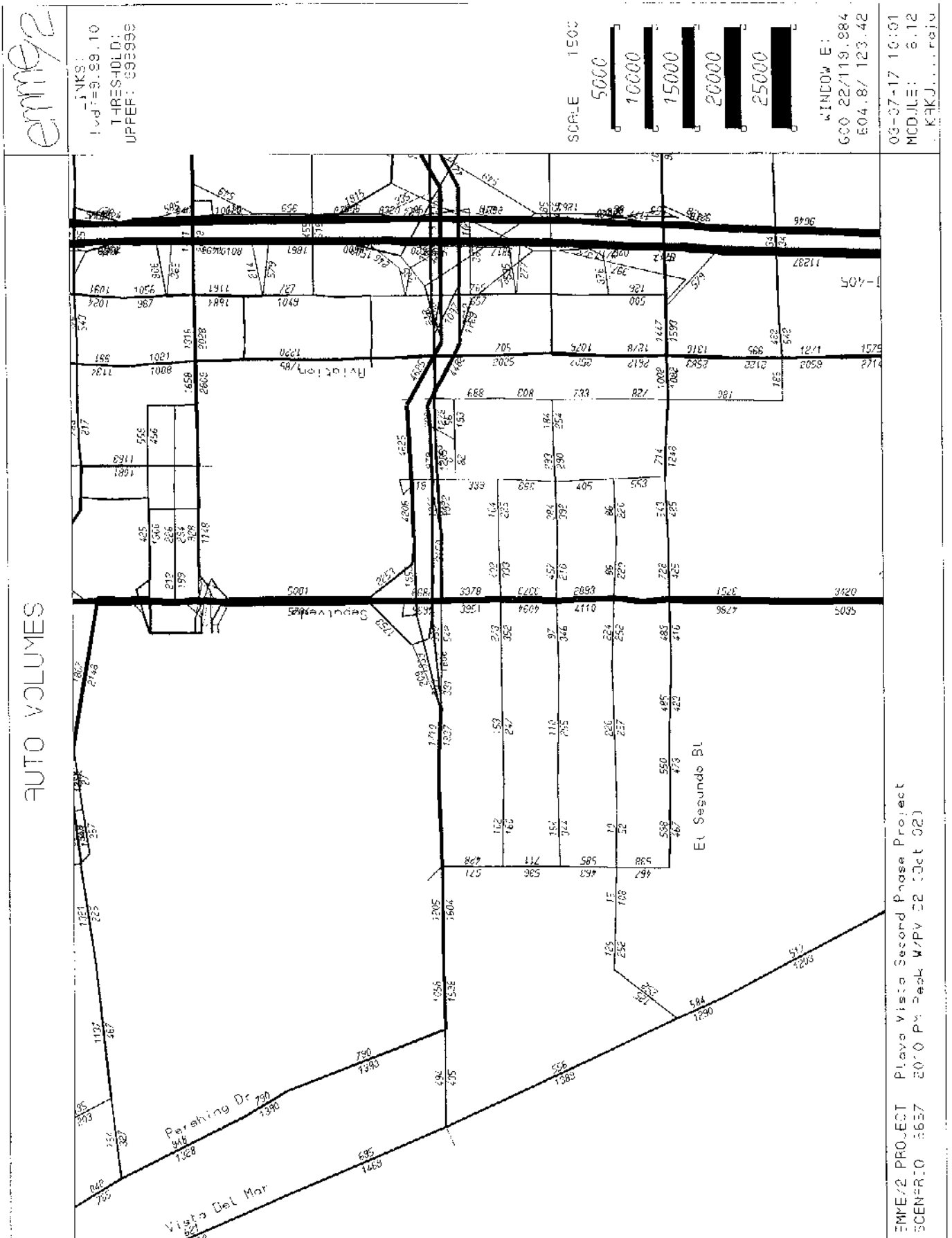


FIGURE 4-8, cont.
FUTURE 2010 WITHOUT PROJECT – PM PEAK HOUR TRAFFIC VOLUMES
 IV-7t

west, four-lane Secondary Highway connection from Centinela Avenue on the east to Lincoln Boulevard on the west. A new signalized intersection would be added at McConnell Avenue.

A new system of collector streets, local streets, and private driveways would be constructed on the project site. McConnell Avenue and Westlawn Avenue would be extended from their present termini at Jefferson Boulevard south into Playa Vista, with both roadways connecting to Bluff Creek Drive. An additional street, 2nd Street would be provided between Jefferson Boulevard and Bluff Creek Drive offering improved internal and local access and circulation within the site. The existing intersections at Jefferson Boulevard and McConnell Avenue, and Jefferson Boulevard and Westlawn Avenue would be improved with additional lanes.

INTERSECTION OPERATIONS

The "2010 with Project" conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in Year 2010 following development of the Village at Playa Vista Project.

The traffic volumes analyzed are the sum of the volumes of the Village at Playa Vista Project, background traffic growth, and base year (2003) existing volumes. The study intersections were analyzed using the critical movement methodology as described earlier. The Future with Project intersection operating conditions for the AM and PM peak hours are shown in Table 4-3. Figures 4-9 and 4-10 graphically illustrate the Future with Project AM and PM peak hour levels of service at the analyzed intersections, respectively. The traffic volumes, roadway intersection lane configurations, and the intersection capacity analyses are provided in Appendices 2A, 2B, and 3C, respectively. It should be noted that the intersection lane configurations consist of the existing lanes plus intersection improvements committed to by other developments (including the Playa Vista First Phase Project), as well as those to be constructed as part of the Village at Playa Vista Project.

From Table 4-3, the following observations can be made. Approximately 59% and 50% of the intersections are expected to operate at satisfactory levels of service (i.e., LOS D or better), 12%

TABLE 4--3
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
CITY OF LOS ANGELES								
LA CIENEGA BL	@ 111TH ST	AM	0.273	A	0.273	A	0.000	N
		PM	0.531	A	0.532	A	0.001	N
12TH ST	@ BLUFF CREEK DR	AM	0.327	A	0.393	A	0.066	N
		PM	0.415	A	0.525	A	0.110	N
SEPULVEDA BL	@ 77TH ST/76TH ST	AM	1.048	F	1.056	F	0.008	N
		PM	1.000	E	1.034	F	0.034	Y
SEPULVEDA BL	@ 80TH ST/79TH ST	AM	0.781	C	0.787	C	0.006	N
		PM	1.005	F	1.022	F	0.017	Y
LINCOLN BL	@ 83RD ST	AM	1.339	F	1.366	F	0.027	Y
		PM	1.021	F	1.083	F	0.062	Y
SEPULVEDA BL	@ 83RD ST	AM	0.738	C	0.742	C	0.004	N
		PM	0.859	D	0.873	D	0.014	N
SEPULVEDA BL	@ 88TH ST/LA TIJERA BL	AM	0.843	D	0.847	D	0.004	N
		PM	0.913	E	0.932	E	0.019	Y
AIRPORT BL	@ 96TH ST	AM	0.419	A	0.427	A	0.008	N
		PM	0.672	B	0.688	B	0.016	N
ABBOTT KINNEY BL	@ VENICE BL	AM	0.707	C	0.710	C	0.003	N
		PM	0.764	C	0.771	C	0.007	N
AIRPORT BL	@ CENTURY BL	AM	0.626	B	0.631	B	0.005	N
		PM	0.652	B	0.659	B	0.007	N
AIRPORT BL	@ LA TIJERA BL	AM	0.742	C	0.743	C	0.001	N
		PM	0.715	C	0.715	C	0.000	N
AIRPORT BL	@ MANCHESTER AV	AM	0.752	C	0.757	C	0.005	N
		PM	0.870	D	0.878	D	0.008	N
AIRPORT BL	@ WESTCHESTER PKWY/ARBOR VITAE ST	AM	0.707	C	0.707	C	0.000	N
		PM	0.819	D	0.825	D	0.006	N
ALLA RD	@ JEFFERSON BL	AM	0.550	A	0.584	A	0.034	N
		PM	0.408	A	0.512	A	0.044	N
AVIATION BL	@ ARBOR VITAE ST	AM	0.667	B	0.670	B	0.003	N
		PM	0.802	D	0.807	D	0.005	N
AVIATION BL	@ CENTURY BL	AM	0.886	D	0.888	D	0.002	N
		PM	0.972	E	0.981	E	0.009	N
AVIATION BL	@ IMPERIAL HWY	AM	0.865	D	0.865	D	0.000	N
		PM	0.908	E	0.908	E	0.000	N
PLAYA VISTA DR	@ B ST	AM	0.382	A	0.388	A	0.006	N
		PM	0.337	A	0.344	A	0.007	N
BEETHOVEN ST	@ JEFFERSON BL	AM	0.370	A	0.402	A	0.032	N
		PM	0.367	A	0.402	A	0.035	N
SAWTELLE BL	@ BRADDOCK DR	AM	0.699	B	0.703	C	0.004	N
		PM	0.753	C	0.758	C	0.005	N
MAIN ST	@ BROOKS AV/ABBOT KINNEY BL	AM	0.610	B	0.611	B	0.001	N
		PM	0.858	D	0.860	D	0.002	N
BUNDY DR	@ I-10 EB ON-RAMP	AM	1.297	F	1.297	F	0.000	N
		PM	1.169	F	1.169	F	0.000	N
BUNDY DR	@ OCEAN PARK BL	AM	1.086	F	1.098	F	0.012	Y
		PM	1.332	F	1.348	F	0.016	Y
CENTINELA AV	@ CULVER BL	AM	0.892	D	0.905	E	0.013	Y
		PM	0.850	D	0.869	D	0.019	N
CENTINELA AV	@ JEFFERSON BL	AM	0.656	B	0.746	C	0.090	Y
		PM	0.747	C	0.855	D	0.108	Y
LA CIENEGA BL	@ CENTINELA AV	AM	1.201	F	1.211	F	0.010	Y
		PM	1.253	F	1.262	F	0.009	N

TABLE 4--3 continued

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
LA TIJERA BL	@ CENTINELA AV	AM	1.048	F	1.089	F	0.041	Y
		PM	0.872	D	0.902	E	0.030	Y
CENTINELA AV	@ MARINA FWY EB RAMPS	AM	0.398	A	0.462	A	0.064	N
		PM	0.506	A	0.615	B	0.049	N
CENTINELA AV	@ MARINA FWY WB RAMPS	AM	0.478	A	0.497	A	0.019	N
		PM	0.449	A	0.470	A	0.021	N
MESMER AV	@ CENTINELA AV	AM	0.438	A	0.457	A	0.019	N
		PM	0.406	A	0.447	A	0.041	N
CENTINELA AV	@ SHORT AV	AM	0.643	B	0.655	B	0.012	N
		PM	0.634	B	0.653	B	0.019	N
BLUFF CREEK DR	@ CENTINELA AV	AM	0.474	A	0.512	A	0.038	N
		PM	0.591	A	0.726	C	0.135	Y
CENTINELA AV	@ VENICE BL	AM	1.228	F	1.248	F	0.020	Y
		PM	1.332	F	1.350	F	0.018	Y
SEPULVEDA BL	@ CENTURY BL	AM	0.691	D	0.698	D	0.007	N
		PM	0.887	D	0.895	D	0.008	N
CRENSHAW BL	@ FLORENCE AV	AM	0.815	D	0.817	D	0.002	N
		PM	0.873	D	0.875	D	0.002	N
CRENSHAW BL	@ SLAUSON AV	AM	1.057	F	1.059	F	0.002	N
		PM	1.289	F	1.292	F	0.003	N
CRENSHAW BL	@ STOCKER ST	AM	0.793	C	0.799	C	0.006	N
		PM	0.794	C	0.799	C	0.005	N
INGLEWOOD BL	@ CULVER BL	AM	0.798	C	0.846	D	0.048	Y
		PM	0.979	E	1.053	F	0.074	Y
CULVER BL	@ JEFFERSON BL	AM	0.817	D	0.835	D	0.018	N
		PM	0.807	D	0.829	D	0.022	Y
CULVER BL	@ MARINA EXWY EB RAMPS	AM	0.785	C	0.790	C	0.005	N
		PM	0.621	B	0.623	B	0.002	N
CULVER BL	@ MARINA EXWY WB RAMPS	AM	1.082	F	1.084	F	0.002	N
		PM	1.033	F	1.042	F	0.009	N
CULVER BL	@ NICHOLSON ST	AM	0.917	E	0.933	E	0.016	Y
		PM	0.739	C	0.765	C	0.026	N
PLAYA VISTA DR	@ CULVER BL	AM	0.678	B	0.678	B	0.000	N
		PM	0.474	A	0.478	A	0.004	N
CULVER BL	@ VENICE BL	AM	1.035	F	1.039	F	0.004	N
		PM	0.994	F	0.997	F	0.003	N
CULVER BL	@ VISTA DEL MAR	AM	0.883	D	0.896	D	0.013	N
		PM	0.599	A	0.618	B	0.019	N
LINCOLN BL RAMP	@ CULVER BL (SOUTHEAST)	AM	0.521	A	0.521	A	0.000	N
		PM	0.228	A	0.228	A	0.000	N
LA CIENEGA BL	@ FAIRFAX AV	AM	1.113	F	1.121	F	0.008	N
		PM	0.929	E	0.938	E	0.009	N
FAIRFAX AV	@ WASHINGTON BL	AM	1.225	F	1.233	F	0.008	N
		PM	0.693	B	0.700	B	0.007	N
FAIMOUTH AV	@ MANCHESTER AV	AM	0.455	A	0.463	A	0.008	N
		PM	0.594	A	0.597	A	0.003	N
GLENCOE AV	@ MAXELLA AV	AM	0.323	A	0.323	A	0.000	N
		PM	0.571	A	0.572	A	0.001	N
VISTA DEL MAR	@ GRAND AV	AM	0.803	D	0.809	D	0.006	N
		PM	0.540	A	0.548	A	0.008	N
SEPULVEDA BL	@ HOWARD HUGHES PKWY	AM	0.962	E	0.984	E	0.022	Y
		PM	0.963	E	1.003	F	0.050	Y

TABLE 4--3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
LINCOLN BL	@ HUGHES IHR	AM	0.585	A	0.605	B	0.020	N
		PM	0.780	C	0.824	D	0.044	Y
LA BREA AV	@ I-10 EB OFF RAMP	AM	0.585	A	0.586	A	0.001	N
		PM	0.689	B	0.691	B	0.002	N
LA CIENEGA BL	@ I-10 EB OFF RAMP	AM	0.814	D	0.815	D	0.001	N
		PM	0.786	C	0.786	C	0.001	N
WASHINGTON BL	@ I-10 EB ON-RAMP	AM	0.551	A	0.563	A	0.012	N
		PM	0.661	B	0.667	B	0.006	N
LA BREA AV	@ I-10 WB OFF RAMP	AM	0.639	B	0.639	B	0.000	N
		PM	0.639	B	0.639	B	0.000	N
WASHINGTON BL	@ I-10 WB OFF RAMP/APPLE ST	AM	0.531	A	0.536	A	0.005	N
		PM	0.577	A	0.583	A	0.006	N
SEPULVEDA BL	@ I-105 WB OFF RAMP	AM	1.237	F	1.246	F	0.009	N
		PM	1.237	F	1.256	F	0.019	Y
I-405 NB RAMPS	@ JEFFERSON BL	AM	0.835	D	0.855	D	0.020	Y
		PM	1.313	F	1.323	F	0.010	Y
I-405 NB RAMPS	@ LA TIJERA BL	AM	0.693	B	0.693	B	0.000	N
		PM	0.763	C	0.763	C	0.000	N
I-405 SB RAMPS	@ JEFFERSON BL	AM	0.678	B	0.733	C	0.055	Y
		PM	0.761	C	0.815	D	0.054	Y
I-405 SB RAMPS	@ LA TIJERA BL	AM	0.668	B	0.668	B	0.000	N
		PM	0.703	C	0.703	C	0.000	N
LA CIENEGA BL	@ I-405 SB RAMPS N/O CENTURY BL	AM	0.633	B	0.634	B	0.001	N
		PM	0.620	B	0.623	B	0.003	N
LA CIENEGA BL	@ I-405 SB RAMPS N/O IMPERIAL HWY	AM	0.453	A	0.454	A	0.001	N
		PM	0.306	A	0.307	A	0.001	N
LA CIENEGA BL	@ I-405 SB RAMPS S/O CENTURY BL	AM	0.541	A	0.543	A	0.002	N
		PM	0.506	A	0.508	A	0.002	N
LA CIENEGA BL	@ IMPERIAL HWY	AM	0.645	B	0.645	B	0.000	N
		PM	0.464	A	0.464	A	0.000	N
PERSHING DR	@ IMPERIAL HWY	AM	0.955	E	0.957	E	0.002	N
		PM	0.521	A	0.525	A	0.004	N
SEPULVEDA BL	@ IMPERIAL HWY	AM	0.969	F	0.974	E	0.005	N
		PM	1.230	F	1.255	F	0.025	Y
VISTA DEL MAR	@ IMPERIAL HWY	AM	1.092	F	1.100	F	0.008	N
		PM	0.483	A	0.490	A	0.007	N
INGLWOOD BL/CENTINELA AV	@ JEFFERSON BL	AM	0.833	D	0.862	D	0.029	Y
		PM	0.789	C	0.828	D	0.039	Y
LA CIENEGA BL	@ JEFFERSON BL	AM	1.308	F	1.316	F	0.008	N
		PM	1.178	F	1.185	F	0.007	N
LINCOLN BL	@ JEFFERSON BL	AM	0.991	E	1.024	F	0.033	Y
		PM	1.051	F	1.110	F	0.059	Y
McCONNELL AV	@ JEFFERSON BL	AM	[a] 95.4	F	0.451	A	N/A	N
		PM	[a] 696.2	F	0.385	A	N/A	N
MESMER AV	@ JEFFERSON BL	AM	0.416	A	0.442	A	0.026	N
		PM	0.464	A	0.517	A	0.053	N
JEFFERSON BL	@ NATIONAL BL	AM	0.466	A	0.469	A	0.003	N
		PM	0.635	B	0.646	B	0.011	N
PLAYA VISTA DR	@ JEFFERSON BL	AM	0.661	B	0.687	B	0.026	N
		PM	0.715	C	0.744	C	0.029	N
JEFFERSON BL	@ RODEO RD	AM	0.806	D	0.818	D	0.012	N
		PM	0.878	D	0.886	D	0.008	N

TABLE 4--3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
WEST LAWN AV	@ JEFFERSON BL	AM	0.447	A	0.499	A	0.052	N
		PM	0.473	A	0.572	A	0.099	N
LA CIENEGA BL	@ LA TIJERA BL	AM	0.898	D	0.904	E	0.006	N
		PM	0.789	C	0.799	C	0.010	N
LA CIENEGA BL	@ RODEO RD	AM	1.161	F	1.170	F	0.009	N
		PM	1.253	F	1.262	F	0.009	N
LA CIENEGA BL	@ VENICE BL	AM	1.176	F	1.178	F	0.002	N
		PM	1.064	F	1.065	F	0.001	N
LINCOLN BL	@ LA TIJERA BL	AM	0.799	C	0.818	D	0.019	N
		PM	0.868	D	0.894	D	0.026	Y
LA TIJERA BL	@ MANCHESTER AV	AM	0.747	C	0.752	C	0.005	N
		PM	0.769	C	0.777	C	0.008	N
LINCOLN BL	@ LOYOLA BL	AM	0.723	C	0.744	C	0.021	N
		PM	0.699	B	0.728	C	0.029	N
LINCOLN BL	@ MANCHESTER AV	AM	1.264	F	1.291	F	0.027	Y
		PM	1.203	F	1.237	F	0.034	Y
LINCOLN BL	@ MARINA EXWY	AM	1.039	F	1.056	F	0.017	Y
		PM	1.096	F	1.113	F	0.017	Y
LINCOLN BL	@ MAXELLA AV	AM	0.897	D	0.909	E	0.012	Y
		PM	0.952	E	0.963	E	0.011	Y
LINCOLN BL	@ ROSE AV	AM	0.929	E	0.938	E	0.009	N
		PM	0.894	D	0.902	F	0.008	N
SEPULVEDA BL	@ LINCOLN BL	AM	0.595	A	0.603	B	0.008	N
		PM	0.819	D	0.836	D	0.017	N
LINCOLN BL	@ BLUFF CREEK DR (HUGHES WAY)	AM	0.710	C	0.737	C	0.027	N
		PM	0.868	D	0.908	E	0.040	Y
LINCOLN BL	@ VENICE BL	AM	1.087	F	1.100	F	0.013	Y
		PM	1.060	F	1.071	F	0.011	Y
LINCOLN BL	@ WASHINGTON BL	AM	1.153	F	1.163	F	0.010	Y
		PM	1.241	F	1.254	F	0.013	Y
MAIN ST	@ ROSE AV	AM	0.510	A	0.511	A	0.001	N
		PM	0.900	D	0.903	E	0.003	N
PERSHING DR	@ MANCHESTER AV	AM	0.443	A	0.445	A	0.002	N
		PM	0.411	A	0.419	A	0.008	N
SEPULVEDA BL	@ MANCHESTER AV	AM	1.001	F	1.008	F	0.007	N
		PM	1.178	F	1.235	F	0.057	Y
MINDANAO WY	@ MARINA EXWY EB RAMPS	AM	0.804	D	0.804	D	0.000	N
		PM	0.889	D	0.893	D	0.004	N
MINDANAO WY	@ MARINA EXWY WB RAMPS	AM	0.560	A	0.562	A	0.002	N
		PM	0.635	B	0.635	B	0.000	N
MCCONNELL AV	@ BLUFF CREEK DR	AM	N/A	-	0.310	A	N/A	N
		PM	N/A	-	0.455	A	N/A	N
MOTOR AV	@ VENICE BL	AM	0.991	E	0.993	E	0.002	N
		PM	1.019	F	1.028	F	0.009	N
OCEAN AV/VIA MARINA	@ WASHINGTON BL	AM	1.233	F	1.236	F	0.003	N
		PM	1.311	F	1.314	F	0.003	N
OVERLAND AV	@ PALMS BL	AM	0.913	E	0.915	E	0.002	N
		PM	1.106	F	1.111	F	0.005	N
OVERLAND AV	@ VENICE BL	AM	1.124	F	1.126	F	0.002	N
		PM	1.145	F	1.151	F	0.006	N
PACIFIC AV	@ WASHINGTON BL	AM	0.673	B	0.674	B	0.001	N
		PM	0.697	B	0.699	B	0.002	N

TABLE 4--3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
PALAWAN WAY	@ WASHINGTON BL	AM	1.009	F	1.009	F	0.000	N
		PM	0.948	E	0.948	E	0.000	N
PERSHING DR	@ WESTCHESTER PKWY	AM	0.432	A	0.434	A	0.002	N
		PM	0.388	A	0.392	A	0.004	N
PLAYA VISTA DR	@ BLUFF CREEK DR	AM	0.439	A	0.473	A	0.034	N
		PM	0.549	A	0.599	A	0.050	N
SEPULVEDA BL	@ WESTCHESTER PKWY	AM	1.056	F	1.062	F	0.006	N
		PM	1.200	F	1.239	F	0.039	Y
WALGROVE AV	@ VENICE BL	AM	0.864	D	0.866	D	0.002	N
		PM	1.079	F	1.082	F	0.003	N
COUNTY OF LOS ANGELES								
ADMIRALTY WAY	@ BALI WAY	AM	0.771	C	0.775	C	0.004	N
		PM	1.069	F	1.078	F	0.009	N
ADMIRALTY WAY	@ FIJI WAY	AM	0.473	A	0.477	A	0.004	N
		PM	0.647	B	0.659	B	0.012	N
ADMIRALTY WAY	@ MINDANAO WAY	AM	0.903	E	0.906	E	0.003	N
		PM	1.132	F	1.145	F	0.013	Y
PALAWAN WAY	@ ADMIRALTY WAY	AM	0.865	D	0.871	D	0.006	N
		PM	1.132	F	1.145	F	0.013	Y
VIA MARINA	@ ADMIRALTY WAY	AM	0.912	E	0.918	E	0.006	N
		PM	1.119	F	1.127	F	0.008	N
ALVERN ST	@ CENTINELA AV	AM	0.741	C	0.762	C	0.021	N
		PM	0.752	C	0.781	C	0.029	N
LINCOLN BL	@ BALI WAY	AM	0.833	D	0.844	D	0.011	N
		PM	1.018	F	1.034	F	0.016	Y
SHERBOURNE DR	@ CENTINELA AV	AM	0.785	C	0.807	D	0.022	Y
		PM	0.700	B	0.724	C	0.024	N
I-405 NB OFF RAMP	@ CENTURY BL	AM	1.114	F	1.115	F	0.001	N
		PM	0.600	A	0.601	B	0.001	N
CORNING AV	@ SLAUSON AV	AM	0.859	D	0.864	D	0.005	N
		PM	0.691	B	0.696	B	0.005	N
FAIRFAX AV	@ SLAUSON AV	AM	1.091	F	1.092	F	0.001	N
		PM	1.008	F	1.015	F	0.007	N
LINCOLN BL	@ FIJI WAY	AM	0.779	C	0.792	C	0.013	N
		PM	0.903	E	0.927	E	0.024	Y
HAWTHORNE BL	@ I-105 EB OFF RAMP	AM	0.519	A	0.519	A	0.000	N
		PM	0.600	A	0.600	A	0.000	N
HAWTHORNE BL	@ LENNOX BL	AM	0.662	B	0.662	B	0.000	N
		PM	0.840	D	0.841	D	0.001	N
INGLEWOOD AV	@ LENNOX BL	AM	0.825	D	0.827	D	0.002	N
		PM	0.920	E	0.921	E	0.001	N
KINGS RD	@ SLAUSON AV	AM	0.558	A	0.559	A	0.001	N
		PM	0.575	A	0.586	A	0.011	N
LA BREA AV	@ SLAUSON AV	AM	1.132	F	1.139	F	0.007	N
		PM	1.081	F	1.090	F	0.009	N
LA BREA AV/OVERHILL DR	@ STOCKER ST	AM	0.953	E	0.956	E	0.003	N
		PM	1.168	F	1.174	F	0.006	N
LA CIENEGA BL	@ LENNOX BL	AM	0.402	A	0.405	A	0.003	N
		PM	0.516	A	0.519	A	0.003	N
LA CIENEGA BL	@ STOCKER ST	AM	1.335	F	1.341	F	0.006	N
		PM	1.218	F	1.225	F	0.007	N
LA CIENEGA BL RAMPS N	@ SLAUSON AV	AM	0.926	E	0.926	E	0.000	N
		PM	0.625	B	0.629	B	0.004	N

TABLE 4--3 continued
 THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
LA CIENEGA BL RAMP S	@ SLAUSON AV	AM	0.795	C	0.804	D	0.009	N
		PM	0.758	C	0.773	C	0.015	N
LA TIJERA BL	@ SLAUSON AV	AM	0.616	B	0.617	B	0.001	N
		PM	0.734	C	0.743	C	0.009	N
LINCOLN BL	@ MINDANAO WAY	AM	0.996	E	1.013	F	0.017	Y
		PM	1.152	F	1.171	F	0.019	Y
SHENANDOAH AV	@ SLAUSON AV	AM	0.753	C	0.759	C	0.006	N
		PM	0.641	B	0.648	B	0.007	N
CITY OF CULVER CITY								
OVERLAND AV	@ BRADDOCK DR	AM	0.881	D	0.897	D	0.018	N
		PM	0.965	E	0.974	E	0.009	N
SEPULVEDA BL	@ BRADDOCK DR	AM	0.847	D	0.849	D	0.002	N
		PM	0.968	E	0.974	E	0.006	N
BRISTOL PKWY	@ CENTINELA AV	AM	0.603	B	0.625	B	0.022	N
		PM	0.571	A	0.620	B	0.049	N
BRISTOL PKWY	@ SLAUSON AV	AM	0.725	C	0.730	C	0.005	N
		PM	0.675	B	0.684	B	0.009	N
BUCKINGHAM PKWY	@ SLAUSON AV	AM	0.792	C	0.796	C	0.004	N
		PM	0.792	C	0.801	D	0.009	N
GREEN VALLEY CIR	@ CENTINELA AV	AM	0.895	D	0.916	F	0.021	Y
		PM	0.670	B	0.699	B	0.029	N
SEPULVEDA BL	@ CENTINELA AV	AM	1.230	F	1.261	F	0.031	Y
		PM	1.185	F	1.262	F	0.077	Y
CENTINELA AV	@ WASHINGTON BL	AM	0.882	D	0.901	E	0.019	Y
		PM	0.973	F	0.991	E	0.010	Y
CENTINELA AV	@ WASHINGTON PL	AM	0.918	E	0.929	F	0.011	Y
		PM	0.941	E	0.955	E	0.014	Y
CULVER BL	@ MAIN ST/WASHINGTON BL	AM	1.084	F	1.091	F	0.007	N
		PM	0.801	D	0.885	D	0.004	N
OVERLAND AV	@ CULVER BL	AM	0.971	E	0.990	E	0.019	Y
		PM	0.945	E	0.966	E	0.021	Y
SAWTELLE BL	@ CULVER BL	AM	0.889	D	0.897	D	0.008	N
		PM	1.027	F	1.016	F	0.019	Y
SEPULVEDA BL	@ CULVER BL	AM	0.993	E	1.003	F	0.010	Y
		PM	0.926	E	0.937	E	0.011	Y
JEFFERSON BL	@ DUQUESNE AV	AM	0.964	E	0.971	E	0.007	N
		PM	0.976	F	0.987	E	0.011	Y
GLENCOE AV/COSTCO DWY	@ WASHINGTON BL	AM	0.678	B	0.679	B	0.001	N
		PM	0.968	E	0.969	E	0.001	N
SEPULVEDA BL	@ GREEN VALLEY CIR	AM	0.679	B	0.679	B	0.000	N
		PM	0.740	C	0.741	C	0.001	N
HANNUM AV	@ PLAYA ST	AM	0.869	D	0.897	D	0.028	Y
		PM	0.788	C	0.799	C	0.011	N
HANNUM AV	@ SLAUSON AV	AM	0.551	A	0.561	A	0.000	N
		PM	0.536	A	0.541	A	0.005	N
SEPULVEDA BL	@ I-405 NB RAMP S/O VENICE BL	AM	1.002	F	1.007	F	0.005	N
		PM	0.977	E	0.985	E	0.008	N
SAWTELLE BL	@ I-405 SB OFF RAMP N/O CULVER BL	AM	0.495	A	0.499	A	0.004	N
		PM	0.494	A	0.499	A	0.005	N
INGLEWOOD BL	@ WASHINGTON BL	AM	0.808	D	0.818	D	0.010	N
		PM	0.893	E	1.014	F	0.021	Y
JEFFERSON BL	@ OVERLAND AV	AM	1.006	F	1.035	F	0.029	Y
		PM	0.874	D	0.897	D	0.023	Y

TABLE 4--3 continued

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
JEFFERSON BL	@ SEPULVEDA BL (N)	AM	1.079	F	1.086	F	0.007	N
		PM	0.986	E	0.996	E	0.010	Y
JEFFERSON BL	@ S LAUSON AV	AM	0.577	A	0.591	A	0.014	N
		PM	0.654	B	0.691	B	0.037	N
LA CIENEGA BL	@ WASHINGTON BL	AM	1.032	F	1.034	F	0.002	N
		PM	0.816	D	0.817	D	0.001	N
MARINA FWY	@ S LAUSON AV	AM	0.672	B	0.692	B	0.020	N
		PM	0.747	C	0.760	C	0.013	N
SAWTELLE BL	@ MATTESON AV/I-405 SB RAMPS	AM	1.126	F	1.129	F	0.003	N
		PM	1.081	F	1.087	F	0.006	N
MOTOR AV	@ WASHINGTON BL	AM	1.004	F	1.006	F	0.002	N
		PM	0.922	E	0.931	E	0.009	N
OVERLAND AV	@ WASHINGTON BL	AM	1.011	F	1.020	F	0.009	N
		PM	1.213	F	1.221	F	0.008	N
SEPULVEDA BL	@ PLAYA ST/JEFFERSON BL	AM	0.865	D	0.898	D	0.033	Y
		PM	0.925	E	0.953	E	0.028	Y
REDWOOD AV	@ WASHINGTON BL	AM	0.657	B	0.657	B	0.000	N
		PM	0.713	C	0.714	C	0.001	N
SEPULVEDA BL	@ SAWTELLE BL	AM	1.079	F	1.086	F	0.007	N
		PM	0.986	E	0.996	E	0.010	Y
SAWTELLE BL	@ VENICE BL	AM	1.161	F	1.164	F	0.003	N
		PM	1.238	F	1.242	F	0.004	N
SAWTELLE BL	@ WASHINGTON BL	AM	0.771	C	0.775	C	0.004	N
		PM	0.881	E	0.987	E	0.006	N
SAWTELLE BL	@ WASHINGTON PL	AM	0.906	E	0.907	E	0.001	N
		PM	1.072	F	1.075	F	0.003	N
SEPULVEDA BL	@ S LAUSON AV	AM	1.068	F	1.073	F	0.005	N
		PM	1.029	F	1.042	F	0.013	Y
SEPULVEDA BL	@ VENICE BL	AM	1.152	F	1.155	F	0.003	N
		PM	1.124	F	1.127	F	0.003	N
SEPULVEDA BL	@ WASHINGTON BL	AM	0.891	D	0.898	D	0.007	N
		PM	1.026	F	1.035	F	0.009	N
SEPULVEDA BL	@ WASHINGTON PL	AM	1.027	F	1.029	F	0.002	N
		PM	1.107	F	1.113	F	0.006	N
WALGROVE AV	@ WASHINGTON BL	AM	0.791	C	0.791	C	0.000	N
		PM	0.955	E	0.957	E	0.002	N
CITY OF SANTA MONICA								
23RD ST	@ OCEAN PARK BL	AM	1.095	F	1.097	F	0.002	N
		PM	1.308	F	1.311	F	0.003	N
23RD ST	@ PICO BL	AM	0.730	C	0.732	C	0.002	N
		PM	0.988	E	0.990	E	0.002	N
26TH ST	@ WILSHIRE BL	AM	0.952	E	0.953	E	0.001	N
		PM	0.970	F	0.970	E	0.000	N
4TH ST	@ COLORADO AV	AM	0.692	B	0.692	B	0.000	N
		PM	0.902	E	0.903	E	0.001	N
4TH ST	@ OCEAN PARK BL N	AM	0.471	A	0.473	A	0.002	N
		PM	0.551	A	0.552	A	0.001	N
4TH ST	@ OCEAN PARK BL S	AM	0.454	A	0.455	A	0.001	N
		PM	0.493	A	0.495	A	0.002	N
4TH ST	@ PICO BL	AM	1.031	F	1.035	F	0.004	N
		PM	1.021	F	1.023	F	0.002	N
4TH ST	@ WILSHIRE BL	AM	0.659	B	0.660	B	0.001	N
		PM	0.726	C	0.726	C	0.000	N

TABLE 4-3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
CLOVERFIELD BL	@ I-10 EB ON RAMP	AM	0.888	D	0.888	D	0.000	N
		PM	1.116	F	1.116	F	0.000	N
CLOVERFIELD BL	@ I-10 WB OFF RAMP	AM	0.951	E	0.953	E	0.002	N
		PM	0.919	E	0.920	E	0.001	N
CLOVERFIELD BL	@ OCEAN PARK BL	AM	0.727	C	0.729	C	0.002	N
		PM	0.819	D	0.823	D	0.004	N
CLOVERFIELD BL	@ PICO BL	AM	0.931	F	0.933	C	0.002	N
		PM	0.916	E	0.917	E	0.001	N
LINCOLN BL	@ I-10 EB ON RAMP	AM	1.208	F	1.212	F	0.004	N
		PM	1.039	F	1.041	F	0.002	N
LINCOLN BL	@ I-10 WB OFF RAMP	AM	0.971	E	0.971	E	0.000	N
		PM	1.138	F	1.141	F	0.003	N
LINCOLN BL	@ OCEAN PARK BL	AM	1.248	F	1.252	F	0.004	N
		PM	1.369	F	1.372	F	0.003	N
LINCOLN BL	@ PICO BL	AM	1.240	F	1.243	F	0.003	N
		PM	1.228	F	1.232	F	0.004	N
LINCOLN BL	@ WILSHIRE BL	AM	0.897	D	0.899	D	0.002	N
		PM	0.910	E	0.912	E	0.002	N
MAIN ST	@ OCEAN PARK BL	AM	0.958	C	0.958	E	0.000	N
		PM	1.022	F	1.023	F	0.001	N
MAIN ST	@ PICO BL	AM	0.775	C	0.775	C	0.000	N
		PM	0.945	E	0.946	E	0.000	N
NEILSON WAY	@ OCEAN PARK BL	AM	0.726	C	0.727	C	0.001	N
		PM	0.775	C	0.776	C	0.001	N
OCEAN AV	@ PALISADES BEACH RD RAMPS	AM	0.621	B	0.622	B	0.001	N
		PM	0.958	E	0.959	E	0.001	N
OCEAN AV	@ WILSHIRE BL	AM	0.717	C	0.717	C	0.000	N
		PM	0.684	B	0.684	B	0.000	N
OCEAN AV/NEILSON WAY	@ PICO BL	AM	0.729	C	0.730	C	0.001	N
		PM	0.888	D	0.889	D	0.001	N
CITY OF INGLEWOOD								
LA CIENEGA BL	@ ARBOR VITAE ST	AM	0.678	B	0.679	B	0.001	N
		PM	0.731	C	0.734	C	0.003	N
CENTINELA AV	@ FLORENCE AV	AM	0.613	B	0.622	B	0.009	N
		PM	0.825	D	0.832	D	0.007	N
LA BREA AV	@ CENTINELA AV	AM	1.395	F	1.412	F	0.017	Y
		PM	1.192	F	1.201	F	0.009	N
FLORENCE AV/AVIATION BL	@ MANCHESTER BL	AM	1.143	F	1.147	F	0.004	N
		PM	0.887	D	0.921	C	0.034	Y
LA BREA AV	@ MANCHESTER BL	AM	1.070	F	1.071	F	0.001	N
		PM	1.123	F	1.124	F	0.001	N
LA CIENEGA BL	@ MANCHESTER BL	AM	0.899	D	0.902	E	0.003	N
		PM	0.940	E	0.942	E	0.002	N
SOUTH BAY CITIES (1)								
SEPULVEDA BL/PCH	@ ARTESIA BL	AM	0.869	D	0.873	D	0.004	N
		PM	1.220	F	1.222	F	0.002	N
AVIATION BL	@ ROSECRAVS AV	AM	1.001	F	1.003	F	0.002	N
		PM	1.064	F	1.064	F	0.000	N
DOUGLAS ST	@ IMPERIAL HWY	AM	0.770	C	0.771	C	0.001	N
		PM	0.590	A	0.593	A	0.003	N
SEPULVEDA BL	@ EL SEGUNDO BL	AM	1.074	F	1.076	F	0.002	N
		PM	1.297	F	1.303	F	0.006	N

TABLE 4--3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS -- FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

Intersection		Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact
			V/C	LOS	V/C	LOS		
SEPULVEDA BL	@ GRAND AV	AM	1.026	F	1.034	F	0.008	N
		PM	1.305	F	1.310	F	0.005	N
HIGHLAND AV	@ MANHATTAN BEACH BL	AM	0.707	C	0.790	C	0.003	N
		PM	0.620	B	0.621	B	0.001	N
I-405 NB RAMPS	@ IMPERIAL HWY	AM	0.415	A	0.416	A	0.001	N
		PM	0.497	A	0.498	A	0.001	N
I-105 WB OFF RAMP/NASH ST	@ IMPERIAL HWY	AM	0.796	C	0.799	C	0.003	N
		PM	0.425	A	0.427	A	0.002	N
MAIN ST	@ IMPERIAL HWY	AM	1.007	F	1.011	F	0.004	N
		PM	0.904	E	0.906	E	0.002	N
SEPULVEDA BL	@ MANHATTAN BEACH BL	AM	1.189	F	1.193	F	0.004	N
		PM	1.335	F	1.337	F	0.002	N
SEPULVEDA BL	@ MAPLE AV	AM	0.827	D	0.831	D	0.004	N
		PM	1.075	F	1.078	F	0.003	N
SEPULVEDA BL	@ MARINE AV	AM	1.103	F	1.105	F	0.002	N
		PM	1.330	F	1.332	F	0.002	N
SEPULVEDA BL	@ MARIPOSA AV	AM	0.898	D	0.901	E	0.003	N
		PM	1.074	F	1.077	F	0.003	N
SEPULVEDA BL	@ ROSECRANS AV	AM	1.020	F	1.023	F	0.003	N
		PM	1.397	F	1.400	F	0.003	N
VISTA DEL MAR/HIGHLAND AV	@ ROSECRANS AV	AM	1.278	F	1.281	F	0.003	N
		PM	0.893	D	0.897	D	0.004	N

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



FIGURE 4-9
INTERSECTION LEVELS OF SERVICE
FUTURE 2010 WITH PROJECT
AM PEAK HOUR

IV-8j



FIGURE 4-10
INTERSECTION LEVELS OF SERVICE
FUTURE 2010 WITH PROJECT
PM PEAK HOUR

and 18% at LOS E and 29% and 32% at LOS F during AM and PM peak hours, respectively. In general, the PM peak hour conditions would be worse than the AM peak hour conditions.

Intersection Impacts

As discussed in a previous section, a total of 218 intersections within ten cities/jurisdictions are analyzed as part of this traffic study. It should be noted that while some cities have adopted similar criteria in measuring significant impacts, others employ different methodologies and thresholds in determining significant traffic impacts. For the purpose of this traffic analysis, since the proposed Village at Playa Vista Project is located within the City of Los Angeles and intersections located within about one mile of the project (i.e., within City of Los Angeles) are generally more seriously affected by the project's traffic increase than are intersections further away from Playa Vista, it was determined that the City of Los Angeles significant impact criteria would be used in determining project impacts at all study intersections. Also, since the City of Los Angeles is the lead agency and that the LADOT analysis methodologies and threshold criteria are more stringent, all the other jurisdictions agreed to the application of the same for this traffic study. The City of Santa Monica, however, required that, in addition to performing all the analysis as mentioned above, all intersections within the City of Santa Monica be analyzed using the Traffix software. This evaluation for the City of Santa Monica intersection analysis locations is attached in Volume 3, Appendix G of this report.

The City of Los Angeles Department of Transportation has established standards to be used for projects within the City. The LADOT standards indicate that a project is considered to have a significant traffic impact if the increase in the V/C ratio attributable to the project exceeds a specific standard depending on the level of service. A sliding scale has been developed in which the minimum allowable increase in the V/C ratio decreases as the V/C ratio increases. According to LADOT standards, an impact is considered significant if the V/C change is as follows:

<u>Final V/C</u>	<u>Change in V/C</u>
0.701-0.800	0.040 or greater
0.801-0.900	0.020 or greater
0.901 or greater	0.010 or greater

It should be noted that the final V/C ratio is calculated considering traffic generated from the project, the background traffic growth, and existing sources, but not including any mitigation proposed by the project.

Table 4-3 summarizes the intersections projected to be significantly impacted by the proposed Village at Playa Vista Project before mitigations, during the AM and PM peak hours. Table 4-4 provides a summary of impacts at different levels of service. Figure 4-11 graphically illustrates the significantly impacted locations. During the AM peak hour, the proposed project will cause significant impacts at eight intersections operating at LOS C or LOS D, eight intersections operating at LOS E and 15 intersections operating at LOS F. During the PM peak hour, the proposed project will cause significant impacts at eight intersections operating at LOS C or LOS D, 14 intersections operating at LOS E and 25 intersections operating at LOS F. No significant project impacts are expected at the remaining study intersections (187 intersections in the AM peak hour and 171 intersections in the PM peak hour). It is worth noting that the intersections within about one-mile of the project are more seriously affected by the project's traffic increase than are intersections farther away from Playa Vista.

This conservative, worst-case evaluation of project traffic impacts would be moderated by as yet unknown traffic mitigation measures associated with other major related projects such as the LAX Master Plan expansion, the unmitigated traffic generation of which has been included in this analysis.

Another set of evaluation of traffic impacts has also been performed as per the City of Los Angeles Department of Transportation staff's request and the methodologies, assumptions and results of the same are attached in the Volume 1 Appendix E of this report.

According to LADOT significant impact criteria, the higher the final V/C ratio, the lower the amount of project traffic that can be added prior to causing a significant impact. In the "Future Without Project" scenario, approximately 48 percent of the analyzed intersections are projected to be operating above a V/C ratio of 0.900. Thus, at these locations, a very minor increase in traffic (less than 15 vehicles in some cases) would trigger a significant impact as per LADOT thresholds.

TABLE 4--4
 THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION IMPACTS SUMMARY--FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

	NUMBER OF IMPACTS	
	AM PEAK HOUR	PM PEAK HOUR
LOS C-D	8	8
LOS E	8	14
LOS F	15	25
TOTAL	31	47



Pacific Ocean

Legend

- Not Impacted
- △ AM Impacted Only
- PM Impacted Only
- Both AM and PM Impacted
- ▨ Proposed Projects

0 1 2 Miles



FIGURE 4-11
INTERSECTION IMPACTS SUMMARY
FUTURE 2010 WITH PROJECT
BEFORE MITIGATIONS

Traffic operations under the conditions described in Table 4-3 indicate that many of the study intersections would be congested during the peak hours. Congested operations could be expected to spill over into the half-hour on either side of the peak hour in both the morning and afternoon if these conditions are not mitigated.

FREEWAY OPERATIONS

The "2010 with Project" freeway operating conditions for the AM and PM peak hours are shown in Tables 4-5 and 4-6, respectively. It can be seen that the ambient traffic growth and the Village at Playa Vista Project traffic would bring certain segments of the I-405, I-10 and I-105 to LOS E or LOS F conditions during the AM and PM peak hours. However, some of these freeway segments are currently operating at LOS E and LOS F during the peak hours.

The SR 90 is projected to continue operating at good levels of service (LOS B) during the AM and PM peak hours, with the addition of the Village at Playa Vista Project traffic. Motorists using the SR 90 would not experience much change from existing conditions, as average speeds would maintain 45 mph or higher.

Table 4-7 summarizes the overall freeway system performance within the Playa Vista study area during the AM and PM peak hours. Under the future with project conditions, as shown in Table 4-7, approximately 35% of all freeway miles located within the study area would operate at LOS D or better during the AM peak hour. Approximately 11% and 54% would operate at LOS E and LOS F, respectively. During the PM peak hour, approximately 24% of all freeway miles within the study area would operate at LOS D or better and 12% and 64% would operate at LOS E and LOS F, respectively.

Freeway Impacts

According to the 2002 CMP impact criteria, a project impact is considered to be significant if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), causing or worsening LOS F ($V/C > 1.00$). Under this criterion, a project would not be considered

TABLE 4-5
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT AM PEAK HOUR

Freeway Route	Location	Direction	2010 WITHOUT PROJECT			2010 WITH PROJECT			PROJECT INCREASE IN D/C	SIGNIFICANT PROJECT IMPACTS
			Demand	D/C [1]	LOS [2]	Demand	D/C [1]	LOS [2]		
I-405	s/o I-110 Fwy [3]	NB	10,753	0.98	E	10,763	0.98	E	0.001	No
		SB	9,505	0.86	D	9,520	0.87	D	0.001	No
I-405	at Compton Bl.	NB	10,494	1.17	F(0)	10,523	1.17	F(0)	0.003	No
		SB	8,533	0.95	E	8,574	0.95	E	0.005	No
I-405	n/o La Tijera Bl. [3]	NB	10,522	0.96	E	10,570	0.96	E	0.004	No
		SB	10,342	0.94	F	10,427	0.95	E	0.008	No
I-405	n/o Venice Bl. [3]	NB	10,782	0.98	E	10,831	0.98	E	0.004	No
		SB	10,564	0.96	E	10,600	0.96	E	0.003	No
I-405	s/o Mulholland Dr.	NB	9,755	0.89	D	9,767	0.89	D	0.001	No
		SB	13,187	1.47	F(3)	13,217	1.47	F(3)	0.003	No
SR 90	w/o I-405 Fwy	FB	3,504	0.44	B	3,620	0.45	B	0.015	No
		WB	2,889	0.36	B	2,912	0.36	B	0.003	No
I-10	Lincoln Bl.	EB	5,559	0.93	D	5,561	0.93	D	0.000	No
		WB	5,973	1.00	C	5,975	1.00	E	0.000	No
I-10	e/o Overland Av.	EB	10,229	1.28	F(1)	10,230	1.28	F(1)	0.000	No
		WB	8,758	0.88	D	8,758	0.88	D	0.000	No
I-10	e/o La Brea Av.	FB	10,845	1.08	F(0)	10,877	1.09	F(0)	0.003	No
		WB	12,372	1.55	F(3)	12,390	1.55	F(3)	0.002	No
I-105	e/o Sepulveda Bl.	EB	2,980	0.50	B	2,985	0.50	B	0.001	No
		WB	5,638	0.94	E	5,662	0.94	E	0.004	No
I-105	e/o Crenshaw Bl.	EB	7,695	0.86	D	7,721	0.86	D	0.003	No
		WB	10,478	1.16	F(0)	10,506	1.17	F(0)	0.003	No

[1] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[2] Freeway mainline Levels of Service is based on the following D/C scale:

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

[3] A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the proposed HOV improvement.

TABLE 4-6
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT PM PEAK HOUR

FREEWAY OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT IMPACTS										
			PM Peak Hour							
Freeway Route	Location	Direction	2010 WITHOUT PROJECT			2010 WITH PROJECT			PROJECT INCREASE IN D/C	SIGNIFICANT PROJECT IMPACTS
			Demand	D/C	LOS	Demand	D/C	LOS		
			[1]	[2]		[1]	[2]			
I-405	s/o I-110 Fwy [3]	NB	8,950	0.81	D	8,960	0.81	D	0.001	No
		SB	10,861	0.99	E	10,875	0.99	E	0.001	No
I-405	at Compton Bl.	NB	9,456	1.05	F(0)	9,483	1.05	F(0)	0.003	No
		SB	11,177	1.24	F(0)	11,215	1.25	F(0)	0.004	No
I-405	n/o La Tijera Bl. [3]	NB	11,818	1.07	F(0)	11,826	1.08	F(0)	0.001	No
		SB	11,105	1.01	F(0)	11,202	1.02	F(0)	0.009	No
I-405	n/o Venice Bl. [3]	NB	12,239	1.11	F(0)	12,290	1.12	F(0)	0.005	No
		SB	9,927	0.90	D	9,965	0.91	D	0.003	No
I-405	s/o Mulholland Dr.	NB	13,860	1.26	F(1)	13,893	1.26	F(1)	0.003	No
		SB	12,132	1.35	F(2)	12,157	1.35	F(2)	0.003	No
SR 90	w/o I-405 Fwy	EB	4,092	0.51	B	4,149	0.52	B	0.007	No
		WB	3,147	0.39	B	3,188	0.40	B	0.005	No
I-10	Lincoln Bl.	EB	6,127	1.02	F(0)	6,127	1.02	F(0)	0.000	No
		WB	5,708	0.95	E	5,709	0.95	E	0.000	No
I-10	e/o Overland Av.	EB	9,594	1.20	F(0)	9,595	1.20	F(0)	0.000	No
		WB	9,093	0.91	D	9,093	0.91	D	0.000	No
I-10	e/o La Brea Av.	EB	12,064	1.21	F(0)	12,082	1.21	F(0)	0.002	No
		WB	11,676	1.46	F(3)	11,696	1.46	F(3)	0.002	No
I-105	e/o Sepulveda Bl.	EB	4,319	0.72	C	4,323	0.72	C	0.001	No
		WB	4,220	0.70	C	4,232	0.71	C	0.002	No
I-105	e/o Crenshaw Bl.	EB	8,716	0.97	E	8,743	0.97	E	0.003	No
		WB	8,705	0.97	E	8,731	0.97	E	0.003	No

[1] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[2] Freeway mainline Levels of Service is based on the following D/C scale:

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

[3] A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the proposed HOV improvement.

TABLE 4--7
 THE VILLAGE AT PLAYA VISTA PROJECT
 FREEWAY LOS SUMMARY--FUTURE 2010 WITH PROJECT BEFORE MITIGATIONS

	AM PEAK HOUR		PM PEAK HOUR	
	NUMBER OF FREEWAY MILES		NUMBER OF FREEWAY MILES	
	2010 BASE	2010 WITH PROJECT	2010 BASE	2010 WITH PROJECT
LOS A-D	42.9	42.9	32.0	30.0
LOS E	15.5	13.5	15.9	14.6
LOS F	64.1	66.1	74.6	77.9
TOTAL	122.5	122.5	122.5	122.5

to have a significant impact if the analyzed facility is operating at LOS E or better after the addition of project traffic. However, if the facility is operating at LOS F with project traffic and the incremental change in the V/C ratio caused by the project is 0.02 or greater, the project would be considered to have a significant impact.

Table 4-5 and 4-6 summarize the incremental increase in the D/C ratio before mitigation which can be attributed to the proposed project during the AM and PM peak hours, respectively. Using the CMP significant impact criteria, the proposed project will not have any significant impacts during both the AM and PM peak hours. The Proposed Project adds a maximum of 85 trips or less in any direction along the analyzed freeway segments of the I-405 during the AM peak hour. This translates to a maximum increase in demand to capacity (D/C) ratio of 0.008 or 0.8% of the overall freeway capacity. Similarly, the Proposed Project's maximum increase in D/C ratio of 0.015 along the SR 90 freeway segment west of the I-405, would also not result in any significant impact. During the PM peak hour, the Proposed Project results in a maximum increase in traffic along the I-405 of 97 trips or less which would increase the D/C ratio by 0.009 or 0.9%. Again, this increase would not result in any significant impact per CMP significance criteria. Along the SR 90 freeway, the Proposed Project would increase the D/C ratio by a maximum of 0.007 or 0.7% of its capacity, which would not result in any significant impact in the PM peak hour.

V. TRANSPORTATION IMPROVEMENT AND MITIGATION PROGRAM

This mitigation analysis has been prepared for the City of Los Angeles Department of Transportation (LADOT) as part of the technical background for the transportation sections of the Environmental Impact Report (EIR) for the Village at Playa Vista Project. The EIR is being prepared by the City of Los Angeles, Department of Planning. The various guidelines, methods and assumptions mandated by LADOT, wherever applicable, have been utilized in the preparation of this analysis.

The mitigation program for the Village at Playa Vista project includes the following major components:

- Transit System Improvements including provision of additional service, new service and extension of internal shuttle system
- Regional and Sub-Regional Highway System Improvements including provision of major and secondary arterial corridor and intersection improvements, and provision of signal system improvements
- Construction Mitigation Measures including provision of street closure information, detour plans, haul routes and staging plans

A brief description of each of the components of each of the Project's transportation system improvement elements follows.

TRANSIT SYSTEM IMPROVEMENTS

The Project's proposed transit system improvements and enhancements are shown on Figure 5-1 - Proposed Transit System Improvements. The key components of the Project's Transit Improvement Program include:

- Provision of Regional Bus Transit System Improvements
- Transit Priority System Improvements
- Extension/Expansion of Internal Transit System
- Provision of Limited Stop Bus Service

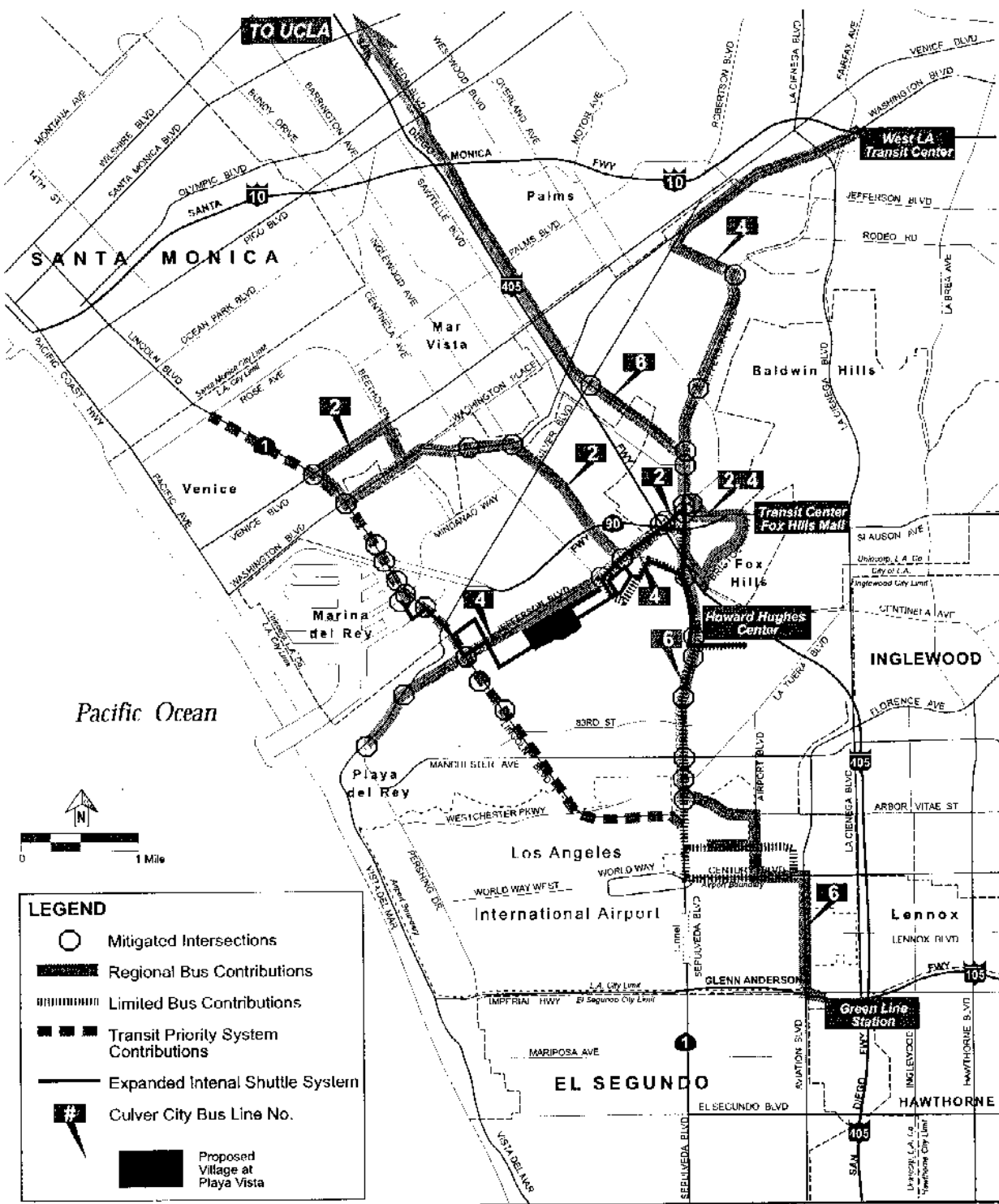


FIGURE 5-1
PROPOSED TRANSIT SYSTEM IMPROVEMENTS

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

A brief discussion of each of the transit improvement elements follows:

Regional Bus Transit Improvements:

An extensive analysis was conducted to determine potential transit improvements to the existing transportation system serving the Playa Vista area. There are several transit lines that currently serve the project area. Within the vicinity of the project, four bus operators provide service. These are the Metropolitan Transportation Authority (MTA), Culver City Bus, Santa Monica Bus Line, and Los Angeles Department of Transportation (LADOT). The following provides a brief description of the lines providing service in the vicinity of the project.

- Culver City Line 1 – This line travels east/west through the area travelling along Washington Street/Boulevard.
- Culver City Line 2 - Line 2 provides service north of the project site. This line travels primarily along Washington Street/Boulevard and Inglewood Boulevard.
- Culver City Line 3 – Line 3 provides service north of the project site. This line travels between Century City and Fox Hills area mostly along Overland Avenue, Westwood Boulevard and Motor Avenue.
- Culver City Line 4 – Line 4 provides service from the Marina to West Los Angeles via Centinela Avenue and Jefferson Boulevard.
- Culver City Line 5 – Line 5 provides service between Washington Boulevard / Inglewood Boulevard area along Braddock Drive north of the project site.
- Culver City Line 6 – This line provides service between LAX Transit Center and UCLA via Sepulveda Boulevard.
- Santa Monica Line 3 – Line 3 provides service to areas north and south of the project site via Lincoln Boulevard.
- Santa Monica Line 8 – Line 8 travels primarily east/west along Ocean Park Boulevard serving areas located north of the project site.
- Santa Monica Line 14 – This line provides service between UCLA and the Fox Hills Mall via Centinela Avenue.
- LADOT Commuter Express 574 – This line provides peak hour service along the San Diego Freeway.

- MTA Line 108 – Line 108 provides service to and from areas east of the project site via Slauson Avenue.
- MTA Line 110 – Line 110 travels along Jefferson Boulevard within the Study Area and provides service east to Bell Gardens.
- MTA Line 115 – Line 115 provides service west and south of the project site. This line serves Playa del Rey and Westchester area residents all the way to Pioneer and Rosecrans.
- MTA Line 220 – This line provides service to areas north and south of the project site. Within the study area, Line 220 primarily travels along Culver Boulevard.
- MTA Line 439 – Line 439 provides service to the South Bay cities, traveling along Sepulveda Boulevard and Vista Del Mar.
- MTA Line 561 – Line 561 is an express route serving patrons between Sylmar and Fox Hills Transit Center north of the project site, along the I-405.

As part of the ongoing efforts to provide more efficient and effective transit service throughout the Los Angeles metropolitan area, the Los Angeles County Metropolitan Transportation Authority (LACMTA or MTA) has performed six Transit Restructuring Studies for the entire region. The Westside Transit Restructuring Study is the relevant study providing recommendations for service changes and improvements in the near term within the Village at Playa Vista Project Study Area.

The transit analysis conducted for the proposed project evaluated increased frequency of service (i.e., additional buses) along the existing and/or proposed transit routes detailed in the Westside Transit Restructuring Study. A detailed analysis of transit market potential was performed (See Appendix IF) and key candidate travel corridors were selected for further analysis. These key transit travel corridors were analyzed to identify the routes to be improved while the recommended number of buses was based on potential ridership along these lines and on potential traffic relief to be provided by increased transit service (i.e., the reduction of significantly impacted locations within the study area).

Operational and service deficiencies currently exist along Culver City Lines 2, 4, and 6 and will only worsen in the future without service improvements. Culver City Line 2 is a local area circulator that provides service to Mar Vista and Culver City patrons. This route operates only once an hour during peak periods limiting its ability to attract riders and its effectiveness. During

peak hours of operation, this route shows very heavy demands in the peak direction, but during mid-day its ridership is light. Similarly, Culver City Line 4 is a local circulator that connects West Los Angeles Transit Center and Fox Hills Mall Transit Center. Improving the frequency as well as service coverage area of Line 4 by extending it to serve the Playa Vista area along Jefferson Boulevard and Playa Del Rey area along Culver Boulevard, would not only facilitate efficiently connecting the Playa Vista residents and businesses to the West Los Angeles Transit Center and consequently the rest of the regional transit system, but also allow connections from other origins along the route to the beach community of Playa del Rey.

The Culver City Line 6 patronage data indicates frequent over-crowding in many segments of this route. This route traverses the congested Sepulveda Boulevard corridor between UCLA and the Green Line Station at Aviation Boulevard serving numerous communities and destinations including Westwood, Culver City, Fox Hills Mall, Howard Hughes Center, and Westchester Downtown.

The Project will provide additional transit capacity by improving the service frequency along these deficient routes that traverse impacted intersections, and by extending or adding regional bus service to the Project site and points 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. An estimate of the potential automobile reduction at each impacted location is made by comparing the additional capacity added to the system at that location to the typical auto occupancy in the study area.

The Proposed Project shall provide four additional buses (to be operated by the City of Culver City) to supplement regional bus transit service along key travel corridors. The Proposed Project shall provide one bus each for Lines 2 and 6, and two buses to extend Line 4 in order to provide bus service from Fox Hills Transit Center along Jefferson Boulevard to the west. The Proposed Project shall also contribute towards operations and maintenance costs for each new bus during peak hours for three years and to ensure continued operations, compensate for the unsubsidized portion of these costs for an additional seven years. Farebox revenues shall be credited against operating costs.

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, (a premier bus service with rail-like characteristics similar to the highly successful Program in Curitiba, Brazil) along 24 key congested travel corridors within Los Angeles County. One such corridor is the Lincoln Boulevard Corridor. The Proposed Project shall provide design and implementation costs for implementation of 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 and other associated bus vehicle identification system components that contribute to a system of real-time signalization control.

Extension / Expansion of Internal Transit System Improvements:

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

Core Service Area – The central portion of the service area includes the area within the Proposed Project and Playa Vista First Phase Project sites. This core service area shall be continuously served by a core route along Runway Road from Crescent Park on the west side of the development to the Campus on the east. Minimum 15 minute-headways shall be provided during the daytime and evening 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 – Buses shall be low emission or zero emission buses sized appropriate to their role within the project (approximately 20-25 passenger vehicles). The buses shall be equipped with GPS (global positioning system) or other vehicle tracking system devices and communications systems in order to be able to provide the "Next Bus" locational and status information and to respond to calls from the extended service areas on a real-time basis.

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

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

Provision of Limited Stop Bus Service:

The Proposed Project shall provide two additional buses towards 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 Proposed Project and adjacent First Phase Playa Vista project, the retail and office complex at Howard Hughes Center, downtown Westchester, and the Century Boulevard Office Corridor. The Limited Bus Service would offer connections and potentially coordinated transfers with other regional bus service and the Playa Vista intelligent shuttle. The Proposed Project shall also contribute towards operations and maintenance costs for peak hours for these buses for a period of three years, and to ensure continued operations, compensate for the unsubsidized portion of these costs for an additional seven years. Farebox revenues shall be credited against operating costs.

This transit improvement package recognizes, considers and builds upon the recommendations from the Westside Transit Restructuring Study. The bus lines proposed for improvement are shown in Figure 5-1. Table 5-1 summarizes the existing operating data for each of these lines.

TABLE 5--1
THE VILLAGE AT PLAYA VISTA PROJECT
PROJECT TRANSIT IMPROVEMENTS

Operator	Line	Hours of Operation	Frequency	Boardings (Project Vicinity/Entire Route)		No. of Additional Buses
				6-9 AM	3-7 PM	
Culver City	2	5:47 AM - 6:20 PM	1 hour	149/149	258/258	1
	4	6:02 AM - 6:20 PM	1 hour	26/96	19/79	2
	6	5:20AM-12:39AM	12/20 min [a]	831/2,019	788/2,226	1
	LTD [*]	7:00 AM - 7:00 PM	30 min	-	-	2

[a] peak/off peak

[*] New bus service

As shown, the current peak frequencies of the lines vary from 12 minutes to an hour. With the implementation of the proposed improvements, the frequencies would improve to 10 minutes to 30 minutes. Boardings are shown for the project vicinity and the entire route. Boarding data indicates that the Culver City Line 6 currently experiences a high level of peak period activity.

The Village at Playa Vista Project transit improvements are aimed at enhancing and improving service of the overall transit system serving the Playa Vista Study Area. Improving connectivity between the internal shuttle system, transit centers, and existing service is also a goal that the improvements have been designed to achieve. Provision of viable and practical connections to the pedestrian and bicycle networks and provision of kiosks offering real-time information regarding location, schedule adherence and service provisions for trip planning purposes are all proposed as part of this improvement package.

This transit improvement package will benefit as many as 75 to 80 of the 218 analyzed intersections within the study area. The following provides a summary of the approximate number of analyzed intersections each line would beneficially impact.

- Culver City Line 2 – 17 intersections
- Culver City Line 4 & Extension – 40 intersections
- Culver City Line 6 – 24 intersections
- Limited Bus Service – 15 intersections
- Extension/Expansion of Internal Shuttle System – 15 intersections

As many as 25 to 50 peak hour trips in the peak direction of travel are expected to be served by the proposed transit system improvement package. These trip credits have been considered in the volume to capacity computations at individual locations affected by these service improvements and the residual impacts are being determined. A discussion of the impacts including the effects / benefits of the transit improvements is provided later in this chapter.

REGIONAL AND SUB-REGIONAL HIGHWAY SYSTEM IMPROVEMENTS

The Project's proposed regional and sub-regional highway system improvements and their relationship to other base programmed improvements are shown on Figure 5-2 – Proposed

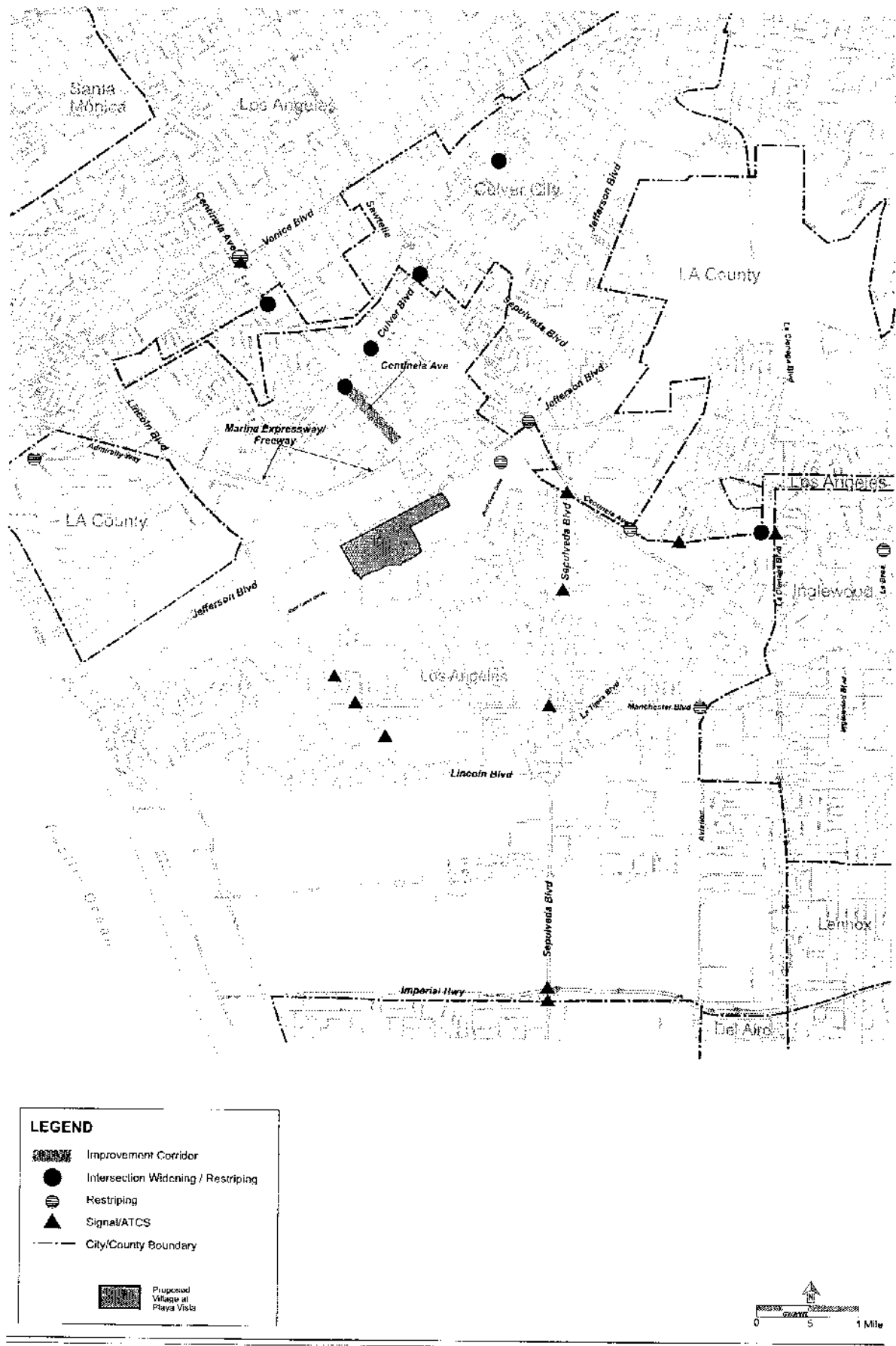


FIGURE 5-2
PROPOSED OVERALL ROADWAY SYSTEM IMPROVEMENTS

Source: PCR Services Corporation, May 2003

Overall Roadway System Improvements. The major components of the Project's proposed regional and sub-regional highway system improvements include:

- Provision of Arterial Corridor Improvements
- Provision of Specific Intersection Improvements
- Provision of Signal System Improvements

A brief discussion of each of the above elements follows.

Arterial Corridor Improvements

Several major and secondary arterial roadway corridors in the vicinity of the Village at Playa Vista Project site are proposed to be improved with enhanced network connectivity and access to the existing arterial roadway system. They include the following:

- **Centinela Avenue Corridor** - This corridor is proposed to be improved between Culver Boulevard and the SR-90 Freeway. This improvement consists of widening the roadway and restricting parking during peak hours to facilitate provision of an additional northbound lane along Centinela Avenue within the corridor along with a central turn lane for the most part. This improvement would effectively extend the three-lane per direction improvement provisions of the Playa Vista First Phase project between Jefferson Boulevard and SR-90. All the intersections along this corridor would also be improved with the additional travel lane in the northbound direction. The exhibit in Appendix 4 establishes the technical feasibility of this roadway improvement. The implementation of this corridor improvement would occur in two phases. The first phase of this improvement involves widening the Centinela Avenue roadway as illustrated in Appendix 4, to provide two lanes in each direction plus a central two-way left turn lane and parking on both sides of the street. In the second phase, on-street parking would be restricted on the east side of the roadway during peak commute hours to facilitate provision of a third northbound lane between SR 90 and Culver Boulevard. This second phase improvement would not be considered until traffic demands reveal the need for added roadway capacity.
- **Jefferson Boulevard Widening** - Jefferson Boulevard will be widened to provide continuous four eastbound and three westbound lanes between Beethoven Street and Centinela Avenue. This improvement supplements the Playa Vista First Phase improvements along this roadway. The additional eastbound travel lane will be provided between Beethoven Street and Centinela Avenue all along the proposed Village at Playa Vista project frontage. All the intersections within this stretch of Jefferson Boulevard will be improved to accommodate the future traffic projections in the region. This improvement is a project-design feature that would be built with the proposed project.
- **Completion of Bluff Creek Drive** - Bluff Creek Drive, an east-west roadway is proposed for construction as a facility built to secondary highway standards between

Lincoln Boulevard and Centinela Avenue along the southern edge of the Playa Vista Project site. This roadway that will connect Lincoln Boulevard and Centinela Avenue, runs parallel to Jefferson Boulevard and will consist of two lanes in either direction with a central turn lane or landscaped median, and bike lanes on either side of the street for the most part. However, between Playa Vista Drive and Lincoln Boulevard, as well as between Campus Center Drive and Centinela Avenue, Bluff Creek Drive roadway will provide three travel lanes with a central turn lane or landscaped median, and bike lanes on either side of the street. The proposed project improvement specifically consists of completing the gap closure between the eastern and western portions of this roadway constructed as part of the Playa Vista First Phase Project.

In addition to the foregoing major improvements along the arterial roadway system, the project will, by itself, provide a grid-network of collector and local streets within Area D-2 of the proposed Village at Playa Vista Project to offer appropriate access and circulation possibilities to and from all the uses within the site. The various arterial roadway system improvements are shown on numerous exhibits in Appendix 4A.

Specific Intersection Improvements

The various intersection improvements proposed to alleviate the significant impacts of the Village at Playa Vista Project are described in this section. Specific intersection improvements consist of minor widening, signal system enhancement and improvements to transit system. Also, these intersection improvements that are part of the project design, have also been identified. Furthermore, because the intersections analyzed in this study are geographically located in ten governmental jurisdictions, the improvements have been organized in the following sections by jurisdiction.

City of Los Angeles

Widening and/or other improvements to the following intersections would be required in a manner satisfactory to the City of Los Angeles Departments of Transportation and Engineering. Conceptual drawings showing details of technically feasible improvements overlaid on an aerial photomap base are attached in Appendix 4A.

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

- ***Culver Boulevard/Nicholson Street.*** Implement the Regional Bus enhancements providing additional service along Culver City Bus Line 4 extending its service to Playa del Rey along Jefferson Boulevard and Culver Boulevard.
- ***Sepulveda Boulevard/Howard Hughes Parkway.*** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6 and the design and implementation of the expanded internal shuttle system serving the Howard Hughes Center. Additionally, contribute to the design and implementation of a Limited Bus Service along Sepulveda Boulevard between the Proposed Project and Howard Hughes Center and the Century Boulevard Office Corridor.
- ***Sepulveda Boulevard/Imperial Highway.*** Contribute to the design and implementation of the Airport ATCS or a similar signal system enhancement program at this location.
- ***I-405 NB ramps/Jefferson Boulevard.*** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Lines 2 and 4 and its extension, and the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall. Additionally, restripe the intersection's westbound approach to provide a separate right, through-right and two through lanes.
- ***I-405 SB ramps/Jefferson Boulevard.*** Implement the Regional Bus enhancements providing additional service along Culver City Bus Lines 2 and 4 and its extension, and the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall.
- ***Lincoln Boulevard/83rd Street.*** Contribute to the provision of additional signal equipment, if required, to obtain the following overlapping right-turn arrow signal indications: Westbound 83rd Street right turns overlapping with the Lincoln Boulevard north-south left turn phase. Contribute to the design and implementation of the Airport ATCS at this location.
- ***Lincoln Boulevard/Manchester Avenue.*** Contribute to the design and implementation of the Airport ATCS at this location.
- ***Lincoln Boulevard/Venice Boulevard.*** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 2. Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.
- ***Sepulveda Boulevard/Manchester Avenue.*** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6. Contribute to the design and implementation of a Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor. Contribute to the design and implementation of the Airport ATCS at this location.

- **Sepulveda Boulevard/I-105 WB Off-Ramp.** Contribute to the design and implementation of Airport ATCS at this location.
- **Sepulveda Boulevard/76th and 77th Streets.** Contribute to the design and implementation of a Limited Bus Service between the Proposed Project, Howard Hughes Center and the Century Boulevard Office Corridor.
- **Bundy Drive/Ocean Park Boulevard.** Contribute to the design and implementation of the Smart Corridor ATCS at this location.
- **Bluff Creek Drive/Centinela Avenue.** Restripe northbound Bluff Creek Drive to have a left-turn lane, two through lanes and two right-turn lanes.
- **Lincoln Boulevard/La Tijera Boulevard.** Contribute to the design and implementation of the Airport ATCS at this location.
- **Sepulveda Boulevard/79th and 80th Streets.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6. Contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.
- **Sepulveda Boulevard/Westchester Parkway.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6.
- **Centinela Avenue/Venice Boulevard.** Restripe to provide a separate southbound right turn lane so that this Centinela Avenue approach would have a separate right turn lane, two through lanes and a single left turn lane. Contribute to the design and implementation of the Smart Corridor ATCS at this location.
- **Centinela Avenue/Culver Boulevard.** Provide a westbound right turn lane so that the Culver Boulevard westbound approach would have a separate right turn lane, two through lanes and a single left turn lane.
- **Inglewood Avenue/Culver Boulevard.** Provide left-turn lanes along eastbound and westbound Culver Boulevard, such that the eastbound and westbound approaches would each have a separate left-turn lane, a through lane and a shared through-right turn lane.
- **Centinela Avenue/Jefferson Boulevard.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard. Also, contribute to the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall and its environs. Contribute to the design and implementation of the Limited Bus Service serving the Proposed Project, Howard Hughes Center and the Century Boulevard Office Corridor.
- **Culver Boulevard/Jefferson Boulevard.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard.

- **Lincoln Boulevard/Jefferson Boulevard.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard. Contribute to the design and implementation of the expanded internal shuttle system serving the Marina del Rey area. Also, contribute to the design and early implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.
- **La Cienega Boulevard/Centinela Avenue.** Contribute to the design and implementation of the Airport ATCS at this location.
- **Sepulveda Boulevard/La Tijera Boulevard.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 6. Contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.
- **Lincoln Boulevard/Marina Expressway (SR 90).** Contribute to the design and implementation of Transit Priority System (signal system components) along Lincoln Boulevard.
- **Lincoln Boulevard/Maxella Avenue.** Contribute to the design and implementation of Transit Priority System (signal system components) along Lincoln Boulevard.
- **Lincoln Boulevard/Washington Boulevard.** Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.
- **Lincoln Boulevard/Bluff Creek Drive.** Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.
- **Lincoln Boulevard/Loyola Marymount (LMU) Drive.** Contribute to design and implementation of Transit Priority System (signal system components) along Lincoln Boulevard. Also, contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor and provide for the expansion of the Playa Vista internal shuttle bus system.
- **Inglewood Boulevard/Jefferson Boulevard.** Implement the Regional Bus enhancements providing additional service along the Culver City Bus Line 4 and its extension between Fox Hills Mall and Playa del Rey along Jefferson Boulevard, and towards additional service along the Culver City Bus Line 2. Also, contribute to the design and implementation of the expanded internal shuttle system serving the Fox Hills Mall and its environs. Contribute to the design and implementation of the Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.

County of Los Angeles

Widening and/or other improvements to the following intersections would be required in a manner satisfactory to the County of Los Angeles Department of Public Works. Conceptual drawings showing details of improvements overlaid on aerial-photo map base are attached in the Appendix 4A – “Intersections”.

- **Admiralty Way/Mindanao Way.** Contribute to the design and implementation of an expanded internal shuttle system serving the Marina del Rey area.
- **Palawan Way/Admiralty Way.** Contribute a fair share towards the intersection improvement consistent with the Los Angeles County Department of Public Works proposed Admiralty Way Corridor Improvements. The improvement required by the Proposed Project consists of providing dual southbound left turn lanes which is consistent with the County planned improvements at this location. The southbound approach would have dual southbound left-turn lanes, a through lane and a separate right-turn lane.
- **Sherbourne Drive/Centinela Avenue.** Contribute to the design and implementation of an ATCS or any other signal system enhancement similar to it.
- **Lincoln Boulevard/Marina Freeway.** Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.
- **Lincoln Boulevard/Bali Way.** Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.
- **Lincoln Boulevard/Fiji Way.** Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard. Contribute to the design and implementation of an expanded internal shuttle system serving the Marina del Rey area.
- **Lincoln Boulevard/Mindanao Way.** Contribute to the design and implementation of a Transit Priority System (signal system components) along Lincoln Boulevard.

City of Culver City

Widening and/or other improvements to the following intersections would be required in a manner satisfactory to the City of Culver City. Conceptual drawings showing details of improvements

overlaid on an aerial-photo map base are attached in the Appendix 4. The following intersection improvements are proposed within the City of Culver City:

- ***Sepulveda Boulevard/Centinela Avenue.*** Contribute to the design and implementation of the Airport ATCS at this location. Implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 6; and the design and implementation of the expanded internal shuttle system serving Howard Hughes Center. Contribute to the design and implementation of Limited Bus Service serving Howard Hughes Center and the Century Boulevard Office Corridor.
- ***Inglewood Boulevard/Washington Boulevard.*** Implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 2.
- ***Jefferson Boulevard/Overland Avenue.*** Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension.
- ***Sepulveda Boulevard/Jefferson Boulevard and Playa Street.*** Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension. Also, contribute to the design and implementation of additional service (1 bus) along the Culver City Bus Line 6.
- ***Sepulveda Boulevard/Slauson Avenue.*** Implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 6.
- ***Green Valley Circle/Centinela Avenue*** – Restripe in order to provide a separate westbound right turn lane on Centinela Avenue. The westbound approach would have a separate right lane and two through lanes.
- ***Centinela Avenue/Washington Place*** – Add a second left turn lane to both eastbound and westbound approaches on Washington Place. The eastbound approach would have dual lefts, a shared through-right and separate through lane. The westbound approach would have dual lefts, two through lanes and a separate right turn lane.
- ***Overland Avenue/Culver Boulevard.*** Add a right turn lane along the westbound approach on Culver Boulevard. This approach would have a separate right-turn lane, a left-turn lane and two through lanes. In addition, provide a southbound right-turn only lane on Overland Avenue at this location resulting in a separate right-turn lane, two through lanes and dual left-turn lanes.

- ***Sepulveda Boulevard/Culver Boulevard.*** Implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 6.
- ***Sawtelle Boulevard/Culver Boulevard.*** Contribute towards provision of separate northbound and southbound right-turn lanes along Sawtelle Boulevard consistent with the Caltrans' proposed improvement at this location. Both north- and southbound Sawtelle Boulevard approaches would have a separate right-turn lane, two through lanes and a left-turn lane.
- ***Hannum Avenue/Playa Street.*** Implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 2.
- ***Jefferson Boulevard/Duquesne Avenue.*** Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension.
- ***Centinela Avenue/Washington Boulevard.*** Implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 2.
- ***Jefferson Boulevard/Sepulveda Boulevard(N).*** Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension.
- ***Sepulveda Boulevard/Sawtelle Boulevard.*** Implement the Regional Bus enhancements providing additional service (two buses) along the Culver City Bus Line 4 and its extension. Also, implement the Regional Bus enhancements providing additional service (1 bus) along the Culver City Bus Line 6.

City of Inglewood

Widening and/or other improvements to the following intersections would be required in a manner satisfactory to the City of Inglewood Department of Public Works.

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

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

South Bay Cities

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

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

Project Design Features

Many of the intersections include improvements that are part of the project design. The following describes these design features and any other improvements proposed at the specific locations.

- **McConnell Avenue / Jefferson Boulevard** – The project design feature at this location would add the south leg of McConnell Avenue at Jefferson Boulevard. The south leg of McConnell Avenue would be a four lane divided roadway between Runway Road and Jefferson Boulevard. The northbound approach would consist of a left-turn lane, a shared through-right lane and a separate right turn lane.

In addition to the design feature, add a continuous eastbound through-lane along Jefferson Boulevard at the intersection so that Jefferson Boulevard would have four eastbound and three westbound lanes through the intersection. The proposed improvements would result in the following lane configurations: three-through lanes, a shared through-right and a left-turn lane along the eastbound approach; two through lanes, a shared through-right and a left-turn lane along the westbound approach; and a left-turn lane and a shared through-right turn lane along the southbound approach.

Provide a signal at the intersection. Contribute to the design and construction of ATSAC (Automated Traffic Surveillance and Control). Also, contribute to the design and implementation of ATCS by incorporating within the existing Mar Vista sub-system.

- **McConnell Avenue / Bluff Creek Drive** – As part of project design, construct this intersection with the following lane geometry: At the westbound approach, provide a through lane and a

shared through-right turn lane; at the eastbound approach, provide two through lanes and separate left turn lane; and at the southbound approach, provide a left turn lane and a right-turn lane. Provide a signal at this location, when warranted.

- Westlawn Avenue / Bluff Creek Drive – As part of the project design, construct this intersection with the following lane geometrics: At the westbound approach, provide two through lanes and a separate right turn lane; at the eastbound approach, provide two through lanes and separate left turn lane; and at the southbound approach, provide a left and right-turn lanes.
- Beethoven Street / Jefferson Boulevard - Provide four eastbound and three westbound through lanes along Jefferson Boulevard. The eastbound approach would have four through lanes and a separate left turn lane along Jefferson Boulevard at the intersection.
- Westlawn Avenue / Jefferson Boulevard - Add an eastbound through lane along Jefferson Boulevard. Provide the south leg of the intersection. Modify the signal to accommodate the four-legged intersection at this location. The NB approach of Westlawn Avenue at this intersection with the proposed improvements would be reconfigured to have a left-turn lane, a shared through-right turn lane and a separate right-turn lane. Restripe the north leg to have a shared through-right and a left turn lane at the approach. Provide signal hardware to incorporate the fourth leg at this intersection location. Contribute to the design and implementation of ATCS by incorporating within the existing Mar Vista sub-system.

Provision of Signal System Improvements

The proposed signal system improvements include the following elements – Adaptive Traffic Control System (ATCS) and upgraded signal hardware. A brief description of these signal system improvements follows.

Provision of ATCS (ADAPTIVE TRAFFIC CONTROL SYSTEM)

This includes provision of ATCS-associated signal equipment, additional loop detectors, communications set-up and the associated control PC hardware/software, if required. The ATCS is a PC-based traffic signal control program that provides full-response signal control based on real time traffic operating conditions. ATCS automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal sub-system network such that the number of stops and the amount of delay are minimized along with improved traffic signal coordination. Currently, the Mar Vista sub-system including Lincoln Boulevard from the northern City Limits of the City of Los Angeles to LMU Drive is under ATCS control. LADOT

estimates that ATCS improves intersection capacity by an additional 3% over that operating under ATSAC only.

Provision of Upgraded Signal System Equipment

At intersection locations where exclusive right turn lane(s) exists along the various approaches and where overlapping left-turn phases dominate, the provision of signal indications for separate right-turn arrow during the overlapping left turn phase is encouraged. The key intersections where this is proposed include:

- Lincoln Boulevard / 83rd Street
- Bluff Creek Drive / Centinela Avenue

CONSTRUCTION-RELATED STREET USE, IMPACTS AND MITIGATION MEASURES

The Draft Los Angeles CEQA Thresholds Guide identifies four types of in-street construction impacts and 16 factors to be used for determining the significance of a project's impacts on these four types of in-street construction. Each of the four types of construction impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are: (1) Temporary Traffic Impacts, potential impacts on vehicular travelers on roadways; (2) Temporary Loss of Access, potential impacts on visitors entering and leaving sites; (3) Temporary Loss of Bus Stops or Rerouting of Bus Lines, potential impacts on bus travelers; and (4) Temporary Loss of On-Street Parking, potential impacts on parkers.

The factors identify the components that determine whether an impact might occur, or the extent to which it might occur. Each of the factors presents a consideration that would contribute to either a potential inconvenience in the performance of ones daily activities (i.e., an impact on traffic operations) and/or a concern to public safety. The factors have been considered in determining the extent to which an inconvenience or threat to safety would occur. The two significance thresholds address potential inconvenience and safety, respectively. Traffic impacts from construction activities would be expected to occur as a result of the following three types of activities:

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

The impact of construction truck traffic would be a lessening of the capacities of access streets and haul routes because of the slower movements and larger turning radii of trucks. The Air Quality Analysis prepared by Planning Consultants Research (PCR) estimated that the average daily truck travel ranged from 114 trips per day during the average month to 360 trips per day during the peak month. On an average hourly basis, assuming a uniform distribution of trips over the workday, these daily trip totals would translate to 11 trips per hour in the average month and 36 trips per hour in the peak month. This level of truck travel would be equivalent to between 33 and 108 passenger cars per hour. Outside of peak hours, this level of added traffic would not adversely affect street operations because of the reduced levels of traffic volumes present during these times. The typical hours of construction and deliveries would not overlap with the PM peak hour and would preclude most, if not all, effects of traffic in the evening peak hour on adjacent streets. In the morning peak hour, there would be partial overlap of operations, but the truck traffic is not anticipated to adversely reduce the operating efficiency on adjacent streets during the periods of overlap.

Construction worker traffic would depend on not only the level of effort during various construction phases, but also on the mode and time of travel used by the workers. The hours of construction typically require workers to be on-site prior to the AM commute peak and allow them to leave prior to the evening peak. Many workers carpool to the job site and others stage off-site at contractors' yards and are transported to the job site in groups. There would be about 173 worker trips per day during the average month of construction, which would rise to about 277 trips per day during the peak month.

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

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

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

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

Construction traffic impacts on roadway operations are considered to be potentially short-term significant impacts, prior to mitigation. Accordingly, mitigation measures are recommended below to reduce such impacts to levels that would be less than significant.

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

The proposed project shall prepare construction traffic management plans, including street closure information, detour plans, haul routes, and staging plans, satisfactory to LADOT.

Construction traffic management plans shall include the following elements:

- Provisions to configure construction parking to minimize traffic interference to the extent feasible
- Provisions for temporary traffic control during all phases of construction activities to improve traffic flow on public roadways (e.g., flag person).
- Scheduling construction activities that affect traffic flow on public roadways to off-peak hours to the extent feasible.
- Rerouting construction trucks off congested streets.
- Consolidating truck deliveries.
- Provision of dedicated turn lanes for movement of construction trucks and equipment on- and off-site, to the extent feasible.
- Construction-related vehicles shall not park on any residential street, with the exception of active construction sites within the Project.
- No construction activity shall block access to any residence or place of business, without prior consent or compensation.
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing, and protection barriers.
- All contractors shall be required to participate in a common carpool registry during all periods of contract performance monitored and maintained by the Applicant's Monitor.
- All construction-related deliveries, other than concrete and earthwork-related deliveries, shall be restricted to non-peak travel periods to the extent feasible.

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

INTERSECTION OPERATING CONDITIONS AND TRAFFIC IMPACTS

The "Future with Project with Mitigations" conditions are defined by the traffic volumes, intersection configurations and roadways that would exist in 2010 following development of the Village at Playa Vista Project and implementation of all the transportation improvements described above. These traffic volumes and roadway intersection lane configurations are attached in Appendices 2A and 2B, respectively.

Table 5-2 shows the results of the capacity analysis at each intersection for the base, project and project with mitigations conditions. Figures 5-3 and 5-4 graphically illustrate the Future with Project and Mitigations AM and PM peak hour levels of service at the analyzed intersections, respectively. The individual capacity analyses worksheets are contained in Appendix 3D.

Under this worst case methodology, the "Project with Mitigations" scenario would have 61% and 53% of the intersections operate at LOS D or better, 12% and 18% at LOS E and 27% and 29% at LOS F during AM and PM peak hours, respectively. Again, the PM peak hour conditions would continue to be worse than the AM peak hour conditions, as with the "2010 Base" and "2010 with Project" scenarios.

Comparing the performance of the transportation system for the "Project with Mitigation" scenario to that of the "2010 Base", on a system-wide basis, it can be observed that during both peak hours, the percentage of intersections operating at LOS E and/or F in the future with mitigations (39 and 47% during AM and PM peak hours, respectively) is equal to or better than that during 2010 Base conditions (39 and 48% during AM and PM peak hours, respectively). In other words, the percentage of intersections operating at acceptable levels of service (LOS D or better) is greater in the "2010 with Project and Mitigation" scenario than that in the "2010 Base"

TABLE 5--2

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	W/Mitigation Program V/C	2010 w/Project		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS				V/C	LOS		
CITY OF LOS ANGELES												
111TH ST	AM PM	0.273 0.531	A A	0.273 0.532	A A	0.000 0.001	N N	0.273 0.532	A A	0.000 0.001	N N	
12TH ST	AM PM	0.327 0.415	A A	0.393 0.525	A A	0.066 0.110	N N	0.393 0.525	A A	0.066 0.110	N N	
77TH ST/76TH ST	AM PM	1.048 1.000	F E	1.056 1.034	F F	0.008 0.034	N Y	1.029 1.007	F F	-0.019 0.007	N N	
80TH ST/79TH ST	AM PM	0.761 1.005	C F	0.767 1.022	C F	0.006 0.017	N Y	0.741 0.997	C E	-0.020 -0.008	N N	
83RD ST	AM PM	1.339 1.021	F F	1.366 1.083	F F	0.027 0.062	Y Y	1.265 1.011	F F	-0.074 -0.010	N N	
83RD ST	AM PM	0.738 0.859	C D	0.742 0.873	C D	0.004 0.014	N N	0.742 0.873	C D	0.004 0.014	N N	
88TH ST/LA TIJERA BL	AM PM	0.843 0.913	D E	0.847 0.932	D E	0.004 0.019	N Y	0.819 0.875	D D	-0.024 -0.038	N N	
96TH ST	AM PM	0.419 0.672	A B	0.427 0.688	A B	0.008 0.016	N N	0.427 0.688	A B	0.008 0.016	N N	
ABBOTT KINNEY BL	AM PM	0.707 0.764	C C	0.710 0.771	C C	0.003 0.007	N N	0.710 0.771	C C	0.003 0.007	N N	
AIRPORT BL	AM PM	0.626 0.652	B B	0.631 0.659	B B	0.005 0.007	N N	0.631 0.659	B B	0.005 0.007	N N	
AIRPORT BL	AM PM	0.742 0.715	C C	0.743 0.715	C C	0.001 0.000	N N	0.743 0.715	C C	0.001 0.000	N N	
AIRPORT BL	AM PM	0.752 0.870	C D	0.757 0.878	C D	0.005 0.008	N N	0.757 0.878	C D	0.005 0.008	N N	
AIRPORT BL	AM PM	0.707 0.819	C D	0.707 0.825	C D	0.000 0.006	N N	0.707 0.825	C D	0.000 0.006	N N	
ALLA RD	AM PM	0.550 0.468	A A	0.584 0.512	A A	0.034 0.044	N N	0.584 0.512	A A	0.034 0.044	N N	
ARBOR VITAE ST	AM PM	0.667 0.802	B D	0.670 0.807	B D	0.003 0.005	N N	0.670 0.807	B D	0.003 0.005	N N	
AVIATION BL	AM PM	0.866 0.972	D E	0.888 0.981	D E	0.002 0.009	N N	0.888 0.981	D E	0.002 0.009	N N	
AVIATION BL	AM PM	0.865 0.908	D E	0.865 0.908	D E	0.000 0.000	N N	0.865 0.908	D E	0.000 0.000	N N	

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
PLAYA VISTA DR	@ B ST	AM 0.382 PM 0.337	A A	0.388 0.344	A A	0.006 0.007	N N	0.388 0.344	A A	0.006 N/A	N N
BEETHOVEN ST	@ JEFFERSON BL	AM 0.370 PM 0.367	A A	0.402 0.402	A A	0.032 0.035	N N	0.402 0.402	A A	0.032 0.035	N N
SAWTELLE BL	@ BRADDOCK DR	AM 0.699 PM 0.753	B C	0.703 0.758	C C	0.004 0.005	N N	0.703 0.758	C C	0.004 0.005	N N
MAIN ST	@ BROOKS AV/ABBOT KINNEY BL	AM 0.610 PM 0.858	B D	0.611 0.860	B D	0.001 0.002	N N	0.611 0.860	B D	0.001 0.002	N N
BUNDY DR	@ I-10 EB ON-RAMP	AM 1.297 PM 1.169	F F	1.297 1.169	F F	0.000 0.000	N N	1.297 1.169	F F	0.000 0.000	N N
BUNDY DR	@ OCEAN PARK BL	AM 1.086 PM 1.332	F F	1.098 1.348	F F	0.012 0.016	Y Y	1.068 1.318	F F	-0.018 -0.014	N N
CENTINELA AV	@ CULVER BL	AM 0.892 PM 0.850	D D	0.905 0.869	E D	0.013 0.019	Y N	0.839 0.845	D D	-0.053 -0.005	N N
CENTINELA AV	@ JEFFERSON BL	AM 0.656 PM 0.747	B C	0.746 0.855	C D	0.090 0.108	Y Y	0.728 0.837	C D	0.072 0.090	Y Y
LA CIENEGA BL	@ CENTINELA AV	AM 1.201 PM 1.253	F F	1.211 1.262	F F	0.010 0.009	Y N	1.181 1.232	F F	-0.020 -0.021	N N
LA TIJERA BL	@ CENTINELA AV	AM 1.048 PM 0.872	F D	1.089 0.902	F E	0.041 0.030	Y Y	0.914 0.796	E C	-0.134 -0.074	N N
CENTINELA AV	@ MARINA FWY EB RAMP	AM 0.398 PM 0.566	A A	0.462 0.515	A B	0.064 0.049	N N	0.462 0.615	A B	0.064 0.049	N N
CENTINELA AV	@ MARINA FWY WB RAMP	AM 0.478 PM 0.449	A A	0.497 0.470	A A	0.019 0.021	N N	0.497 0.470	A A	0.019 0.021	N N
MESMER AV	@ CENTINELA AV	AM 0.438 PM 0.406	A A	0.457 0.447	A A	0.019 0.041	N N	0.457 0.447	A A	0.019 0.041	N N
CENTINELA AV	@ SHORT AV	AM 0.643 PM 0.634	B B	0.655 0.653	B B	0.012 0.019	N N	0.655 0.653	B B	0.012 0.019	N N
BLUFF CREEK DR	@ CENTINELA AV	AM 0.474 PM 0.591	A A	0.512 0.726	A C	0.038 0.135	N Y	0.512 0.698	A B	0.038 0.107	N N
CENTINELA AV	@ VENICE BL	AM 1.228 PM 1.332	F F	1.248 1.350	F F	0.020 0.018	Y Y	1.199 1.251	F F	-0.029 -0.081	N N
SEPULVEDA BL	@ CENTURY BL	AM 0.691 PM 0.887	B D	0.698 0.895	B D	0.007 0.008	N N	0.698 0.895	B D	0.007 0.008	N N
CRENSHAW BL	@ FLORENCE AV	AM 0.615 PM 0.673	D D	0.817 0.875	D D	0.002 0.002	N N	0.817 0.875	D D	0.002 0.002	N N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection		Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program V/C	LOS	V/C Increase	Residual Impact
			V/C	LOS		V/C	LOS							
CRENSHAW BL	@ SLAUSON AV	AM PM	1.057 1.289	F F		1.059 1.292	F F		0.002 0.003	N N	1.059 1.292	F F	0.002 0.003	N N
CRENSHAW BL	@ STOCKER ST	AM PM	0.793 0.794	C C		0.799 0.799	C C		0.006 0.005	N N	0.799 0.799	C C	0.006 0.005	N N
INGLEWOOD BL	@ CULVER BL	AM PM	0.798 0.979	C E		0.846 1.053	D F		0.048 0.074	Y Y	0.861 0.824	B D	0.019 0.073	N N
CULVER BL	@ JEFFERSON BL	AM PM	0.817 0.807	D D		0.835 0.829	D D		0.018 0.022	N Y	0.807 0.801	D D	-0.010 -0.006	N N
CULVER BL	@ MARINA EXWY EB RAMPS	AM PM	0.785 0.621	C B		0.790 0.623	C B		0.005 0.002	N N	0.790 0.623	C B	0.005 0.002	N N
CULVER BL	@ MARINA EXWY WB RAMPS	AM PM	1.082 1.033	F F		1.084 1.042	F F		0.002 0.009	N N	1.084 1.042	F F	0.002 0.009	N N
CULVER BL	@ NICHOLSON ST	AM PM	0.917 0.739	E C		0.933 0.765	E C		0.016 0.026	Y N	0.907 0.739	E C	-0.010 0.000	N N
PLAYA VISTA DR	@ CULVER BL	AM PM	0.678 0.474	B A		0.678 0.478	B A		0.000 0.004	N N	0.678 0.478	B A	0.000 N/A	N N
CULVER BL	@ VENICE BL	AM PM	1.035 0.994	F E		1.039 0.997	F E		0.004 0.003	N N	1.039 0.997	F E	0.004 0.003	N N
CULVER BL	@ VISTA DEL MAR	AM PM	0.883 0.599	D A		0.896 0.518	D B		0.013 0.019	N N	0.896 0.618	D B	0.013 0.019	N N
LINCOLN BL RAMP	@ CULVER BL (SOUTHEAST)	AM PM	0.521 0.228	A A		0.521 0.228	A A		0.000 0.000	N N	0.521 0.228	A A	0.000 0.000	N N
LA CIENEGA BL	@ FAIRFAX AV	AM PM	1.113 0.929	F E		1.121 0.938	F E		0.008 0.009	N N	1.121 0.938	F E	0.008 0.009	N N
FAIRFAX AV	@ WASHINGTON BL	AM PM	1.225 0.693	F B		1.233 0.700	F B		0.008 0.007	N N	1.233 0.700	F B	0.008 0.007	N N
FALMOUTH AV	@ MANCHESTER AV	AM PM	0.455 0.594	A A		0.463 0.597	A A		0.008 0.003	N N	0.463 0.597	A A	0.008 0.003	N N
GLENCOE AV	@ MAXELLA AV	AM PM	0.323 0.571	A A		0.323 0.572	A A		0.000 0.001	N N	0.323 0.572	A A	0.000 0.001	N N
VISTA DEL MAR	@ GRAND AV	AM PM	0.803 0.540	D A		0.809 0.548	D A		0.006 0.008	N N	0.809 0.548	D A	0.006 0.008	N N
SEPULVEDA BL	@ HOWARD HUGHES PKWY	AM PM	0.862 0.853	E E		0.984 1.003	E F		0.022 0.050	Y Y	0.938 0.957	E E	-0.024 0.004	N N
LINCOLN BL	@ HUGHES TER	AM PM	0.585 0.780	A C		0.605 0.824	B D		0.020 0.044	N Y	0.598 0.798	A C	0.013 0.018	N N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
LA BREA AV	AM	0.585	A		0.586	A		0.001	N	0.586	A		0.001	N
	PM	0.689	B		0.691	B		0.002	N	0.691	B		0.002	N
LA CIENEGA BL	AM	0.814	D		0.815	D		0.001	N	0.615	D		0.001	N
	PM	0.785	C		0.786	C		0.001	N	0.786	C		0.001	N
WASHINGTON BL	AM	0.551	A		0.563	A		0.012	N	0.563	A		0.012	N
	PM	0.661	B		0.667	B		0.006	N	0.667	B		0.006	N
LA BREA AV	AM	0.639	B		0.639	B		0.000	N	0.639	B		0.000	N
	PM	0.639	B		0.639	B		0.000	N	0.639	B		0.000	N
WASHINGTON BL	AM	0.531	A		0.536	A		0.005	N	0.536	A		0.005	N
	PM	0.577	A		0.583	A		0.006	N	0.583	A		0.006	N
SEPULVEDA BL	AM	1.237	F		1.246	F		0.009	N	1.216	F		-0.027	N
	PM	1.237	F		1.256	F		0.019	Y	1.226	F		-0.011	N
I-405 NB RAMPS	AM	0.835	D		0.855	D		0.020	Y	0.783	C		-0.052	N
	PM	1.313	F		1.323	F		0.010	Y	1.114	F		-0.189	N
I-405 NB RAMPS	AM	0.693	B		0.693	B		0.000	N	0.693	B		0.000	N
	PM	0.763	C		0.763	C		0.000	N	0.763	C		0.000	N
I-405 SB RAMPS	AM	0.676	B		0.733	C		0.065	Y	0.677	B		-0.031	N
	PM	0.761	C		0.815	D		0.054	Y	0.763	C		0.002	N
I-405 SB RAMPS	AM	0.668	B		0.668	B		0.000	N	0.668	B		0.000	N
	PM	0.703	C		0.703	C		0.000	N	0.703	C		0.000	N
LA CIENEGA BL	AM	0.633	B		0.634	B		0.001	N	0.634	B		0.001	N
	PM	0.620	B		0.623	B		0.003	N	0.623	B		0.003	N
LA CIENEGA BL	AM	0.453	A		0.454	A		0.001	N	0.454	A		0.001	N
	PM	0.306	A		0.307	A		0.001	N	0.307	A		0.001	N
LA CIENEGA BL	AM	0.541	A		0.543	A		0.002	N	0.543	A		0.002	N
	PM	0.506	A		0.508	A		0.002	N	0.508	A		0.002	N
LA CIENEGA BL	AM	0.645	B		0.645	B		0.000	N	0.645	B		0.000	N
	PM	0.464	A		0.464	A		0.000	N	0.464	A		0.000	N
PERSHING DR	AM	0.955	E		0.957	E		0.002	N	0.957	E		0.002	N
	PM	0.521	A		0.525	A		0.004	N	0.525	A		0.004	N
SEPULVEDA BL	AM	0.969	E		0.974	E		0.005	N	0.944	E		-0.025	N
	PM	1.230	F		1.255	F		0.025	Y	1.225	F		-0.005	N
VISTA DEL MAR	AM	1.092	F		1.190	F		0.008	N	1.100	F		0.008	N
	PM	0.483	A		0.490	A		0.007	N	0.490	A		0.007	N
INGLEWOOD BL/CENTINELA AV	AM	0.833	D		0.862	D		0.029	Y	0.831	D		-0.002	N
	PM	0.789	C		0.828	D		0.039	Y	0.805	D		0.016	N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
LA CIENEGA BL	AM	1.308	F	1.316	F	0.008	N	1.316	F	0.008	N
	PM	1.178	F	1.185	F	0.007	N	1.185	F	0.007	N
LINCOLN BL	AM	0.991	E	1.024	F	0.033	Y	0.988	E	-0.003	N
	PM	1.051	F	1.110	F	0.059	Y	1.060	F	0.009	N
MCCONNELL AV	AM	[a] 95.4	F	0.451	A	N/A	N	0.451	A	N/A	N
	PM	[a] 696.2	F	0.385	A	N/A	N	0.385	A	N/A	N
MESMER AV	AM	0.416	A	0.442	A	0.026	N	0.442	A	0.026	N
	PM	0.464	A	0.517	A	0.053	N	0.517	A	0.053	N
JEFFERSON BL	AM	0.466	A	0.469	A	0.003	N	0.469	A	0.003	N
	PM	0.635	B	0.646	B	0.011	N	0.646	B	0.011	N
PLAYA VISTA DR	AM	0.661	B	0.687	B	0.026	N	0.687	B	0.026	N
	PM	0.715	C	0.744	C	0.029	N	0.744	C	0.029	N
JEFFERSON BL	AM	0.806	D	0.818	D	0.012	N	0.818	D	0.012	N
	PM	0.878	D	0.886	D	0.008	N	0.886	D	0.008	N
WESTLAWN AV	AM	0.447	A	0.499	A	0.052	N	0.499	A	0.052	N
	PM	0.473	A	0.572	A	0.099	N	0.572	A	0.099	N
LA CIENEGA BL	AM	0.898	D	0.904	E	0.006	N	0.904	E	0.006	N
	PM	0.789	C	0.799	C	0.010	N	0.799	C	0.010	N
LA CIENEGA BL	AM	1.161	F	1.170	F	0.009	N	1.170	F	0.009	N
	PM	1.253	F	1.262	F	0.009	N	1.262	F	0.009	N
LA CIENEGA BL	AM	1.176	F	1.178	F	0.002	N	1.178	F	0.002	N
	PM	1.064	F	1.065	F	0.001	N	1.065	F	0.001	N
LINCOLN BL	AM	0.799	C	0.818	D	0.019	N	0.788	C	-0.011	N
	PM	0.868	D	0.894	D	0.025	Y	0.864	D	-0.004	N
LA TIJERA BL	AM	0.747	C	0.752	C	0.005	N	0.752	C	0.005	N
	PM	0.769	C	0.777	C	0.008	N	0.777	C	0.008	N
LINCOLN BL	AM	0.723	C	0.744	C	0.021	N	0.744	C	0.021	N
	PM	0.699	B	0.728	C	0.029	N	0.728	C	0.029	N
LINCOLN BL	AM	1.254	F	1.291	F	0.027	Y	1.261	F	-0.003	N
	PM	1.203	F	1.237	F	0.034	Y	1.207	F	0.004	N
LINCOLN BL	AM	1.039	F	1.056	F	0.017	Y	1.048	F	0.009	N
	PM	1.096	F	1.113	F	0.017	Y	1.105	F	0.009	N
LINCOLN BL	AM	0.897	D	0.909	E	0.012	Y	0.901	E	0.004	N
	PM	0.952	E	0.963	E	0.011	Y	0.955	E	0.003	N
LINCOLN BL	AM	0.929	E	0.938	E	0.009	N	0.938	E	0.009	N
	PM	0.894	D	0.902	E	0.008	N	0.902	E	0.008	N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
SEPULVEDA BL				@ LINCOLN BL										
	AM	0.595	A		0.503	B		0.008	N	0.603	B		0.006	N
	PM	0.819	D		0.396	D		0.017	N	0.836	D		0.017	N
LINCOLN BL				@ BLUFF CREEK DR (HUGHES WAY)										
	AM	0.710	C		0.737	C		0.027	N	0.730	C		0.020	N
	PM	0.668	D		0.906	E		0.040	Y	0.884	D		0.016	N
LINCOLN BL				@ VENICE BL										
	AM	1.087	F		1.100	F		0.013	Y	1.065	F		-0.001	N
	PM	1.050	F		1.071	F		0.011	Y	1.065	F		0.005	N
LINCOLN BL				@ WASHINGTON BL										
	AM	1.153	F		1.163	F		0.010	Y	1.151	F		-0.002	N
	PM	1.241	F		1.254	F		0.013	Y	1.242	F		0.001	N
MAIN ST				@ ROSE AV										
	AM	0.510	A		0.511	A		0.001	N	0.511	A		0.001	N
	PM	0.900	D		0.903	E		0.003	N	0.903	E		0.003	N
PERSHING DR				@ MANCHESTER AV										
	AM	0.443	A		0.445	A		0.002	N	0.445	A		0.002	N
	PM	0.411	A		0.419	A		0.006	N	0.419	A		0.008	N
SEPULVEDA BL				@ MANCHESTER AV										
	AM	1.001	F		1.008	F		0.007	N	0.990	E		-0.001	N
	PM	1.178	F		1.235	F		0.057	Y	1.184	F		0.006	N
MINDANAO WY				@ MARINA EXWY EB RAMP										
	AM	0.804	D		0.804	D		0.000	N	0.804	D		0.000	N
	PM	0.889	D		0.393	D		0.004	N	0.893	D		0.004	N
MINDANAO WY				@ MARINA EXWY WB RAMP										
	AM	0.550	A		0.562	A		0.002	N	0.562	A		0.002	N
	PM	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		0.310	A		N/A	N	0.310	A		N/A	N
	PM	N/A	N/A		0.455	A		N/A	N	0.455	A		N/A	N
MOTOR AV				@ VENICE BL										
	AM	0.991	E		0.993	E		0.002	N	0.993	E		0.002	N
	PM	1.019	F		1.028	F		0.009	N	1.028	F		0.009	N
OCEAN AV/VIA MARINA				@ WASHINGTON BL										
	AM	1.233	F		1.236	F		0.003	N	1.236	F		0.003	N
	PM	1.311	F		1.314	F		0.003	N	1.314	F		0.003	N
OVERLAND AV				@ PALMS BL										
	AM	0.913	E		0.915	E		0.002	N	0.915	E		0.002	N
	PM	1.106	F		1.111	F		0.005	N	1.111	F		0.005	N
OVERLAND AV				@ VENICE BL										
	AM	1.124	F		1.126	F		0.002	N	1.126	F		0.002	N
	PM	1.145	F		1.151	F		0.006	N	1.151	F		0.006	N
PACIFIC AV				@ WASHINGTON BL										
	AM	0.673	B		0.674	B		0.001	N	0.674	B		0.001	N
	PM	0.697	B		0.699	B		0.002	N	0.699	B		0.002	N
PALAWAN WAY				@ WASHINGTON BL										
	AM	1.009	F		1.009	F		0.000	N	1.009	F		0.000	N
	PM	0.948	E		0.948	E		0.000	N	0.948	E		0.000	N
PERSHING DR				@ WESTCHESTER PKWY										
	AM	0.432	A		0.434	A		0.002	N	0.434	A		0.002	N
	PM	0.368	A		0.392	A		0.004	N	0.392	A		0.004	N
PLAYA VISTA DR				@ BLUFF CREEK DR										
	AM	0.439	A		0.473	A		0.034	N	0.473	A		0.034	N
	PM	0.549	A		0.599	A		0.050	N	0.599	A		0.050	N

TABLE 5-2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
SEPULVEDA BL @ WESTCHESTER PKWY	AM	1.056	F	1.062	F	0.006	N	1.009	F	-0.047	N
	PM	1.200	F	1.239	F	0.039	Y	1.185	F	-0.015	N
WALGROVE AV @ VENICE BL	AM	0.864	D	0.866	D	0.002	N	0.866	D	0.002	N
	PM	1.079	F	1.082	F	0.003	N	1.082	F	0.003	N
COUNTY OF LOS ANGELES											
ADMIRALTY WAY @ BALI WAY	AM	0.771	C	0.775	C	0.004	N	0.775	C	0.004	N
	PM	1.069	F	1.078	F	0.009	N	1.078	F	0.009	N
ADMIRALTY WAY @ FIJI WAY	AM	0.473	A	0.477	A	0.004	N	0.477	A	0.004	N
	PM	0.647	B	0.659	B	0.012	N	0.659	B	0.012	N
ADMIRALTY WAY @ MINDANAO WAY	AM	0.903	E	0.906	E	0.003	N	0.898	D	-0.005	N
	PM	1.132	F	1.145	F	0.013	Y	1.138	F	0.006	N
PALAWAN WAY @ ADMIRALTY WAY	AM	0.865	D	0.871	D	0.006	N	0.793	C	-0.072	N
	PM	1.132	F	1.145	F	0.013	Y	1.019	F	-0.113	N
VIA MARINA @ ADMIRALTY WAY	AM	0.912	E	0.918	E	0.006	N	0.918	E	0.006	N
	PM	1.119	F	1.127	F	0.008	N	1.127	F	0.008	N
ALVERN ST @ CENTINELA AV	AM	0.741	C	0.752	C	0.021	N	0.762	C	0.021	N
	PM	0.752	C	0.781	C	0.029	N	0.781	C	0.029	N
LINCOLN BL @ BALI WAY	AM	0.833	D	0.844	D	0.011	N	0.834	D	0.001	N
	PM	1.018	F	1.034	F	0.016	Y	1.024	F	0.006	N
SHERBOURNE DR @ CENTINELA AV	AM	0.785	C	0.807	D	0.022	Y	0.777	C	-0.008	N
	PM	0.700	B	0.724	C	0.024	N	0.694	B	-0.006	N
I-405 NB OFF RAMP @ CENTURY BL	AM	1.114	F	1.115	F	0.001	N	1.115	F	0.001	N
	PM	0.600	A	0.601	B	0.001	N	0.601	B	0.001	N
CORNING AV @ SLAUSON AV	AM	0.859	D	0.864	D	0.005	N	0.864	D	0.005	N
	PM	0.691	B	0.696	B	0.005	N	0.696	B	0.005	N
FAIRFAX AV @ SLAUSON AV	AM	1.091	F	1.092	F	0.001	N	1.092	F	0.001	N
	PM	1.008	F	1.015	F	0.007	N	1.015	F	0.007	N
LINCOLN BL @ FIJI WAY	AM	0.779	C	0.792	C	0.013	N	0.774	C	-0.005	N
	PM	0.903	E	0.927	E	0.024	Y	0.910	E	0.007	N
HAWTHORNE BL @ I-105 EB OFF RAMP	AM	0.519	A	0.519	A	0.000	N	0.519	A	0.000	N
	PM	0.600	A	0.600	A	0.000	N	0.600	A	0.000	N
HAWTHORNE BL @ LENNOX BL	AM	0.662	B	0.662	B	0.000	N	0.662	B	0.000	N
	PM	0.840	D	0.841	D	0.001	N	0.841	D	0.001	N
INGLEWOOD AV @ LENNOX BL	AM	0.825	D	0.827	D	0.002	N	0.827	D	0.002	N
	PM	0.920	E	0.921	E	0.001	N	0.921	E	0.001	N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
KINGS RD @ SLAUSON AV	AM PM	0.558 0.575	A A	0.559 0.586	A A	0.001 0.011	N N	0.559 0.586	A A	0.001 0.011	N N
LA BREA AV @ SLAUSON AV	AM PM	1.132 1.081	F F	1.139 1.090	F F	0.007 0.009	N N	1.139 1.090	F F	0.007 0.009	N N
LA BREA AV/OVERHILL DR @ STOCKER ST	AM PM	0.953 1.168	E F	0.956 1.174	E F	0.003 0.006	N N	0.956 1.174	E F	0.003 0.006	N N
LA CIENEGA BL @ LENNOX BL	AM PM	0.402 0.516	A A	0.405 0.519	A A	0.003 0.003	N N	0.405 0.519	A A	0.003 0.003	N N
LA CIENEGA BL @ STOCKER ST	AM PM	1.335 1.218	F F	1.341 1.225	F F	0.006 0.007	N N	1.341 1.225	F F	0.006 0.007	N N
LA CIENEGA BL RAMPS N @ SLAUSON AV	AM PM	0.926 0.625	E B	0.926 0.629	E B	0.000 0.004	N N	0.926 0.629	E B	0.000 0.004	N N
LA CIENEGA BL RAMPS S @ SLAUSON AV	AM PM	0.795 0.758	C C	0.804 0.773	D C	0.009 0.015	N N	0.804 0.773	D C	0.009 0.015	N N
LA TIERRA BL @ SLAUSON AV	AM PM	0.616 0.734	B C	0.617 0.743	B C	0.001 0.009	N N	0.617 0.743	B C	0.001 0.009	N N
LA LINCOLN BL @ MINDANAO WAY	AM PM	0.996 1.152	E F	1.013 1.171	F F	0.017 0.019	Y Y	1.001 1.159	F F	0.005 0.007	N N
SHENANDOAH AV @ SLAUSON AV	AM PM	0.753 0.641	C B	0.759 0.648	C B	0.006 0.007	N N	0.759 0.648	C B	0.006 0.007	N N
CITY OF CULVER CITY											
OVERLAND AV @ BRADDOCK DR	AM PM	0.881 0.965	D E	0.897 0.974	D E	0.016 0.009	N N	0.897 0.974	D E	0.016 0.009	N N
SEPULVEDA BL @ BRADDOCK DR	AM PM	0.847 0.963	D E	0.849 0.974	D E	0.002 0.006	N N	0.849 0.974	D E	0.002 0.006	N N
BRISTOL PKWY @ CENTINELA AV	AM PM	0.603 0.571	B A	0.625 0.620	B B	0.022 0.049	N N	0.625 0.620	B B	0.022 0.049	N N
BRISTOL PKWY @ SLAUSON AV	AM PM	0.725 0.675	C B	0.730 0.684	C B	0.005 0.009	N N	0.730 0.684	C B	0.005 0.009	N N
BUCKINGHAM PKWY @ SLAUSON AV	AM PM	0.792 0.792	C C	0.796 0.801	C D	0.004 0.009	N N	0.796 0.801	C D	0.004 0.009	N N
GREEN VALLEY CIR @ CENTINELA AV	AM PM	0.895 0.670	D B	0.916 0.699	E B	0.021 0.029	Y N	0.735 0.681	C B	-0.160 0.011	N N
SEPULVEDA BL @ CENTINELA AV	AM PM	1.230 1.185	F F	1.261 1.262	F F	0.031 0.077	Y Y	1.159 1.192	F F	-0.071 0.007	N N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	W/ Mitigation Program V/C	2010 w/Project		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS				V/C	LOS		
CENTINELA AV	AM	0.882	D	0.907	E	0.019	Y	0.889	D	0.889	0.007	N
	PM	0.973	E	0.991	E	0.018	Y	0.978	E	0.978	0.005	N
CENTINELA AV	AM	0.918	E	0.929	E	0.011	Y	0.861	D	0.861	-0.057	N
	PM	0.941	E	0.955	E	0.014	Y	0.879	D	0.879	-0.062	N
CULVER BL	AM	1.084	F	1.031	F	0.007	N	1.091	F	1.091	0.007	N
	PM	0.861	D	0.885	D	0.004	N	0.885	D	0.885	0.004	N
OVERLAND AV	AM	0.971	E	0.990	E	0.019	Y	0.901	E	0.901	-0.070	N
	PM	0.945	E	0.966	E	0.021	Y	0.913	E	0.913	-0.032	N
SAWTELLE BL	AM	0.889	D	0.897	D	0.008	N	0.825	D	0.825	-0.064	N
	PM	1.027	F	1.046	F	0.019	Y	0.932	E	0.932	-0.095	N
SEPULVEDA BL	AM	0.993	E	1.003	F	0.010	Y	0.990	E	0.990	-0.003	N
	PM	0.926	E	0.937	E	0.011	Y	0.923	E	0.923	-0.003	N
JEFFERSON BL	AM	0.964	E	0.971	E	0.007	N	0.917	E	0.917	-0.047	N
	PM	0.976	E	0.987	E	0.011	Y	0.934	E	0.934	-0.042	N
GLENCOE AV/COSTCO DWY	AM	0.678	B	0.679	B	0.001	N	0.679	B	0.679	0.001	N
	PM	0.968	E	0.969	E	0.001	N	0.969	E	0.969	0.001	N
SEPULVEDA BL	AM	0.679	B	0.679	B	0.000	N	0.679	B	0.679	0.000	N
	PM	0.740	C	0.741	C	0.001	N	0.741	C	0.741	0.001	N
HANNUM AV	AM	0.869	D	0.897	D	0.028	Y	0.884	D	0.884	0.015	N
	PM	0.788	C	0.799	C	0.011	N	0.786	C	0.786	-0.002	N
HANNUM AV	AM	0.551	A	0.551	A	0.000	N	0.551	A	0.551	0.000	N
	PM	0.536	A	0.541	A	0.005	N	0.541	A	0.541	0.005	N
SEPULVEDA BL	AM	1.002	F	1.007	F	0.005	N	1.007	F	1.007	0.005	N
	PM	0.977	E	0.985	E	0.008	N	0.985	E	0.985	0.008	N
SAWTELLE BL	AM	0.495	A	0.499	A	0.004	N	0.499	A	0.499	0.004	N
	PM	0.494	A	0.499	A	0.005	N	0.499	A	0.499	0.005	N
INGLEWOOD BL	AM	0.808	D	0.818	D	0.010	N	0.781	C	0.781	-0.027	N
	PM	0.993	E	1.014	F	0.021	Y	0.974	E	0.974	-0.019	N
JEFFERSON BL	AM	1.006	F	1.035	F	0.029	Y	1.007	F	1.007	0.001	N
	PM	0.874	D	0.897	D	0.023	Y	0.870	D	0.870	-0.004	N
JEFFERSON BL	AM	1.079	F	1.088	F	0.007	N	1.058	F	1.058	-0.021	N
	PM	0.986	E	0.995	E	0.010	Y	0.984	E	0.984	-0.022	N
JEFFERSON BL	AM	0.577	A	0.591	A	0.014	N	0.591	A	0.591	0.014	N
	PM	0.654	B	0.691	B	0.037	N	0.691	B	0.691	0.037	N
LA CIENEGA BL	AM	1.032	F	1.034	F	0.002	N	1.034	F	1.034	0.002	N
	PM	0.816	D	0.817	D	0.001	N	0.817	D	0.817	0.001	N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base			2010 w/Project			Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS			V/C	LOS			
MARINA FWY @ SLAUSON AV	AM PM	0.672 0.747	B C		0.692 0.760	B C		N N	0.692 0.760	B C		0.020 0.013	N N
SAWTELLE BL @ MATTESON AV/1405 SB RAMPS	AM PM	1.126 1.081	F F		1.129 1.067	F F		N N	1.129 1.087	F F		0.003 0.006	N N
MOTOR AV @ WASHINGTON BL	AM PM	1.004 0.922	F E		1.006 0.931	F E		N N	1.006 0.931	F E		0.002 0.009	N N
OVERLAND AV @ WASHINGTON BL	AM PM	1.011 1.213	F F		1.020 1.221	F F		N N	1.020 1.221	F F		0.009 0.008	N N
SEPULVEDA BL @ PLAYA ST/JEFFERSON BL	AM PM	0.865 0.925	D E		0.898 0.933	D E		Y Y	0.877 0.925	D E		0.012 0.000	N N
REDWOOD AV @ WASHINGTON BL	AM PM	0.657 0.713	B C		0.657 0.714	B C		N N	0.657 0.714	B C		0.000 0.001	N N
SEPULVEDA BL @ SAWTELLE BL	AM PM	1.079 0.986	F E		1.086 0.996	F E		N Y	1.058 0.964	F E		-0.021 -0.032	N N
SAWTELLE BL @ VENICE BL	AM PM	1.161 1.238	F F		1.164 1.242	F F		N N	1.164 1.242	F F		0.003 0.004	N N
SAWTELLE BL @ WASHINGTON BL	AM PM	0.771 0.981	C E		0.775 0.987	C E		N N	0.775 0.987	C E		0.004 0.006	N N
SAWTELLE BL @ WASHINGTON PL	AM PM	0.906 1.072	E F		0.907 1.075	E F		N N	0.907 1.075	E F		0.001 0.003	N N
SEPULVEDA BL @ SLAUSON AV	AM PM	1.068 1.029	F F		1.073 1.042	F F		N Y	1.032 1.001	F F		-0.036 -0.028	N N
SEPULVEDA BL @ VENICE BL	AM PM	1.152 1.124	F F		1.155 1.127	F F		N N	1.155 1.127	F F		0.003 0.003	N N
SEPULVEDA BL @ WASHINGTON BL	AM PM	0.891 1.026	D F		0.898 1.035	D F		N N	0.898 1.035	D F		0.007 0.009	N N
SEPULVEDA BL @ WASHINGTON PL	AM PM	1.027 1.107	F F		1.029 1.113	F F		N N	1.029 1.113	F F		0.002 0.006	N N
WALGROVE AV @ WASHINGTON BL	AM PM	0.791 0.955	C E		0.791 0.957	C E		N N	0.791 0.957	C E		0.000 0.002	N N
CITY OF SANTA MONICA													
23RD ST @ OCEAN PARK BL	AM PM	1.095 1.308	F F		1.097 1.311	F F		N N	1.097 1.311	F F		0.002 0.003	N N
23RD ST @ PICO BL	AM PM	0.730 0.988	C E		0.732 0.980	C E		N N	0.732 0.980	C E		0.002 0.002	N N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
26TH ST	AM	0.952	E		0.953	E		0.001	N	0.953	E		0.001	N
	PM	0.970	E		0.970	E		0.000	N	0.970	E		0.000	N
4TH ST	AM	0.692	B		0.692	B		0.000	N	0.692	B		0.000	N
	PM	0.902	E		0.903	E		0.001	N	0.903	E		0.001	N
4TH ST	AM	0.471	A		0.473	A		0.002	N	0.473	A		0.002	N
	PM	0.551	A		0.552	A		0.001	N	0.552	A		0.001	N
4TH ST	AM	0.454	A		0.455	A		0.001	N	0.455	A		0.001	N
	PM	0.493	A		0.495	A		0.002	N	0.495	A		0.002	N
4TH ST	AM	1.031	F		1.035	F		0.004	N	1.035	F		0.004	N
	PM	1.021	F		1.023	F		0.002	N	1.023	F		0.002	N
4TH ST	AM	0.659	B		0.660	B		0.001	N	0.660	B		0.001	N
	PM	0.726	C		0.726	C		0.000	N	0.726	C		0.000	N
CLOVERFIELD BL	AM	0.886	D		0.888	D		0.000	N	0.888	D		0.000	N
	PM	1.116	F		1.116	F		0.000	N	1.116	F		0.000	N
CLOVERFIELD BL	AM	0.951	E		0.953	E		0.002	N	0.953	E		0.002	N
	PM	0.919	E		0.920	E		0.001	N	0.920	E		0.001	N
CLOVERFIELD BL	AM	0.727	C		0.729	C		0.002	N	0.729	C		0.002	N
	PM	0.819	D		0.823	D		0.004	N	0.823	D		0.004	N
CLOVERFIELD BL	AM	0.931	E		0.933	E		0.002	N	0.933	E		0.002	N
	PM	0.915	E		0.917	E		0.001	N	0.917	E		0.001	N
LINCOLN BL	AM	1.209	F		1.212	F		0.004	N	1.212	F		0.004	N
	PM	1.039	F		1.041	F		0.002	N	1.041	F		0.002	N
LINCOLN BL	AM	0.971	E		0.971	E		0.000	N	0.971	E		0.000	N
	PM	1.138	F		1.141	F		0.003	N	1.141	F		0.003	N
LINCOLN BL	AM	1.248	F		1.252	F		0.004	N	1.252	F		0.004	N
	PM	1.369	F		1.372	F		0.003	N	1.372	F		0.003	N
LINCOLN BL	AM	1.240	F		1.243	F		0.003	N	1.243	F		0.003	N
	PM	1.228	F		1.232	F		0.004	N	1.232	F		0.004	N
LINCOLN BL	AM	0.897	D		0.899	D		0.002	N	0.899	D		0.002	N
	PM	0.910	E		0.912	E		0.002	N	0.912	E		0.002	N
MAIN ST	AM	0.958	E		0.958	E		0.000	N	0.958	E		0.000	N
	PM	1.022	F		1.023	F		0.001	N	1.023	F		0.001	N
MAIN ST	AM	0.775	C		0.775	C		0.000	N	0.775	C		0.000	N
	PM	0.945	E		0.945	E		0.000	N	0.945	E		0.000	N
NEILSON WAY	AM	0.726	C		0.727	C		0.001	N	0.727	C		0.001	N
	PM	0.775	C		0.776	C		0.001	N	0.776	C		0.001	N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
OCEAN AV	AM	0.621	B	0.622	B	0.001	N	0.622	B	0.001	N
	PM	0.958	E	0.959	E	0.001	N	0.959	E	0.001	N
OCEAN AV	AM	0.717	C	0.717	C	0.000	N	0.717	C	0.000	N
	PM	0.684	B	0.684	B	0.000	N	0.684	B	0.000	N
OCEAN AV/NEILSON WAY	AM	0.729	C	0.730	C	0.001	N	0.730	C	0.001	N
	PM	0.889	D	0.889	D	0.001	N	0.889	D	0.001	N
CITY OF INGLEWOOD											
LA CIENEGA BL	AM	0.678	B	0.679	B	0.001	N	0.679	B	0.001	N
	PM	0.731	C	0.734	C	0.003	N	0.734	C	0.003	N
CENTINELA AV	AM	0.613	B	0.622	B	0.009	N	0.622	B	0.009	N
	PM	0.825	D	0.832	D	0.007	N	0.832	D	0.007	N
LA BREA AV	AM	1.395	F	1.412	F	0.017	Y	1.304	F	-0.091	N
	PM	1.192	F	1.201	F	0.009	N	1.132	F	-0.060	N
FLORENCE AV/AVIATION BL	AM	1.143	F	1.147	F	0.004	N	1.117	F	-0.026	N
	PM	0.887	D	0.921	E	0.034	Y	0.891	D	0.004	N
LA BREA AV	AM	1.070	F	1.071	F	0.001	N	1.071	F	0.001	N
	PM	1.123	F	1.124	F	0.001	N	1.124	F	0.001	N
LA CIENEGA BL	AM	0.899	D	0.902	E	0.003	N	0.902	E	0.003	N
	PM	0.940	E	0.942	E	0.002	N	0.942	E	0.002	N
SOUTH BAY CITIES (1)											
SEPUVEDA BL/PCH	AM	0.869	D	0.873	D	0.004	N	0.873	D	0.004	N
	PM	1.220	F	1.222	F	0.002	N	1.222	F	0.002	N
AVIATION BL	AM	1.001	F	1.003	F	0.002	N	1.003	F	0.002	N
	PM	1.064	F	1.064	F	0.000	N	1.064	F	0.000	N
DOUGLAS ST	AM	0.770	C	0.771	C	0.001	N	0.771	C	0.001	N
	PM	0.590	A	0.593	A	0.003	N	0.593	A	0.003	N
SEPUVEDA BL	AM	1.074	F	1.076	F	0.002	N	1.076	F	0.002	N
	PM	1.297	F	1.303	F	0.006	N	1.303	F	0.006	N
SEPUVEDA BL	AM	1.025	F	1.034	F	0.008	N	1.034	F	0.008	N
	PM	1.305	F	1.310	F	0.005	N	1.310	F	0.005	N
HIGHLAND AV	AM	0.787	C	0.790	C	0.003	N	0.790	C	0.003	N
	PM	0.620	B	0.621	B	0.001	N	0.621	B	0.001	N
I-405 NB RAMP	AM	0.415	A	0.416	A	0.001	N	0.416	A	0.001	N
	PM	0.497	A	0.498	A	0.001	N	0.498	A	0.001	N
I-105 WB OFF RAMP/NASH ST	AM	0.796	C	0.799	C	0.003	N	0.799	C	0.003	N
	PM	0.425	A	0.427	A	0.002	N	0.427	A	0.002	N

TABLE 5--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
MAIN ST	AM	1.007	F	1.011	F	0.004	N	1.011	F	0.004	N
	PM	0.904	E	0.906	E	0.002	N	0.906	E	0.002	N
SEPULVEDA BL	AM	1.189	F	1.193	F	0.004	N	1.193	F	0.004	N
	PM	1.335	F	1.337	F	0.002	N	1.337	F	0.002	N
SEPULVEDA BL	AM	0.827	D	0.831	D	0.004	N	0.831	D	0.004	N
	PM	1.075	F	1.078	F	0.003	N	1.078	F	0.003	N
SEPULVEDA BL	AM	1.103	F	1.105	F	0.002	N	1.105	F	0.002	N
	PM	1.330	F	1.332	F	0.002	N	1.332	F	0.002	N
SEPULVEDA BL	AM	0.898	D	0.901	E	0.003	N	0.901	E	0.003	N
	PM	1.074	F	1.077	F	0.003	N	1.077	F	0.003	N
SEPULVEDA BL	AM	1.020	F	1.023	F	0.003	N	1.023	F	0.003	N
	PM	1.397	F	1.400	F	0.003	N	1.400	F	0.003	N
V STA DEL MAR/HIGHLAND AV	AM	1.278	F	1.281	F	0.003	N	1.281	F	0.003	N
	PM	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.

FIGURE 5-4
INTERSECTION LEVELS OF SERVICE
FUTURE 2010 WITH PROJECT &
MITIGATIONS PM PEAK HOUR



scenario. Therefore, on a system-wide basis, the performance of the transportation system overall, is operationally better in the "2010 with Project and Mitigation" conditions than in the "2010 Base" conditions.

The individual effects of the major components of the Playa Vista Transportation Improvement and Mitigation Program package are discussed below. The overall net effect of the improvements as they relate to alleviating the significant traffic impacts of the Village at Playa Vista project can be deduced from Table 5-2.

1. The transit mitigations seek to increase the capacity of the transit system in the area, thereby reducing the number of people that have to travel by automobile. By adding buses to deficient transit routes traversing impacted intersections, and extending regional bus service to the Project site and points west, the Project increases the capacity of the bus system and offers the ability to reduce the number of automobiles in the corridors served by the additional buses. The mitigation program would add six regional transit buses to the morning and afternoon peak hour service. In addition, the mitigation program calls for the extension of the Playa Vista internal shuttle bus service to serve key destinations within the community such as Marina del Rey, the Howard Hughes Center and the Fox Hills Mall Transit Center. By comparing the additional capacity added to the system to the typical auto occupancy in the study area, an estimate can be made of the potential auto reduction through the impacted intersections. Mitigation credit (in terms of the number of autos reduced) was taken for only one additional regional transit bus trip per hour and one additional shuttle trip per hour even though many of the additional buses would be able to make more than one trip per hour. Under this conservative set of assumptions, the mitigation program's addition of transit capacity to the system would contribute towards mitigation of the Project's incremental impact to less than significant levels at 10 of the 31 impacted intersections during the morning peak hour and 20 of the 47 afternoon peak hour impacted intersections.
2. The roadway improvements included as part of the mitigation program are aimed at increasing the capacity of the impacted intersections. Intersection capacity calculations show whether or not a mitigation measure adds enough capacity to the intersection to compensate for the incremental Project traffic added to the intersection. The analysis

summarized above shows that the intersection and corridor improvements included in the Project mitigation program contribute toward mitigation of seven of the 31 intersections in the morning peak hour and six of the 47 afternoon peak hour impacted intersections.

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

The net effect of the three mitigation elements described above results in the mitigation of 30 of the 31 morning impacts and 46 of the 47 intersections significantly impacted under afternoon conditions. Residual significant impacts remain at Centinela Avenue/Jefferson Boulevard during both the AM and PM peak hours. This location will be operating at LOS C in the AM peak hour and LOS D in the PM peak hour.

CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

A total of 17 arterial monitoring stations and 11 freeway segments in the study area have been identified for Los Angeles County Congestion Management Program (CMP) highway system analysis. This section summarizes the results of this CMP analysis for both the "2010 with Project" and "2010 with Project and Mitigations" scenarios.

CMP Intersection Analyses

Table 5-3 summarizes the results of the capacity analysis at each intersection for the "2010 Base", "2010 with Project", and "2010 with Project and Mitigations" conditions.

As shown in Table 5-3, the Village at Playa Vista project would significantly impact six of the 17 intersections during the AM and PM peak hours. With the proposed mitigation measures, all of the six intersections during the AM and PM peak hours would be fully mitigated.

Comparing the performance of the CMP intersections from Table 5-3, it can be observed that six and two of the 17 analyzed intersections in the AM and PM peak hours, respectively, will operate at better levels of service (lower V/C ratios) under the "2010 with Project with Mitigation" conditions than under the 2010 base conditions without the Project. From a systemwide standpoint, the average V/C ratio at all CMP arterial monitoring locations within the project study area would be lower in the '2010 with Project and Mitigations' scenario than in the '2010 Base Conditions' scenario without the proposed Village at Playa Vista Project. In other words, from a CMP systemwide perspective, the CMP roadway system evaluated at its arterial monitoring locations would be functioning operationally better in the future scenario with the project and its associated mitigations than in the future scenario without the project and its mitigations.

CMP Freeway Analyses

Tables 5-4 and 5-5 summarize the incremental increase in the D/C ratio that can be attributed to the proposed project including mitigations during the AM and PM peak hours, respectively. As noted in an earlier section, no significant project impact is noted on the CMP freeway system during the AM and PM peak hours.

TABLE 5-3
THE VILLAGE AT PLAYA VISTA PROJECT
CONGESTION MANAGEMENT PROGRAM ARTERIAL MONITORING LOCATIONS ANALYSIS

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project		V/C Increase	Significant Impact
		V/C	LOS	V/C	LOS			W/Mitigation Program V/C	LOS		
LA CIENEGA BL @ CENTINELA AV	AM PM	1.201 1.253	F F	1.211 1.262	F F	0.010 0.009	Y N	1.181 1.232	F F	-0.023 -0.021	N N
SEPULVEDA BL @ EL SEGUNDO BL	AM PM	1.074 1.297	F F	1.076 1.333	F F	0.002 0.005	N N	1.076 1.303	F F	0.002 0.006	N N
LA CIENEGA BL @ JEFFERSON BL	AM PM	1.308 1.178	F F	1.316 1.185	F F	0.008 0.007	N N	1.316 1.185	F F	0.008 0.007	N N
LINCOLN BL @ MANCHESTER AV	AM PM	1.264 1.203	F F	1.291 1.237	F F	0.027 0.034	Y Y	1.261 1.207	F F	-0.303 0.004	N N
LINCOLN BL @ MARINA EXWY	AM PM	1.038 1.096	F F	1.056 1.113	F F	0.017 0.017	Y Y	1.048 1.105	F F	0.008 0.008	N N
SEPULVEDA BL @ LINCOLN BL	AM PM	0.595 0.819	A D	0.603 0.836	B D	0.008 0.017	N N	0.603 0.836	B D	0.008 0.017	N N
LINCOLN BL @ VENICE BL	AM PM	1.087 1.060	F F	1.100 1.071	F F	0.013 0.011	Y Y	1.086 1.065	F F	-0.001 0.005	N N
SEPULVEDA BL @ MANCHESTER AV	AM PM	1.001 1.176	F F	1.008 1.235	F F	0.007 0.057	N Y	0.950 1.184	E F	-0.051 0.006	N N
SEPULVEDA BL @ ROSECRANS AV	AM PM	1.020 1.397	F F	1.023 1.403	F F	0.003 0.003	N N	1.023 1.400	F F	0.003 0.003	N N
LINCOLN BL @ PICO BL	AM PM	1.240 1.228	F F	1.243 1.232	F F	0.003 0.004	N N	1.243 1.232	F F	0.003 0.004	N N
26TH ST @ WILSHIRE BL	AM PM	0.952 0.970	E E	0.953 0.970	E E	0.001 0.000	N N	0.953 0.970	E E	0.001 0.000	N N
OVERLAND AV @ VENICE BL	AM PM	1.124 1.145	F F	1.126 1.151	F F	0.002 0.006	N N	1.126 1.151	F F	0.002 0.005	N N
LA BREA AV @ MANCHESTER BL	AM PM	1.070 1.123	F F	1.071 1.124	F F	0.001 0.001	N N	1.071 1.124	F F	0.001 0.001	N N
LA CIENEGA BL @ STOCKER ST	AM PM	1.335 1.218	F F	1.341 1.225	F F	0.006 0.007	N N	1.341 1.225	F F	0.005 0.007	N N
LA CIENEGA BL @ VENICE BL	AM PM	1.176 1.064	F E	1.178 1.065	F F	0.002 0.001	N N	1.178 1.065	F F	0.002 0.001	N N
SEPULVEDA BL/PCH @ ARTESIA BL	AM PM	0.859 1.220	D F	0.873 1.222	D F	0.004 0.002	N N	0.873 1.222	D F	0.004 0.002	N N
CENTINELA AV @ VENICE BL	AM PM	1.228 1.332	F F	1.248 1.350	F F	0.020 0.018	Y Y	1.199 1.251	F F	-0.029 -0.081	N N

TABLE 5-4

THE VILLAGE AT PLAYA VISTA PROJECT

FREEWAY OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT AND MITIGATIONS AM PEAK HOUR

AM Peak Hour										
Freeway Route	Location	Direction	2010 WITHOUT PROJECT			2010 WITH PROJECT WITH MITIGATION PROGRAM			PROJECT INCREASE IN D/C	SIGNIFICANT PROJECT IMPACTS
			Demand	D/C	LOS	Demand	D/C	LOS		
			[1]	[2]	[3]	[1]	[2]	[3]		
I-405	s/o I-110 Fwy [3]	NB	10,753	0.98	E	10,763	0.98	E	0.001	No
		SB	9,505	0.86	D	9,520	0.87	D	0.001	No
I-405	at Compton Bl.	NB	10,494	1.17	F(0)	10,523	1.17	F(0)	0.003	No
		SB	8,533	0.95	C	8,574	0.95	E	0.005	No
I-405	n/o La Tijera Bl. [3]	NB	10,522	0.96	E	10,570	0.96	F	0.004	No
		SB	10,342	0.94	E	10,427	0.95	E	0.008	No
I-405	n/o Venice Bl. [3]	NB	10,782	0.98	F	10,831	0.98	E	0.004	No
		SB	10,564	0.96	E	10,600	0.96	E	0.003	No
I-405	s/o Mulholland Dr	NB	9,765	0.89	D	9,767	0.89	D	0.001	No
		SB	13,187	1.47	F(3)	13,217	1.47	F(3)	0.003	No
SR 90	w/o I-405 Fwy	EB	3,604	0.44	B	3,620	0.45	B	0.015	No
		WB	2,889	0.36	B	2,912	0.36	B	0.003	No
I-10	Lincoln Bl.	EB	5,559	0.93	D	5,561	0.93	D	0.000	No
		WB	5,973	1.00	E	5,975	1.00	E	0.000	No
I-10	e/o Overland Av.	EB	10,229	1.28	F(1)	10,230	1.28	F(1)	0.000	No
		WB	8,758	0.88	D	8,758	0.88	D	0.000	No
I-10	e/o La Brea Av.	EB	10,845	1.08	F(0)	10,877	1.09	F(0)	0.003	No
		WB	12,372	1.55	F(3)	12,390	1.55	F(3)	0.002	No
I-105	e/o Sepulveda Bl.	EB	2,980	0.50	B	2,985	0.50	B	0.001	No
		WB	5,638	0.94	F	5,662	0.94	E	0.004	No
I-105	e/o Crenshaw Bl	FR	7,695	0.86	D	7,721	0.86	D	0.003	No
		WB	10,478	1.16	F(0)	10,506	1.17	F(0)	0.003	No

[1] Demand to Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes.

[2] Freeway mainline Levels of Service is based on the following D/C scale:

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

[3] A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the proposed HOV improvement.

TABLE 5-5
THE VILLAGE AT PLAYA VISTA PROJECT
FREEWAY OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT AND MITIGATIONS PM PEAK HOUR

PM Peak Hour										
Freeway Route	Location	Direction	2010 WITHOUT PROJECT			2010 WITH PROJECT WITH MITIGATION PROGRAM			PROJECT INCREASE IN D/C	SIGNIFICANT PROJECT IMPACTS
			Demand	D/C	LOS	Demand	D/C	LOS		
			[1]	[2]	[3]	[1]	[2]	[3]		
I-405	s/o I-110 Fwy [3]	NB	8,950	0.81	D	8,960	0.81	D	0.001	No
		SB	10,861	0.99	E	10,875	0.99	E	0.001	No
I-405	at Compton Bl.	NB	9,456	1.05	F(0)	9,483	1.05	F(0)	0.003	No
		SB	11,177	1.24	F(0)	11,215	1.25	F(0)	0.004	No
I-405	n/o La Tijera Bl. [3]	NB	11,818	1.07	F(0)	11,826	1.08	F(0)	0.001	No
		SB	11,105	1.01	F(0)	11,202	1.02	F(0)	0.009	No
I-405	n/o Venice Bl. [3]	NB	12,239	1.11	F(0)	12,290	1.12	F(0)	0.005	No
		SB	9,927	0.90	D	9,965	0.91	D	0.003	No
I-405	s/o Mulholland Dr.	NB	13,860	1.26	F(1)	13,893	1.26	F(1)	0.003	No
		SB	12,132	1.35	F(2)	12,157	1.35	F(2)	0.003	No
SR 90	w/o I-405 Fwy	EB	4,092	0.51	B	4,149	0.52	B	0.007	No
		WB	3,147	0.39	B	3,188	0.40	B	0.005	No
I-10	Lincoln Bl.	EB	6,127	1.02	F(0)	6,127	1.02	F(0)	0.000	No
		WB	5,708	0.95	E	5,709	0.95	E	0.000	No
I-10	e/o Overland Av.	EB	9,594	1.20	F(0)	9,595	1.20	F(0)	0.000	No
		WB	9,093	0.91	D	9,093	0.91	D	0.000	No
I-10	e/o La Brea Av.	EB	12,064	1.21	F(0)	12,082	1.21	F(0)	0.002	No
		WB	11,676	1.46	F(3)	11,696	1.46	F(3)	0.002	No
I-105	e/o Sepulveda Bl.	EB	4,319	0.72	C	4,323	0.72	C	0.001	No
		WB	4,220	0.70	C	4,232	0.71	C	0.002	No
I-105	e/o Crenshaw Bl.	EB	8,716	0.97	E	8,743	0.97	E	0.003	No
		WB	8,705	0.97	E	8,731	0.97	E	0.003	No

[1] Demand-to-Capacity ratio (D/C) calculated based on a capacity of 2,000 vehicles per lane per hour applied to through lanes
[2] Freeway mainline Levels of Service is based on the following D/C scale:

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

[3] A capacity of 1,000 vehicles per lane per hour in each direction is added to the future conditions on the I-405 to represent the proposed HOV improvement.

CMP Transit Analysis

The following section provides a description of the analysis performed to satisfy the Los Angeles County Congestion Management Program (CMP) Transportation Impact Analysis requirements. The CMP transit analysis requirements entail the following components:

- Evidence that affected transit operators received the Notice of Preparation
- Existing transit service in the project area
- Project trip generation estimates
- Project transit trip estimates
- Project components to encourage transit use
- Analysis and mitigation

Each of these components is discussed below.

Notice of Preparation - The affected transit operators (MTA, Culver Citybus, Santa Monica Municipal Bus Lines, and LADOT) were all sent the Notice of Preparation (NOP). A copy of the NOP and the distribution list can be found in the EIR.

Existing Transit Service - Various transit providers including MTA, Culver Citybus, Santa Monica Municipal Bus Lines, and LADOT provide service within the project area. Table 2-7 and Figure 2-4 summarizing the various bus transit lines operating in the project study area can be found in Chapter II - Environmental Setting of this report. Currently, there are six MTA bus lines, five Culver City lines, two Santa Monica bus lines, and three LADOT lines that operate in the vicinity of the project site.

Project Trip Generation Estimates - Weekday daily and peak hour trip generation estimates were calculated for the proposed project. A detailed discussion of Project Trip Generation is provided in Chapter IV "FUTURE CONDITIONS WITH PROJECT". The Project is estimated to generate approximately 24,220 daily trips of which approximately 1,625 trips would occur during the morning peak hour and 2,300 trips during the afternoon peak hour. In order to maintain a conservative analysis of traffic impacts, no direct transit reductions were applied to the trip generation estimates.

Project Transit Trip Estimates - Utilizing the guidelines included in Appendix D of the 2002 Congestion Management Program for Los Angeles County document, transit trip estimates

were calculated for the Village at Playa Vista project. The transit trip estimates are summarized in Table 5-6. As shown, the project would be expected to generate approximately 1,187 daily transit trips, 80 morning peak hour trips and 113 afternoon peak hour trips.

Project Components to Encourage Transit Use - There are proposed project components and mitigation measures that would greatly encourage transit use in the vicinity of the Village at Playa Vista Project. These components include the following:

- provision of contribution towards transit priority system implementation
- provision of six transit buses to enhance service on the westside, and
- provision of and extension/expansion an internal shuttle bus system

A detailed description of each of the above components can be found in an earlier section titled 'TRANSIT SYSTEM IMPROVEMENTS'. Also, a very elaborate pedestrian and bicycle network of facilities is proposed as part of the Village at Playa Vista Project. This network of pedestrian and bicycle facilities within the Playa Vista Project site would offer connectivity and accessibility to the internal shuttle bus system that would link or connect to the regional bus service.

Transit Analysis - Based on the anticipated number of transit trips generated by the proposed project, an analysis on the potential project impact on the transit system was conducted. There are a total of approximately 57 buses operating during the peak hours. Based an average load factor of 0.63 (developed from ridership data for various lines), it was determined that there is residual capacity on the existing system. In addition to the existing capacity, the project is proposing to provide six additional buses. Assuming that 75% of the capacity for each additional bus will be available for the Village at Playa Vista project transit trips, the anticipated transit demand on a systemwide basis would be more than satisfied by the proposed supply. Table 5-7 summarizes the assumptions, calculations and results from the analysis.

Project Mitigation - As mentioned above, the project mitigation measures include provision of six additional buses for peak hour operations to add to the overall transit system, provision of contributions for transit priority system implementation and provision of an extended/expanded internal shuttle bus system. A detailed discussion of these improvements is included in an earlier section of this Chapter, titled "TRANSIT SYSTEM IMPROVEMENTS". With these improvements, the transit demands of the project will be satisfied.

TABLE 5--6
 THE VILLAGE AT PLAYA VISTA PROJECT
 CONGESTION MANAGEMENT PROGRAM TRANSIT TRIP ESTIMATES

	Daily	AM Peak Hour	PM Peak Hour
AREA "D"			
# of Trips	23,700	1,613	2,284
factor	1.4	1.4	1.4
# of people trips	33,180	2,258	3,198
factor	3.5%	3.5%	3.5%
transit trips	1,161	79	112
COMMUNITY SERVING			
# of Trips	520	13	18
factor	1.4	1.4	1.4
# of people trips	728	18	25
factor	3.5%	3.5%	3.5%
transit trips	25	1	1
TOTAL TRANSIT TRIPS	1,187	80	113

TABLE 5--7
THE VILLAGE AT PLAYA VISTA PROJECT
CONGESTION MANAGEMENT PROGRAM TRANSIT IMPACT ANALYSIS

		AM Peak Hour	PM Peak Hour
Project Transit Trips		80	113
Existing Capacity			
Number of Peak Hour Buses	57		
Average Load Factor	0.63		
Seated Capacity/Bus	42		
Surplus Capacity	886	886	886
Surplus/(deficit)		806	773
Proposed Project Improvements			
Additional Buses	6 (4 regional and 2 express bus routes)		
Seated Capacity/Bus	42		
Percentage Available	75%		
Additional Capacity	189	189	189
Surplus/(deficit)		995	962

SUMMARY OF IMPACTS

Table 5-8 shows the residual significant impacts of the Village at Playa Vista Project by jurisdiction. Figure 5-5 graphically illustrates the residual impacted locations. A brief discussion of the traffic impacts by jurisdiction follows.

With the implementation of the identified and recommended mitigation measures, the Village at Playa Vista project's impacts at 30 of the 31 and 46 of the 47 significantly impacted intersections during the AM and PM peak hours, respectively, will be mitigated.

Residual significant impacts remain at Centinela Avenue/Jefferson Boulevard in the City of Los Angeles during both AM and PM peak hours. This location will be mitigated to a LOS C in the AM peak hour and LOS D in the PM peak hour. (LOS D or better is considered acceptable level of service by LADOT).

While not considered in this traffic analysis, the adjacent Playa Vista First Phase Project provided improvements at numerous locations that resulted in mitigation beyond the level of impacts caused by its traffic. This excess capacity or over-mitigation credit was computed for various intersection locations using the Playa Vista First Phase Project's impacts and its improvement effectiveness. These values are shown in Table 5-9. Excess capacity was provided by the Playa Vista First Phase Project at 37 intersections in the AM peak hour and 39 intersections in the PM peak hour. The excess capacity or over-mitigation (as shown in Table 5-9) at the Jefferson Boulevard and Centinela Avenue location provides adequate capacity to mitigate both the First Phase Project's impacts, as well as the Proposed Project's impacts. Therefore, if the excess capacity from the adjacent Playa Vista First Phase Project were taken into consideration, impacts at this location would be mitigated.

MITIGATION PHASING

The proposed project is analyzed for development in four subphases, each sub-phase consisting of uses that generate approximately 575 PM peak hour trip ends (the total PM peak hour trip generation of the Proposed Project is 2,302 trip ends).

TABLE 5--8
THE VILLAGE AT PLAYA VISTA PROJECT
RESIDUAL TRAFFIC IMPACTS BY JURISDICTION

JURISDICTION	NUMBER OF SIGNIFICANT IMPACTS					
	2010 WITH PROJECT		2010 WITH PROJECT WITH MITIGATIONS			
			@ LOS C - F		@ LOS E/F	
	AM	PM	AM	PM	AM	PM
LOS ANGELES	19	28	1	1	0	0
LOS ANGELES COUNTY	2	5	0	0	0	0
CULVER CITY	9	13	0	0	0	0
SANTA MONICA	0	0	0	0	0	0
INGLEWOOD	1	1	0	0	0	0
SOUTH BAY CITIES [1]	0	0	0	0	0	0
TOTAL	31	47	1	1	0	0

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



FIGURE 5-5
INTERSECTION IMPACTS SUMMARY
FUTURE 2010 WITH PROJECT
& MITIGATIONS

TABLE 5--9
THE VILLAGE AT PLAYA VISTA PROJECT
EARLY MITIGATION OR EXCESS CAPACITY CREDIT
AM PEAK HOUR

			PV PHASE I EARLY MIT CREDIT
INT #	STREET NAME	CROSS STREET	
10	LINCOLN BL	BALI WAY	0.044
11	CENTINELA AV	CULVER BL	0.057
12	CENTINELA AV	JEFFERSON BL	0.280
13	LA CIENEGA BL	CENTINELA AV	0.128
18	CULVER BL	JEFFERSON BL	0.247
19	CULVER BL	MARINA EXWY EB RAMPS	0.209
20	CULVER BL	MARINA EXWY WB RAMPS	0.483
24	LINCOLN BL	FIJI WAY	0.044
30	I-405 NB RAMPS	JEFFERSON BL	0.094
33	LINCOLN BL	JEFFERSON BL	0.216
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.099
45	LINCOLN BL	83RD ST	0.110
46	LINCOLN BL	MANCHESTER AV	0.057
47	LINCOLN BL	MARINA EXWY	0.035
48	LINCOLN BL	MAXELLA AV	0.048
49	LINCOLN BL	MINDANAO WAY	0.144
50	LINCOLN BL	ROSE AV	0.101
51	SEPULVEDA BL	LINCOLN BL	0.076
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.405
53	LINCOLN BL	VENICE BL	0.074
54	LINCOLN BL	WASHINGTON BL	0.061
55	MAIN ST	ROSE AV	0.027
56	PERSHING DR	MANCHESTER AV	0.072
57	SEPULVEDA BL	MANCHESTER AV	0.070
64	SEPULVEDA BL	77TH ST/76TH ST	0.068
69	ALLA RD	JEFFERSON BL	0.023
73	CENTINELA AV	MARINA FWY EB RAMPS	0.127
74	CENTINELA AV	MARINA FWY WB RAMPS	0.075
75	MESMER AV	CENTINELA AV	0.019
77	INGLEWOOD BL	CULVER BL	0.016
78	CULVER BL	NICHOLSON ST	0.030
81	LINCOLN BL	HUGHES TER	0.144
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.082
84	MESMER AV	JEFFERSON BL	0.066
87	MINDANAO WY	MARINA EXWY EB RAMPS	0.059
88	MINDANAO WY	MARINA EXWY WB RAMPS	0.158
91	SEPULVEDA BL	80TH ST/79TH ST	0.073

TABLE 5--9 (Continued)
THE VILLAGE AT PLAYA VISTA PROJECT
EARLY MITIGATION OR EXCESS CAPACITY CREDIT
PM PEAK HOUR

INT #	STREET NAME	CROSS STREET	PV PHASE I EARLY MIT CREDIT
10	LINCOLN BL	BALI WAY	0.047
11	CENTINELA AV	CULVER BL	0.141
12	CENTINELA AV	JEFFERSON BL	0.115
13	LA CIENEGA BL	CENTINELA AV	0.129
14	LA TIJERA BL	CENTINELA AV	0.007
18	CULVER BL	JEFFERSON BL	0.020
19	CULVER BL	MARINA EXWY EB RAMPS	0.022
20	CULVER BL	MARINA EXWY WB RAMPS	0.349
22	CULVER BL	VISTA DEL MAR	0.099
24	LINCOLN BL	FIJI WAY	0.036
30	I-405 NB RAMPS	JEFFERSON BL	0.012
31	I-405 SB RAMPS	JEFFERSON BL	0.140
33	LINCOLN BL	JEFFERSON BL	0.295
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.121
47	LINCOLN BL	MARINA EXWY	0.047
48	LINCOLN BL	MAXELLA AV	0.038
49	LINCOLN BL	MINDANAO WAY	0.146
50	LINCOLN BL	ROSE AV	0.098
51	SEPULVEDA BL	LINCOLN BL	0.085
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.444
53	LINCOLN BL	VENICE BL	0.064
54	LINCOLN BL	WASHINGTON BL	0.064
55	MAIN ST	ROSE AV	0.130
56	PERSHING DR	MANCHESTER AV	0.040
57	SEPULVEDA BL	MANCHESTER AV	0.139
64	SEPULVEDA BL	77TH ST/76TH ST	0.049
69	ALLA RD	JEFFERSON BL	0.078
70	BEETHOVEN ST	JEFFERSON BL	0.023
73	CENTINELA AV	MARINA FWY EB RAMPS	0.035
74	CENTINELA AV	MARINA FWY WB RAMPS	0.248
77	INGLEWOOD BL	CULVER BL	0.092
78	CULVER BL	NICHOLSON ST	0.020
81	LINCOLN BL	HUGHES TER	0.266
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.115
85	WESTLAWN AV	JEFFERSON BL	0.020
87	MINDANAO WY	MARINA EXWY EB RAMPS	0.039
88	MINDANAO WY	MARINA EXWY WB RAMPS	0.235
91	SEPULVEDA BL	80TH ST/79TH ST	0.046
92	SEPULVEDA BL	83RD ST	0.045

The subphasing of the Project requires development of a Phasing Plan for the transportation improvements and mitigation measures proposed as part of the Project. This transportation improvement phasing plan has been developed based on a logical approach that ties provision of transportation improvements to development and trip generation levels of each of the four subphases. The primary focus of this subphasing analysis is to provide a plan that requires the implementation of transportation improvements in tandem with the traffic impacts.

Initially, the overall mitigation program for the Village at Playa Vista Project was identified to accommodate the proposed project's traffic and other background traffic growth in the region and to mitigate the proposed project's significant traffic impacts. Following that, consideration was given to other logical elements such as ease of implementation, minimized construction impacts and optimal design.

A draft mitigation subphasing program associated with the four development subphases within the Village at Playa Vista Project is presented in Table 5-10 on the following page. The timing and sequencing of each of the subphases are approximate and will be subject to economic, market, engineering and other variables that will influence project development. As a result, the sequencing of phases may change or overlap. Actual traffic mitigation phasing for each subphase shall be consistent with plans submitted to and approved by the Los Angeles Department of Transportation (LADOT).

**TABLE 5--10
THE VILLAGE AT PLAYA VISTA
MITIGATION SUBPHASING PLAN**

Subphase	PM Peak Hour Trips per Subphase	Transportation Improvements	Jurisdiction
Village Subphase 1	575	1. Provide funding for 1 bus for Culver City/Bus Line 5 (CC6) 2. Provide funding for 1 bus for Culver City/Bus 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 the final certificate of occupancy in the final sub-phase, all required improvements in the entire mitigation phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.

VI. CUMULATIVE IMPACTS

The methodology and the analysis presented in the previous sections include the consideration of long-range cumulative impacts. The travel forecasts for the year 2010 include growth in background land uses not only within the study area but also within the Southern California region. All known related projects were checked against the year 2010 land use projections to verify the assumptions in the model. Therefore, the year 2010 Baseline conditions include the effects of land use growth and the resulting transportation growth within the entire study area. The travel forecasts as well as the intersection capacity calculations, the freeway impact analyses and the neighborhood impact analysis all include the cumulative impacts resulting from Project traffic as well as regional land use growth.

Direct impacts of the Proposed Project on the street system in the vicinity of the Proposed Project site were identified in the previous chapters using significance criteria established by the City of Los Angeles Department of Transportation and by the Los Angeles County Congestion Management Program. As discussed previously, impacts exceeding the LADOT threshold criteria have been projected at 31 intersections during the AM peak hour and at 47 intersections during the PM peak hour, with mitigation identified for each. Also as discussed previously, no impacts exceeding the CMP threshold criteria have been identified at CMP freeway monitoring locations. The cumulative traffic increases associated with the Proposed Project and Related Projects could lead to increased congestion along major travel corridors. Also, as indicated previously, the Proposed Project is not expected to have a system-wide significant impact on the public transit system since there would be available seating capacity system-wide on the transit lines serving the project site during peak periods after the addition of project-generated transit trips.

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

throughout the greater Los Angeles area in general and in the west side in particular during peak periods.

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

The intersection analysis presented previously in Table 2-4 shows that 42 and 49 of the 218 study intersections operate at LOS E or F under 2003 baseline conditions during the AM and PM peak hours, respectively, and that these figures are projected to increase to 90 and 108 intersections operating at LOS E or F under future 2010 cumulative with Project conditions during the AM and PM peak hours, respectively.

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

Mitigation measures for the Proposed Project were identified in the previous chapter to alleviate the direct Project impacts identified using the LADOT significance criteria. Those mitigation measures that are physical or operational in nature (i.e., physical intersection improvements, ATCS) would improve cumulative conditions and would alleviate the Project's contribution to cumulative impacts at the mitigated locations. Mitigation measures consisting of improvements to the public transit system and ATCS (sub-system improvements) would also help to alleviate cumulative conditions not only at locations impacted by the Proposed Project but also at additional locations along the transit corridors and within the ATCS sub-system locations to be improved.

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

In conclusion, Proposed Project impacts at locations where the magnitude of the impacts exceed the LADOT or LA County CMP significance criteria are addressed by the Project's mitigation program, resulting in system-wide performance that is estimated to be better with the Proposed Project and its mitigation measures than under cumulative conditions without the Project. Nevertheless, the addition of small amounts of project traffic (below the LADOT or LA

County CMP significance criteria) to other individual locations that may operate poorly under cumulative conditions (whether it be individual intersections, freeway segments, local residential streets, or transit lines) could contribute to potentially significant cumulative impacts at those locations.

VII. PROJECT ALTERNATIVES

This chapter presents the results of the traffic impact analysis of project alternatives for the Village at Playa Vista Project. These alternatives are required as part of the Environmental Impact Report (EIR) being prepared for the City of Los Angeles. Future conditions with and without the alternatives, as well as traffic impacts of the alternatives in relation to those of the Proposed Project are discussed in this chapter.

ALTERNATIVES

Seven alternatives have been identified for the Village at Playa Vista project. They include the following:

- Alternative 1 – No-Build Alternative
- Alternative 2 – No Project – Permitted Development
- Alternative 3 – Existing Specific Plan
- Alternative 4 – Reduced Intensity
- Alternative 5 – Reduced Uses (25% Residential Reduction)
- Alternative 6 – Reduced Uses (75% Residential Reduction)
- Alternative 7 – Alternative Site – Cal Compact Site, City of Carson

A brief description of the above alternatives including its land uses, trip generation estimates, and comparisons to the Proposed Project's trip generation is provided in the following sections. The same trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions as those used for the Proposed Project have been utilized for the analysis and evaluation of these alternatives. A comparative discussion of the alternative's traffic impacts with those of the Proposed Project is also provided in the subsequent sections of this Chapter.

Table 7-1 summarizes the trip generation estimates of all project alternatives including a comparison to that of the Proposed Project. The differences in trip generation estimates of the various alternatives in relation to those of the Proposed Project expressed in raw AM, PM and Daily total trip ends as well as in percentages are also shown in Table 7-1.

TABLE 7--1
THE VILLAGE AT PLAYA VISTA PROJECT
ALTERNATIVE ANALYSIS - SUMMARY AND COMPARISON OF TRIP GENERATION ESTIMATES

Scenario	DAILY TOTAL	AM PEAK HOUR		TOTAL	PM PEAK HOUR		
		IN	OUT		IN	OUT	TOTAL
Proposed Project	24,220	577	1,049	1,626	1,275	1,027	2,302
Alternative 1 - No Project	0	0	0	0	0	0	0
Difference from Proposed Project	(24,220)	(577)	(1,049)	(1,626)	(1,275)	(1,027)	(2,302)
% Difference	-100%	-100%	-100%	-100%	-100%	-100%	-100%
Alternative 2 - No Project - Permitted Development	1,568	195	27	223	37	181	220
Difference from Proposed Project	(22,652)	(382)	(1,022)	(1,403)	(1,238)	(846)	(2,082)
% Difference	-94%	-66%	-97%	-86%	-97%	-82%	-90%
Alternative 3 - Existing Specific Plan	38,696	2,307	574	2,882	1,510	3,145	4,656
Difference from Proposed Project	14,476	1,730	(475)	1,256	235	2,118	2,354
% Difference	60%	300%	-45%	77%	18%	206%	102%
Alternative 4 - Reduced Intensity - 25% Reduction	18,785	454	793	1,247	980	809	1,789
Difference from Proposed Project	(5,435)	(123)	(256)	(379)	(295)	(218)	(513)
% Difference	-22%	-21%	-24%	-23%	-23%	-21%	-22%
Alternative 5 - Reduced Uses - 25% Residential Reduction	11,817	152	716	869	710	356	1,067
Difference from Proposed Project	(12,403)	(425)	(333)	(757)	(565)	(671)	(1,235)
% Difference	-51%	-74%	-32%	-47%	-44%	-65%	-54%
Alternative 6 - Reduced Uses - 75% Residential Reduction	3,809	49	237	286	235	116	351
Difference from Proposed Project	(20,411)	(528)	(812)	(1,340)	(1,040)	(911)	(1,951)
% Difference	-84%	-92%	-77%	-82%	-82%	-89%	-85%
Alternative 7 - Alternative Site: Carson	24,220	577	1,049	1,626	1,275	1,027	2,302
Difference from Proposed Project	0	0	0	0	0	0	0
% Difference	0%	0%	0%	0%	0%	0%	0%

Alternative 1 – No Project or No Build

The no-build alternative, which is required for all EIRs, assumes there would be no change to the existing condition and use of the project site. The volumes and traffic conditions for this alternative are equivalent to the 2010 Base Condition scenario, which includes future 2010 traffic forecasts including Playa Vista First Phase traffic as well as other traffic generated by related projects. Roadway network assumptions similar to those in 2010 Base Conditions scenario will also exist. Therefore, no further analysis beyond the description of conditions detailed in Chapter 3 is needed for this alternative. This alternative will result in no traffic impacts.

Alternative 2 – No Project – Permitted Development

This alternative allows development that could occur without any amendments to existing specific plan. This development includes 108,050 square feet of office, which is approximately 38% less office than the proposed project. No Retail, Housing or Community Serving Uses are assumed in this alternative.

Traffic. Utilizing the reduced land-use for this alternative, trip generation estimates were determined and compared to that of the Proposed Project, as shown in Table 7-2. From this table, it can be observed that this alternative generates 1,570 daily trip ends, representing 94% less trips than the Proposed Project.

During the morning and evening peak hours, this alternative generates 223 and 220 trips, respectively. This represents 86% and 90% less trips than the Proposed Project in the morning and evening peak hours, respectively.

Table 7-3 summarizes the AM and PM peak hour traffic impacts of this alternative. It can be observed from this table that this alternative does not produce any significant traffic impacts at any of the analysis locations, compared to 14% and 22% of the locations impacted by the Proposed

TABLE 7--2
THE VILLAGE AT PLAYA VISTA PROJECT
TRIP GENERATION AND COMPARISON BY TYPE OF USE - ALTERNATIVE 2

Land Use	Proposed Project				Alternative 2			
	Size	Daily Trips	AM Total	PM Total	Size	Daily Trips	AM Total	PM Total
Retail	150,000 SF	6,193	143	575	0 SF	0	0	0
Office	175,000 SF	2,271	326	305	108,050 SF	1,568	223	220
Residential	2,600 MFU	15,236	1,144	1,404	0 MFU	0	0	0
Hotel	0 Rooms	0	0	0	0 Rooms	0	0	0
Community Serving	40,000 SF	520	13	18	0 SF	0	0	0
TOTAL		24,220	1,626	2,302		1,568	223	220

TABLE 7-3
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE	2010 W/ ALTERNATIVE 2	V/C INCREASE	IMP.	2010 BASE	2010 W/ ALTERNATIVE 2	V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.707	C	0.707	C	0.819	D	0.820	D
2	AIRPORT BL	CENTURY BL	0.626	B	0.627	B	0.652	B	0.653	B
3	AIRPORT BL	LA TIJERA BL	0.742	C	0.742	C	0.715	C	0.715	C
4	AVIATION BL	ARBOR VITAE ST	0.667	B	0.667	B	0.802	D	0.802	D
5	LA CIENEGA BL	ARBOR VITAE ST	0.678	B	0.678	B	0.731	C	0.731	C
6	AVIATION BL	CENTURY BL	0.886	D	0.886	D	0.972	E	0.973	E
7	AVIATION BL	IMPERIAL HWY	0.865	D	0.865	D	0.908	E	0.908	E
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	1.143	F	1.144	F	0.887	D	0.889	D
9	AVIATION BL	ROSECRANS AV	1.001	F	1.001	F	1.064	F	1.064	F
10	LINCOLN BL	BALI WAY	0.833	D	0.835	D	1.018	F	1.020	F
11	CENTINELA AV	CULVER BL	0.992	D	0.994	D	0.850	D	0.852	D
12	CENTINELA AV	JEFFERSON BL	0.656	B	0.668	B	0.747	C	0.757	C
13	LA CIENEGA BL	CENTINELA AV	1.201	F	1.202	F	1.253	F	1.254	F
14	LA TIJERA BL	CENTINELA AV	1.048	F	1.054	F	0.972	D	0.975	D
15	SEPULVEDA BL	CENTINELA AV	1.230	F	1.231	F	1.185	F	1.192	F
16	CENTINELA AV	WASHINGTON BL	0.882	D	0.885	D	0.973	E	0.975	E
17	SEPULVEDA BL	CENTURY BL	0.891	B	0.892	B	0.887	D	0.888	D
18	CULVER BL	JEFFERSON BL	0.917	D	0.919	D	0.807	D	0.809	D
19	CULVER BL	MARINA EXWY EB RAMP	0.785	C	0.786	C	0.621	D	0.621	D
20	CULVER BL	MARINA EXWY WB RAMP	1.082	F	1.082	F	1.033	F	1.034	F
21	CULVER BL	MAIN ST/WASHINGTON BL	1.084	F	1.085	F	0.981	D	0.881	D
22	CULVER BL	VISTA DEL MAR	0.883	D	0.885	D	0.509	A	0.601	B
23	SEPULVEDA BL	EL SEGUNDO BL	1.074	F	1.074	F	1.297	F	1.298	F
24	LINCOLN BL	FIJI WAY	0.779	C	0.781	C	0.903	C	0.905	C
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.278	F	1.278	F	0.893	D	0.893	D
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.962	E	0.965	E	0.953	E	0.958	E
27	PERSHING DR	IMPERIAL HWY	0.955	E	0.955	E	0.521	A	0.521	A
28	SEPULVEDA BL	IMPERIAL HWY	0.969	E	0.970	E	1.230	F	1.232	F
29	INGLEWOOD BL	WASHINGTON BL	0.808	D	0.809	D	0.993	E	0.995	E
30	I-405 NB RAMP	JEFFERSON BL	0.935	D	0.938	D	1.313	F	1.314	F
31	I-405 SB RAMP	JEFFERSON BL	0.678	B	0.686	B	0.761	C	0.766	C
32	LA CIENEGA BL	JEFFERSON BL	1.308	F	1.309	F	1.178	F	1.179	F
33	LINCOLN BL	JEFFERSON BL	0.991	F	0.996	F	1.051	F	1.057	F
34	JEFFERSON BL	OVERLAND AV	1.006	F	1.010	F	0.874	D	0.876	D
35	JEFFERSON BL	SEPULVEDA BL (N)	1.079	F	1.080	F	0.986	E	0.987	E
36	LA CIENEGA BL	LA TIJERA BL	0.898	D	0.899	D	0.789	C	0.790	C
37	LA CIENEGA BL	RODEO RD	1.161	F	1.162	F	1.253	F	1.254	F
38	LA CIENEGA BL RAMP N	SLAUSON AV	0.926	E	0.926	E	0.625	B	0.625	B
39	LA CIENEGA BL RAMP S	SLAUSON AV	0.795	C	0.796	C	0.758	C	0.759	C
40	I-405 NB RAMP	LA TIJERA BL	0.693	B	0.693	B	0.763	C	0.763	C
41	I-405 SB RAMP	LA TIJERA BL	0.668	B	0.668	B	0.703	C	0.703	C
42	LINCOLN BL	LA TIJERA BL	0.799	C	0.802	C	0.888	D	0.870	D
43	LA TIJERA BL	MANCHESTER AV	0.747	C	0.748	C	0.769	C	0.770	C
44	SEPULVEDA BL	90TH ST/LA TIJERA BL	0.843	D	0.844	D	0.913	E	0.915	E
45	LINCOLN BL	83RD ST	1.339	F	1.343	F	1.021	F	1.027	F
46	LINCOLN BL	MANCHESTER AV	1.264	F	1.268	F	1.203	F	1.206	F
47	LINCOLN BL	MARINA EXWY	1.039	F	1.041	F	1.096	F	1.098	F
48	LINCOLN BL	MAXELLA AV	0.897	D	0.899	D	0.952	E	0.953	E
49	LINCOLN BL	MINDANAO WAY	0.996	E	0.998	E	1.152	F	1.154	F
50	LINCOLN BL	ROSE AV	0.929	E	0.930	E	0.934	D	0.895	D
51	SEPULVEDA BL	LINCOLN BL	0.595	A	0.596	A	0.819	D	0.821	D
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.710	C	0.714	C	0.868	D	0.872	D
53	LINCOLN BL	VENICE BL	1.087	F	1.089	F	1.060	F	1.061	F
54	LINCOLN BL	WASHINGTON BL	1.153	F	1.154	F	1.241	F	1.242	F
55	MAIN ST	ROSE AV	0.510	A	0.510	A	0.900	D	0.900	D
56	PERSHING DR	MANCHESTER AV	0.443	A	0.443	A	0.411	A	0.412	A
57	SEPULVEDA BL	MANCHESTER AV	1.001	F	1.002	F	1.178	F	1.183	F
58	SEPULVEDA BL	MARIPOSA AV	0.898	D	0.898	D	1.074	F	1.074	F
59	PERSHING DR	WESTCHESTER PKWY	0.432	A	0.432	A	0.388	A	0.388	A
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.865	D	0.870	D	0.925	E	0.928	E
61	SEPULVEDA BL	ROSECRANS AV	1.020	F	1.020	F	1.397	F	1.397	F
62	SAWTELLE BL	VENICE BL	1.161	F	1.181	F	1.238	F	1.238	F
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.237	F	1.238	F	1.237	F	1.239	F
64	SEPULVEDA BL	77TH ST/78TH ST	1.048	F	1.049	F	1.000	E	1.003	F
65	SEPULVEDA BL	SLAUSON AV	1.068	F	1.069	F	1.029	F	1.030	F
66	SEPULVEDA BL	VENICE BL	1.152	F	1.152	F	1.124	F	1.124	F
67	LA CIENEGA BL	FAIRFAX AV	1.113	F	1.114	F	0.929	E	0.930	E
68	AIRPORT BL	96TH ST	0.419	A	0.420	A	0.672	B	0.674	B
69	ALLA RD	JEFFERSON BL	0.550	A	0.555	A	0.468	A	0.472	A
70	BEETHOVEN ST	JEFFERSON BL	0.370	A	0.374	A	0.367	A	0.370	A
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.610	B	0.610	B	0.858	D	0.858	D
72	BUNDY DR	OCEAN PARK BL	1.086	F	1.088	F	1.332	F	1.334	F
73	CENTINELA AV	MARINA FWY EB RAMP	0.398	A	0.407	A	0.566	A	0.571	A
74	CENTINELA AV	MARINA FWY WB RAMP	0.478	A	0.481	A	0.449	A	0.451	A
75	MESMER AV	CENTINELA AV	0.438	A	0.441	A	0.406	A	0.410	A
76	BLUFF CREEK DR	CENTINELA AV	0.474	A	0.479	A	0.591	A	0.604	B
77	INGLEWOOD BL	CULVER BL	0.798	C	0.805	D	0.979	E	0.986	E

TABLE 7-3 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE	2010 W/ ALTERNATIVE 2	V/C INCREASE	IMP.	2010 BASE	2010 W/ ALTERNATIVE 2	V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
78	CULVER BL	NICHOLSON ST	0.917	E	0.910	E	0.002	N	0.739	C
79	FALMOUTH AV	MANCHESTER AV	0.455	A	0.456	A	0.001	N	0.584	A
80	GLENCOE AV	MAXELLA AV	0.323	A	0.323	A	0.000	N	0.571	A
81	LINCOLN BL	HUGHES TER	0.585	A	0.588	A	0.003	N	0.780	C
82	INGLEWOOD BUCENTINELA AV	JEFFERSON BL	0.833	D	0.837	D	0.004	N	0.789	C
83	McCONNELL AV	JEFFERSON BL	[a] 0.954	F	0.387	A	N/A	N	[a] 0.992	F
84	MESMER AV	JEFFERSON BL	0.416	A	0.420	A	0.004	N	0.464	A
85	WESTLAWN AV	JEFFERSON BL	0.447	A	0.454	A	0.007	N	0.473	A
86	LINCOLN BL	LOYOLA BL	0.723	C	0.726	C	0.003	N	0.699	B
87	MINDANAO WY	MARINA EXWY EB RAMP	0.804	D	0.804	D	0.000	N	0.889	D
88	MINDANAO WY	MARINA EXWY WB RAMP	0.560	A	0.560	A	0.000	N	0.635	B
89	PACIFIC AV	WASHINGTON BL	0.673	B	0.673	B	0.000	N	0.697	B
90	PAI AWAN WAY	WASHINGTON BL	1.009	F	1.009	F	0.000	N	0.948	E
91	SEPULVEDA BL	80TH ST/79TH ST	0.761	C	0.762	C	0.001	N	1.005	F
92	SEPULVEDA BL	83RD ST	0.738	C	0.739	C	0.001	N	0.859	D
93	WALGROVE AV	VENICE BL	0.864	D	0.864	D	0.000	N	1.079	F
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.233	F	1.233	F	0.000	N	1.311	F
95	BRISTOL PKWY	SLAUSON AV	0.725	C	0.726	C	0.001	N	0.675	B
96	BRISTOL PKWY	CENTINELA AV	0.603	B	0.606	B	0.003	N	0.571	A
97	BUCKINGHAM PKWY	SLAUSON AV	0.792	C	0.793	C	0.001	N	0.792	C
98	GREEN VALLEY CIR	CENTINELA AV	0.895	D	0.898	D	0.003	N	0.670	B
99	CENTINELA AV	WASHINGTON PL	0.918	E	0.920	E	0.002	N	0.941	E
100	OVERLAND AV	CULVER BL	0.971	E	0.974	E	0.003	N	0.945	E
101	SEPULVEDA BL	CULVER BL	0.993	E	0.994	E	0.001	N	0.926	C
102	SAWTELLE BL	CULVER BL	0.989	D	0.890	D	0.001	N	1.027	F
103	GLENCOE AV	WASHINGTON BL	0.678	B	0.678	B	0.000	N	0.968	C
104	HANNUM AV	PLAYA ST	0.869	D	0.873	D	0.004	N	0.788	C
105	HANNUM AV	SLAUSON AV	0.551	A	0.551	A	0.000	N	0.536	A
106	JEFFERSON BL	SLAUSON AV	0.577	A	0.579	A	0.002	N	0.654	B
107	MARINA FWY	SLAUSON AV	0.672	B	0.675	B	0.003	N	0.747	C
108	REDWOOD AV	WASHINGTON BL	0.657	B	0.657	B	0.000	N	0.713	C
109	LINCOLN BL	OCEAN PARK BL	1.248	F	1.249	F	0.001	N	1.369	F
110	MAIN ST	OCEAN PARK BL	0.958	F	0.958	F	0.000	N	1.022	F
111	NEILSON WAY	OCEAN PARK BL	0.726	C	0.726	C	0.000	N	0.775	C
112	ADMIRALTY WAY	RAI WAY	0.771	C	0.772	C	0.001	N	1.069	F
113	ADMIRALTY WAY	FIJI WAY	0.473	A	0.474	A	0.001	N	0.647	B
114	ADMIRALTY WAY	MINDANAO WAY	0.903	E	0.903	E	0.000	N	1.132	F
115	PALAWAN WAY	ADMIRALTY WAY	0.865	D	0.865	D	0.001	N	1.132	F
116	VIA MARINA	ADMIRALTY WAY	0.912	E	0.913	E	0.001	N	1.119	F
117	MAIN ST	PICO BL	0.775	C	0.775	C	0.000	N	0.945	E
118	OCEAN AV/NEILSON WAY	PICO BL	0.729	C	0.729	C	0.000	N	0.888	D
119	SEPULVEDA BL	MAPLE AV	0.827	D	0.828	D	0.001	N	1.075	F
120	SEPULVEDA BL	GRAND AV	1.026	F	1.027	F	0.001	N	1.305	F
121	SEPULVEDA BL	MARINE AV	1.103	F	1.103	F	0.000	N	1.330	F
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.189	F	1.190	F	0.001	N	1.335	F
123	CENTINELA AV	SHORT AV	0.643	B	0.645	B	0.002	N	0.634	B
124	LINCOLN BL	PICO BL	1.240	F	1.240	F	0.000	N	1.228	F
125	OCEAN AV	WILSHIRE BL	0.717	C	0.717	C	0.000	N	0.684	B
126	OCEAN AV	PAI ISLANDS BEACH RD RAMP	0.621	B	0.621	B	0.000	N	0.958	E
127	4TH ST	WILSHIRE BL	0.659	B	0.659	B	0.000	N	0.726	C
128	4TH ST	PICO BL	1.031	F	1.032	F	0.001	N	1.021	F
129	4TH ST	OCEAN PARK BL N	0.471	A	0.471	A	0.000	N	0.551	A
130	4TH ST	OCEAN PARK BL S	0.454	A	0.454	A	0.000	N	0.493	A
131	LINCOLN BL	WILSHIRE BL	0.897	D	0.897	D	0.000	N	0.910	E
132	23RD ST	PICO BL	0.730	C	0.730	C	0.000	N	0.988	E
133	23RD ST	OCEAN PARK BL	1.095	F	1.095	F	0.000	N	1.308	F
134	CLOVERFIELD BL	PICO BL	0.931	E	0.931	E	0.000	N	0.916	F
135	CLOVERFIELD BL	OCEAN PARK BL	0.727	C	0.727	C	0.000	N	0.819	D
136	26TH ST	WILSHIRE BL	0.952	E	0.952	E	0.000	N	0.970	E
137	4TH ST	COLORADO AV	0.692	B	0.692	B	0.000	N	0.902	E
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.888	D	0.888	D	0.000	N	1.116	F
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.951	E	0.951	E	0.000	N	0.919	E
140	ALVERN ST	CENTINELA AV	0.741	C	0.744	C	0.003	N	0.752	C
141	SHERBOURNE DR	CENTINELA AV	0.785	C	0.788	C	0.003	N	0.700	B
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.521	A	0.521	A	0.000	N	0.228	A
143	SHENANDOAH AV	SLAUSON AV	0.753	C	0.754	C	0.001	N	0.641	B
144	CORNING AV	SLAUSON AV	0.829	D	0.830	D	0.001	N	0.691	B
145	KINGS RD	SLAUSON AV	0.558	A	0.558	A	0.000	N	0.575	A
146	LATJERA BL	SLAUSON AV	0.616	B	0.616	B	0.000	N	0.734	C
147	FAIRFAX AV	SLAUSON AV	1.091	F	1.091	F	0.000	N	1.008	F
148	SAWTELLE BL	MATTESON AV/I-405 SB RAMP	1.126	F	1.126	F	0.000	N	1.081	F
149	SAWTELLE BL	WASHINGTON PL	0.906	E	0.906	E	0.000	N	1.072	F
150	SAWTELLE BL	WASHINGTON PL	0.771	C	0.772	C	0.001	N	0.981	E
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.495	A	0.496	A	0.001	N	0.494	A
152	SAWTELLE BL	BRADDOCK DR	0.699	B	0.700	B	0.001	N	0.753	C
153	SEPULVEDA BL	BRADDOCK DR	0.847	D	0.847	D	0.000	N	0.968	E
154	SEPULVEDA BL	WASHINGTON PL	1.027	F	1.027	F	0.000	N	1.107	F

TABLE 7-3 continued
THE VI LAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE		2010 W / ALTERNATIVE 2		2010 BASE		2010 W / ALTERNATIVE 2	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
155	SEPULVEDA BL	WASHINGTON BL	0.891	D	0.892	D	0.001	N	1.026	F
156	SEPULVEDA BL	I-405 NB RAMPS S/O VENICE BL	1.002	F	1.003	F	0.001	N	0.977	E
157	OVERLAND AV	VENICE BL	1.124	F	1.124	F	0.000	N	1.145	F
158	OVERLAND AV	WASHINGTON BL	1.011	F	1.012	F	0.001	N	1.213	F
159	OVERLAND AV	BRADDOCK DR	0.881	D	0.883	D	0.002	N	0.965	E
160	MOTOR AV	VENICE BL	0.991	E	0.991	E	0.000	N	1.019	F
161	CULVER BL	VENICE BL	1.035	F	1.036	F	0.001	N	0.904	E
162	MOTOR AV	WASHINGTON BL	1.004	F	1.004	F	0.000	N	0.922	E
163	JEFFERSON BL	NATIONAL BL	0.466	A	0.466	A	0.000	N	0.635	B
164	JEFFERSON BL	RODEO RD	0.806	D	0.808	D	0.002	N	0.878	D
165	JEFFERSON BL	DUQUESNE AV	0.904	E	0.905	F	0.001	N	0.976	E
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.679	B	0.000	N	0.740	C
167	WALGROVE AV	WASHINGTON BL	0.791	C	0.791	C	0.000	N	0.955	E
168	LINCOLN BL	I-10 EB ON RAMP	1.208	F	1.209	F	0.001	N	1.039	F
169	LINCOLN BL	I-10 WB OFF RAMP	0.971	E	0.971	E	0.000	N	1.138	F
170	SEPULVEDA BL	SAWTELLE BL	1.079	F	1.080	F	0.001	N	0.986	E
171	ABBOTT KINNEY BL	VENICE BL	0.707	C	0.707	C	0.000	N	0.764	C
172	AIRPORT BL	MANCHESTER AV	0.752	C	0.753	C	0.001	N	0.870	D
173	BUNDY DR	I-10 EB ON RAMP	1.297	F	1.297	F	0.000	N	1.169	F
174	CRENSHAW BL	STOCKER ST	0.793	C	0.794	C	0.001	N	0.794	C
175	LA BREA AV	CENTINELA AV	1.295	F	1.397	F	0.002	N	1.192	F
176	DOUGLAS ST	IMPERIAL HWY	0.770	C	0.770	C	0.000	N	0.590	A
177	VISTA DEL MAR	GRAND AV	0.903	D	0.804	D	0.001	N	0.540	A
178	CRENSHAW BL	SLAUSON AV	1.057	F	1.057	F	0.000	N	1.289	F
179	FAIRFAX AV	WASHINGTON BL	1.225	F	1.226	F	0.001	N	0.693	B
180	CRENSHAW BL	FLORENCE AV	0.815	D	0.815	D	0.000	N	0.873	D
181	I-405 NB RAMPS	IMPERIAL HWY	0.415	A	0.415	A	0.000	N	0.497	A
182	MAIN ST	IMPERIAL HWY	1.007	F	1.008	F	0.001	N	0.904	E
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.796	C	0.796	C	0.000	N	0.425	A
184	VISTA DEL MAR	IMPERIAL HWY	1.092	F	1.093	F	0.001	N	0.484	A
185	LA CIENEGA BL	IMPERIAL HWY	0.645	B	0.645	B	0.000	N	0.404	A
186	LA BREA AV	I-10 FB OFF RAMP	0.585	A	0.585	A	0.000	N	0.660	B
187	LA BREA AV	I-10 WB OFF RAMP	0.639	B	0.639	B	0.000	N	0.639	B
188	LA BREA AV	MANCHESTER BL	1.070	F	1.070	F	0.000	N	1.123	F
189	LA BREA AV	SLAUSON AV	1.132	F	1.133	F	0.001	N	1.081	F
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.953	E	0.953	E	0.000	N	1.168	F
191	LA CIENEGA BL	I-10 FB OFF RAMP	0.814	D	0.814	D	0.000	N	0.785	C
192	LA CIENEGA BL	111TH ST	0.273	A	0.273	A	0.000	N	0.531	A
193	LA CIENEGA BL	I-405 SB RAMPS S/O CENTURY BL	0.541	A	0.541	A	0.000	N	0.506	A
194	LA CIENEGA BL	I-405 SB RAMPS N/O IMPERIAL HWY	0.453	A	0.453	A	0.000	N	0.306	A
195	LA CIENEGA BL	LENNOX BL	0.402	A	0.402	A	0.000	N	0.516	A
196	LA CIENEGA BL	MANCHESTER BL	0.899	D	0.899	D	0.000	N	0.940	E
197	LA CIENEGA BL	STOCKER ST	1.335	F	1.336	F	0.001	N	1.219	F
198	LA CIENEGA BL	VENICE BL	1.176	F	1.176	F	0.000	N	1.064	F
199	LA CIENEGA BL	WASHINGTON BL	1.032	F	1.032	F	0.000	N	0.816	D
200	SEPULVEDA BL	WESTCHESTER PKWY	1.056	F	1.057	F	0.001	N	1.200	F
201	LA CIENEGA BL	I-405 SB RAMPS N/O CENTURY BL	0.633	B	0.633	B	0.000	N	0.620	B
202	I-405 NB OFF RAMP	CENTURY BL	1.114	F	1.114	F	0.000	N	0.600	A
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.510	A	0.519	A	0.000	N	0.600	A
204	HAWTHORNE BL	LENNOX BL	0.662	B	0.662	B	0.000	N	0.840	D
205	INGLEWOOD AV	LENNOX BL	0.825	D	0.825	D	0.000	N	0.920	E
206	CENTINELA AV	FLORENCE AV	0.613	B	0.614	B	0.001	N	0.825	D
207	HIGHLAND AV	MANHATTAN BEACH BL	0.787	C	0.787	C	0.000	N	0.620	D
208	SEPULVEDA BL/PCIH	ARTESIA BL	0.869	D	0.870	D	0.001	N	1.220	F
209	CENTINELA AV	VENICE BL	1.228	F	1.231	F	0.003	N	1.332	F
210	WASHINGTON BL	I-10 EB ON RAMP	0.551	A	0.553	A	0.002	N	0.681	B
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.531	A	0.532	A	0.001	N	0.577	A
212	OVERLAND AV	PALMS BL	0.913	E	0.913	E	0.000	N	1.106	F
213	PLAYA VISTA DR	CULVER BL	0.678	B	0.678	B	0.000	N	0.474	A
214	PLAYA VISTA DR	B ST	0.392	A	0.393	A	0.001	N	0.337	A
215	PLAYA VISTA DR	JEFFERSON BL	0.661	B	0.665	B	0.004	N	0.715	C
216	PLAYA VISTA DR	BLUFF CREEK DR	0.439	A	0.444	A	0.005	N	0.549	A
217	PLAYA VISTA DR	BLUFF CREEK DR	N/A	N/A	0.253	A	N/A	N/A	0.356	A
218	MCCONNELL AV	BLUFF CREEK DR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
219	MCCONNELL AV	BLUFF CREEK DR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
220	12TH ST	BLUFF CREEK DR	0.327	A	0.336	A	0.009	N	0.415	A

Project during the same respective peak hours. Additionally, this alternative creates an average of 90 to 94% less impact than the Proposed Project at each of the 218 study intersections. Therefore, on an overall basis, this alternative would adversely impact traffic to a much lesser degree than the Proposed Project.

Analysis of the transportation system operating conditions in the future with the project alternative reveals the following system performance characteristics in relation to those with the Proposed Project:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system will decrease to 0.834 and 0.868 during AM and PM peak hours, respectively, compared to the average V/C ratio of 0.842 and 0.880 respectively, during the same peak hours for the Proposed Project.
- Approximately 83 and 104 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 90 and 108 locations operating at unacceptable LOS E or F with the Proposed Project.
- The above two operating conditions, however, should be viewed in light of the fact that the 2010 base conditions analysis reveals that the average system V/C ratio without the project is projected to be 0.833 and 0.867 during the AM and PM peak hours, respectively. Further, the number of intersection locations in 2010 base conditions that are projected to be operating at an unacceptable LOS E or F would be 84 and 104 during the AM and PM peak hours, respectively. Therefore, relative to 2010 base conditions, this alternative results in equal to or 1 less LOS E or F location during the peak hours as opposed to 6 and 4 more LOS E and F intersections with the Proposed Project during the same peak hours.

Parking. This alternative would generate demand for parking that would be fully mitigated by provision of on-site parking in accordance with applicable codes and regulations. This alternative would, like the Proposed Project, have no parking impacts.

Bicycle Plan. Under this alternative, the existing City and County Bicycle Trails and Bikeways facilities and plans would, like the Proposed Project, not be impacted.

Alternative 3 – Existing Specific Plan

This alternative develops the Village at Playa Vista Project site to the maximum limits permitted under the existing Specific Plan for Area D in the City of Los Angeles. In contrast with the Proposed Project, the alternative includes 600 more hotel rooms, 905% more office space, 310% more retail development and no housing. The purpose of this alternative's evaluation is to clearly identify the relative impacts of this alternative's development in the context of the approved plans for the Playa Vista property.

Traffic. The daily and peak hour trip generation estimates by land use type for this alternative including a comparison to those of the Proposed Project are presented in Table 7-4. This alternative generates an estimated 38,700 daily trip ends as opposed to 24,220 daily trip ends generated by the Proposed Project, thereby resulting in 38% more daily trip ends.

During the morning peak hour, this alternative generates 2882 AM peak hour trips as opposed to 1,626 AM peak hour trips generated by the Proposed Project. In the evening, this alternative generates 4,655 PM peak hour trips and the Proposed Project generates 2,302 PM peak hour trips. This represents increases of 77% and 102% for the morning and evening peak hours, respectively.

Table 7-5 summarizes the AM and PM peak hour traffic impacts of this alternative. It can be observed from this table that this alternative produces traffic impacts at approximately 28% and 40% of the analysis locations in the AM and PM peak hours, respectively, compared to 14% and 22% of the locations impacted by the Proposed Project during the same respective peak hours. Therefore, on an overall basis, this alternative would adversely impact traffic to a higher degree than the Proposed Project.

Analysis of the transportation system operating conditions in the future with the project alternative reveals the following system performance characteristics in relation to those with the Proposed Project:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system will increase to 0.849 and 0.894 during AM and PM peak hours, respectively, compared to the

TABLE 7--4

THE VILLAGE AT PLAYA VISTA PROJECT
TRIP GENERATION AND COMPARISON BY TYPE OF USE - ALTERNATIVE 3

Land Use	Proposed Project				Alternative 3			
	Size	Daily Trips	AM Total	PM Total	Size	Daily Trips	AM Total	PM Total
Retail	150,000 SF	6,193	143	575	615,000 SF	19,727	425	1,874
Office	175,000 SF	2,271	326	305	1,758,050 SF	13,357	2,048	2,346
Residential	2,600 MFU	15,236	1,144	1,404	0 MFU	0	0	0
Hotel	0 Rooms	0	0	0	600 Rooms	5,352	402	426
Community Serving	40,000 SF	520	13	18	20,000 SF	260	7	9
TOTAL		24,220	1,626	2,302		38,696	2,882	4,655

TABLE 7-5
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE		2010 W / ALTERNATIVE 3		2010 BASE		2010 W / ALTERNATIVE 3	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.707	C	0.707	C	0.000	N	0.819	D
2	AIRPORT BL	CENTURY BL	0.626	B	0.635	B	0.009	N	0.652	B
3	AIRPORT BL	LA TIJERA BL	0.742	C	0.744	C	0.002	N	0.715	C
4	AVIATION BL	ARBOR VITAE ST	0.667	B	0.672	B	0.005	N	0.802	D
5	LA CIENEGA BL	ARBOR VITAE ST	0.678	B	0.680	B	0.002	N	0.731	C
6	AVIATION BL	CENTURY BL	0.886	D	0.890	D	0.004	N	0.972	E
7	AVIATION BL	IMPERIAL HWY	0.865	D	0.865	D	0.000	N	0.908	E
8	FI ORENCE AV/AVIATION BL	MANCHESTER BL	1.143	F	1.150	F	0.007	N	0.887	D
9	AVIATION BL	ROSECRANS AV	1.001	F	1.005	F	0.004	N	1.004	F
10	LINCOLN BL	BALL WAY	0.833	D	0.852	D	0.019	N	1.018	F
11	CENTINELA AV	CULVER BL	0.892	D	0.915	E	0.023	Y	0.850	D
12	CENTINELA AV	JEFFERSON BL	0.856	D	0.816	D	0.160	Y	0.747	C
13	LA CIENEGA BL	CENTINELA AV	1.201	F	1.219	F	0.018	Y	1.253	F
14	LA TIJERA BL	CENTINELA AV	1.040	F	1.121	F	0.073	Y	0.872	D
15	SEPULVEDA BL	CENTINELA AV	1.230	F	1.285	F	0.055	Y	1.185	F
16	CENTINELA AV	WASHINGTON BL	0.882	D	0.916	E	0.034	Y	0.973	E
17	SEPULVEDA BL	CENTURY BL	0.691	B	0.703	C	0.012	N	0.887	D
18	CULVER BL	JEFFERSON BL	0.817	D	0.849	D	0.032	Y	0.807	D
19	CULVER BL	MARINA EXWY EB RAMP	0.785	C	0.794	C	0.009	N	0.921	B
20	CULVER BL	MARINA EXWY WB RAMP	1.082	F	1.086	F	0.004	N	1.033	F
21	CULVER BL	MAIN ST/WASHINGTON BL	1.084	F	1.096	F	0.012	Y	0.881	D
22	CULVER BL	VISTA DEL MAR	0.883	D	0.906	F	0.023	Y	0.599	A
23	SEPULVEDA BL	EL SEGUNDO BL	1.074	F	1.078	F	0.004	N	1.297	F
24	LINCOLN BL	FIJI WAY	0.779	C	0.802	D	0.023	Y	0.903	E
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.278	F	1.283	F	0.005	N	0.893	D
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.962	E	1.001	F	0.039	Y	0.953	E
27	PERSHING DR	IMPERIAL HWY	0.955	F	0.969	F	0.004	N	0.821	A
28	SEPULVEDA BL	IMPERIAL HWY	0.969	E	0.978	E	0.009	N	1.230	F
29	INGLEWOOD BL	WASHINGTON BL	0.808	D	0.826	D	0.018	N	0.993	E
30	I-405 NB RAMP	JEFFERSON BL	0.835	D	0.870	D	0.035	Y	1.313	F
31	I-405 SB RAMP	JEFFERSON BL	0.670	B	0.775	C	0.097	Y	0.761	C
32	LA CIENEGA BL	JEFFERSON BL	1.308	F	1.322	F	0.014	Y	1.178	F
33	LINCOLN BL	JEFFERSON BL	0.991	E	1.049	F	0.058	Y	1.051	F
34	JEFFERSON BL	OVERLAND AV	1.006	F	1.057	F	0.051	Y	0.874	D
35	JEFFERSON BL	SEPULVEDA BL (N)	1.079	F	1.091	F	0.012	Y	0.988	E
36	LA CIENEGA BL	LA TIJERA BL	0.898	D	0.909	E	0.011	Y	0.789	C
37	LA CIENEGA BL	RODEO RD	1.181	F	1.177	F	0.016	Y	1.253	F
38	LA CIENEGA BL RAMP N	SLAUSON AV	0.920	E	0.920	E	0.000	N	0.625	B
39	LA CIENEGA BL RAMP S	SLAUSON AV	0.795	C	0.811	D	0.016	N	0.758	C
40	I-405 NB RAMP	LA TIJERA BL	0.693	B	0.693	B	0.000	N	0.763	C
41	I-405 SB RAMP	LA TIJERA BL	0.668	B	0.668	B	0.000	N	0.703	C
42	LINCOLN BL	LA TIJERA BL	0.799	C	0.833	D	0.034	Y	0.868	D
43	LA TIJERA BL	MANCHESTER AV	0.747	C	0.756	C	0.009	N	0.709	C
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.843	D	0.850	D	0.007	N	0.913	F
45	LINCOLN BL	83RD ST	1.339	F	1.387	F	0.048	Y	1.021	F
46	LINCOLN BL	MANCHESTER AV	1.264	F	1.312	F	0.048	Y	1.203	F
47	LINCOLN BL	MARINA EXWY	1.039	F	1.069	F	0.030	Y	1.096	F
48	LINCOLN BL	MAXELLA AV	0.897	D	0.910	E	0.021	Y	0.952	E
49	LINCOLN BL	MINDANA WAY	0.996	E	1.026	F	0.030	Y	1.152	F
50	LINCOLN BL	ROSE AV	0.929	E	0.945	E	0.016	Y	0.894	D
51	SEPULVEDA BL	LINCOLN BL	0.695	A	0.609	B	0.014	N	0.819	D
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.710	C	0.758	C	0.048	Y	0.868	D
53	LINCOLN BL	VENICE BL	1.067	F	1.110	F	0.023	Y	1.060	F
54	LINCOLN BL	WASHINGTON BL	1.153	F	1.171	F	0.018	Y	1.241	F
55	MAIN ST	ROSE AV	0.510	A	0.512	A	0.002	N	0.900	D
56	PERSHING DR	MANCHESTER AV	0.443	A	0.447	A	0.004	N	0.411	A
57	SEPULVEDA BL	MANCHESTER AV	1.001	F	1.013	F	0.012	Y	1.178	F
58	SEPULVEDA BL	MARIPOSA AV	0.898	D	0.903	E	0.005	N	1.071	F
59	PERSHING DR	WESTCHESTER PKWY	0.432	A	0.436	A	0.004	N	0.388	A
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.865	D	0.923	E	0.058	Y	0.925	E
61	SEPULVEDA BL	ROSECRANS AV	1.020	F	1.025	F	0.005	N	1.397	F
62	SAWTELLE BL	VENICE BL	1.161	F	1.166	F	0.006	N	1.238	F
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.237	F	1.253	F	0.016	Y	1.237	F
64	SEPULVEDA BL	77TH ST/76TH ST	1.048	F	1.062	F	0.014	Y	1.000	E
65	SEPULVEDA BL	SLAUSON AV	1.068	F	1.077	F	0.009	N	1.029	F
66	SEPULVEDA BL	VENICE BL	1.152	F	1.157	F	0.005	N	1.124	F
67	LA CIENEGA BL	FAIRFAX AV	1.113	F	1.127	F	0.014	Y	0.920	E
68	AIRPORT BL	96TH ST	0.419	A	0.433	A	0.014	N	0.672	B
69	ALLA RD	JEFFERSON BL	0.550	A	0.610	B	0.060	N	0.468	A
70	BEEHOVEN ST	JEFFERSON BL	0.370	A	0.427	A	0.057	N	0.367	A
71	MAIN ST	BROOKS AV/ABROT KINNEY BL	0.610	B	0.612	B	0.002	N	0.858	D
72	BUNNY DR	OCEAN PARK BL	1.086	F	1.107	F	0.021	Y	1.332	F
73	CENTINELA AV	MARINA FWY EB RAMP	0.398	A	0.511	A	0.113	N	0.566	A
74	CENTINELA AV	MARINA FWY WB RAMP	0.478	A	0.512	A	0.034	N	0.449	A
75	MESMER AV	CENTINELA AV	0.438	A	0.472	A	0.034	N	0.406	A
76	BLUFF CREEK DR	CENTINELA AV	0.474	A	0.541	A	0.067	N	0.591	A
77	INGLEWOOD BL	CULVER BL	0.798	C	0.883	D	0.085	Y	0.979	E

TABLE 7--5 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR						PM PEAK HOUR					
			2010 BASE		2010 W / ALTERNATIVE 3		V/C INCREASE		IMP.		2010 BASE		2010 W / ALTERNATIVE 3	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
78	CULVER BL	NICHOLSON ST	0.917	F	0.945	E	0.028	Y	0.739	C	0.792	C	0.053	Y
79	FALMOUTH AV	MANCHESTER AV	0.455	A	0.469	A	0.014	N	0.594	A	0.600	B	0.006	N
80	GLENCOE AV	MAXELLA AV	0.323	A	0.323	A	0.000	N	0.571	A	0.573	A	0.002	N
81	LINCOLN BL	HUGHES TER	0.585	A	0.620	B	0.035	N	0.780	C	0.889	D	0.089	Y
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.833	D	0.884	D	0.051	Y	0.789	C	0.868	D	0.079	Y
83	MCCONNELL AV	JEFFERSON BL	[a] 95.4	F	0.508	A	N/A	N	[a] 696.2	F	0.489	A	N/A	N
84	MESMER AV	JEFFERSON BL	0.416	A	0.462	A	0.046	N	0.464	A	0.571	A	0.107	N
85	WESTLAWN AV	JEFFERSON BL	0.447	A	0.539	A	0.092	N	0.473	A	0.673	B	0.200	N
86	LINCOLN BL	LOYOLA BL	0.723	C	0.760	C	0.037	N	0.609	B	0.758	C	0.059	Y
87	MINDANAO WY	MARINA EXWY EB RAMP'S	0.804	D	0.801	D	0.000	N	0.889	D	0.897	D	0.008	N
88	MINDANAO WY	MARINA EXWY WB RAMP'S	0.560	A	0.564	A	0.004	N	0.635	B	0.635	B	0.000	N
89	PACIFIC AV	WASHINGTON BL	0.673	B	0.675	B	0.002	N	0.697	B	0.701	C	0.004	N
90	PALAWAN WY	WASHINGTON BL	1.009	F	1.009	F	0.000	N	0.948	E	0.948	E	0.000	N
91	SEPULVEDA BL	WOTH ST/79TH ST	0.761	C	0.772	C	0.011	N	1.005	F	1.039	F	0.034	Y
92	SEPULVEDA BL	83RD ST	0.738	C	0.745	C	0.007	N	0.859	D	0.897	D	0.029	Y
93	WALGROVE AV	VENICE BL	0.864	D	0.868	D	0.004	N	1.070	F	1.085	F	0.006	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.233	F	1.238	F	0.005	N	1.311	F	1.317	F	0.006	N
95	BRISTOL PKWY	SLAUSON AV	0.725	C	0.734	C	0.009	N	0.675	B	0.693	B	0.018	N
96	BRISTOL PKWY	CENTINELA AV	0.603	B	0.642	B	0.039	N	0.571	A	0.670	B	0.099	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.792	C	0.799	C	0.007	N	0.792	C	0.810	D	0.018	N
98	GREEN VALLEY CIR	CENTINELA AV	0.895	D	0.932	F	0.037	Y	0.670	B	0.729	C	0.059	Y
99	CENTINELA AV	WASHINGTON PI	0.918	E	0.937	E	0.019	Y	0.941	E	0.968	E	0.028	Y
100	OVERLAND AV	WASHINGTON BL	0.971	E	1.005	F	0.034	Y	0.945	E	0.987	E	0.042	Y
101	SEPULVEDA BL	CULVER BL	0.993	E	1.011	F	0.018	Y	0.926	E	0.918	E	0.022	Y
102	SAWTELLE BL	CULVER BL	0.889	D	0.903	E	0.014	Y	1.027	F	1.065	F	0.038	Y
103	GLENCOE AV	WASHINGTON BL	0.678	B	0.680	B	0.002	N	0.968	E	0.970	E	0.002	N
104	HANNUM AV	PI AYA ST	0.889	D	0.919	E	0.030	Y	0.788	C	0.810	D	0.022	Y
105	HANNUM AV	SLAUSON AV	0.551	A	0.551	A	0.000	N	0.536	A	0.546	A	0.010	N
106	JEFFERSON BL	SLAUSON AV	0.577	A	0.602	B	0.025	N	0.654	B	0.729	C	0.075	Y
107	MARINA FWY	SLAUSON AV	0.672	B	0.707	C	0.035	N	0.747	C	0.773	C	0.026	N
108	REDWOOD AV	WASHINGTON BL	0.657	B	0.657	B	0.000	N	0.713	C	0.715	C	0.002	N
109	LINCOLN BL	OCEAN PARK BL	1.248	F	1.255	F	0.007	N	1.309	F	1.375	F	0.006	N
110	MAIN ST	OCEAN PARK BL	0.958	E	0.958	F	0.000	N	1.022	F	1.024	F	0.002	N
111	NEILSON WAY	OCEAN PARK BL	0.726	C	0.728	C	0.002	N	0.775	C	0.777	C	0.002	N
112	ADMIRALTY WAY	BALI WAY	0.771	C	0.778	C	0.007	N	1.069	F	1.087	F	0.018	Y
113	ADMIRALTY WAY	FIJI WAY	0.473	A	0.480	A	0.007	N	0.647	B	0.671	B	0.024	N
114	ADMIRALTY WAY	MINDANAO WAY	0.903	E	0.908	E	0.005	N	1.132	F	1.158	F	0.026	Y
115	PALAWAN WAY	ADMIRALTY WAY	0.865	D	0.876	D	0.011	N	1.132	F	1.158	F	0.026	Y
116	VIA MARINA	ADMIRALTY WAY	0.912	E	0.923	E	0.011	Y	1.119	F	1.135	F	0.016	Y
117	MAIN ST	PICO BL	0.775	C	0.775	C	0.000	N	0.945	E	0.945	E	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.729	C	0.734	C	0.005	N	0.888	D	0.890	D	0.002	N
119	SEPULVEDA BL	MAPLE AV	0.827	D	0.834	D	0.007	N	1.007	F	1.001	F	0.006	N
120	SEPULVEDA BL	GRAND AV	1.026	F	1.040	F	0.014	Y	1.305	F	1.315	F	0.010	Y
121	SEPULVEDA BL	MARINE AV	1.103	F	1.107	F	0.004	N	1.330	F	1.334	F	0.004	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.189	F	1.196	F	0.007	N	1.335	F	1.339	F	0.004	N
123	CENTINELA AV	SHORT AV	0.643	B	0.664	B	0.021	N	0.634	B	0.672	B	0.038	N
124	LINCOLN BL	PICO BL	1.240	F	1.245	F	0.005	N	1.228	F	1.236	F	0.008	N
125	OCEAN AV	WILSHIRE BL	0.717	C	0.717	C	0.000	N	0.684	B	0.684	B	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMP'S	0.621	B	0.623	B	0.002	N	0.950	E	0.950	E	0.002	N
127	4TH ST	WILSHIRE BL	0.559	B	0.661	B	0.002	N	0.726	C	0.726	C	0.000	N
128	4TH ST	PICO BL	1.031	F	1.038	F	0.007	N	1.025	F	1.025	F	0.004	N
129	4TH ST	OCEAN PARK BL N	0.471	A	0.475	A	0.004	N	0.551	A	0.553	A	0.002	N
130	4TH ST	OCEAN PARK BL S	0.451	A	0.456	A	0.005	N	0.493	A	0.497	A	0.004	N
131	LINCOLN BL	WILSHIRE BL	0.897	D	0.901	F	0.004	N	0.910	E	0.914	E	0.004	N
132	23RD ST	PICO BL	0.730	C	0.731	C	0.001	N	0.988	E	0.992	E	0.004	N
133	23RD ST	OCEAN PARK BL	1.095	F	1.099	F	0.004	N	1.308	F	1.314	F	0.006	N
134	CLOVERFIELD BL	PICO BL	0.931	F	0.935	E	0.004	N	0.916	E	0.918	E	0.002	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.727	C	0.731	C	0.004	N	0.879	D	0.827	D	0.008	N
136	26TH ST	WILSHIRE BL	0.952	E	0.954	E	0.002	N	0.970	E	0.970	E	0.000	N
137	4TH ST	COI ORADO AV	0.692	B	0.692	B	0.000	N	0.902	E	0.904	E	0.002	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.888	D	0.888	D	0.000	N	1.116	F	1.116	F	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.951	F	0.955	E	0.004	N	0.919	E	0.921	E	0.002	N
140	ALVERN ST	CENTINELA AV	0.741	C	0.778	C	0.037	N	0.752	C	0.811	D	0.059	Y
141	SHERBOURNE DR	CENTINELA AV	0.785	C	0.824	D	0.039	Y	0.700	B	0.749	C	0.049	Y
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.521	A	0.521	A	0.000	N	0.228	A	0.228	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.753	C	0.764	C	0.011	N	0.641	B	0.655	B	0.014	N
144	CORNING AV	SLAUSON AV	0.859	D	0.868	D	0.009	N	0.691	B	0.701	C	0.010	N
145	KINGS RD	SLAUSON AV	0.558	A	0.560	A	0.002	N	0.575	A	0.597	A	0.022	N
146	LA TIJERA BL	SLAUSON AV	0.616	B	0.618	B	0.002	N	0.734	C	0.752	C	0.018	N
147	FAIRFAX AV	SLAUSON AV	1.091	F	1.093	F	0.002	N	1.008	F	1.022	F	0.014	Y
148	SAWTELLE BL	MATTHEWS AV/405 SB RAMP'S	1.126	F	1.131	F	0.005	N	1.081	F	1.093	F	0.012	Y
149	SAWTELLE BL	WASHINGTON PL	0.906	E	0.908	E	0.002	N	1.072	F	1.078	F	0.006	N
150	SAWTELLE BL	WASHINGTON PI	0.771	C	0.778	C	0.007	N	0.981	E	0.993	E	0.012	Y
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.495	A	0.502	A	0.007	N	0.494	A	0.504	A	0.010	N
152	SAWTELLE BL	BRADDOCK DR	0.698	B	0.708	C	0.007	N	0.753	C	0.763	C	0.010	N
153	SEPULVEDA BL	BRADDOCK DR	0.847	D	0.851	D	0.004	N	0.968	E	0.980	E	0.012	Y
154	SEPULVEDA BL	WASHINGTON PL	1.027	F	1.031	F	0.004	N	1.107	F	1.119	F	0.012	Y

TABLE 7-5 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3

			2010 BASE		AM PEAK HOUR 2010 W/ ALTERNATIVE 3				V/C INCREASE		IMP.		2010 BASE		PM PEAK HOUR 2010 W/ ALTERNATIVE 3		V/C INCREASE		IMP.	
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
155	SEPULVEDA BL	WASHINGTON BL	0.981	D	0.903	E	0.012	Y	1.020	F	1.044	F	0.018	Y	1.020	F	1.044	F	0.018	Y
156	SEPULVEDA BL	I-405 NB RAMP S/O VENICE BL	1.002	F	1.011	F	0.008	N	0.977	E	0.993	E	0.016	Y	0.977	E	0.993	E	0.016	Y
157	OVERLAND AV	VENICE BL	1.124	F	1.128	F	0.004	N	1.145	F	1.157	F	0.012	Y	1.145	F	1.157	F	0.012	Y
158	OVERLAND AV	WASHINGTON BL	1.011	F	1.027	F	0.016	Y	1.213	F	1.229	F	0.016	Y	1.213	F	1.229	F	0.016	Y
159	OVERLAND AV	BRADDOCK DR	0.881	D	0.909	E	0.028	Y	0.965	F	0.983	F	0.018	Y	0.965	F	0.983	F	0.018	Y
160	MOTOR AV	VENICE BL	0.991	E	0.995	E	0.004	N	1.019	F	1.037	F	0.018	Y	1.019	F	1.037	F	0.018	Y
161	CULVER BL	VENICE BL	1.035	F	1.042	F	0.007	N	0.994	E	1.000	F	0.006	N	0.994	E	1.000	F	0.006	N
162	MOTOR AV	WASHINGTON BL	1.004	F	1.008	F	0.004	N	0.922	E	0.940	E	0.018	Y	0.922	E	0.940	E	0.018	Y
163	JEFFERSON BL	NATIONAL BL	0.466	A	0.471	A	0.005	N	0.635	B	0.657	B	0.022	N	0.635	B	0.657	B	0.022	N
164	JEFFERSON BL	RODEO RD	0.806	D	0.827	D	0.021	Y	0.878	D	0.894	D	0.016	N	0.878	D	0.894	D	0.016	N
165	JEFFERSON BL	DUQUESNE AV	0.964	E	0.976	E	0.012	Y	0.976	E	0.998	E	0.022	Y	0.976	E	0.998	E	0.022	Y
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.679	B	0.000	N	0.740	C	0.742	C	0.002	N	0.740	C	0.742	C	0.002	N
167	WAL GROVE AV	WASHINGTON BL	0.791	C	0.791	C	0.000	N	0.855	E	0.959	E	0.004	N	0.855	E	0.959	E	0.004	N
168	LINCOLN BL	I-10 EB ON RAMP	1.208	F	1.215	F	0.007	N	1.039	F	1.043	F	0.004	N	1.039	F	1.043	F	0.004	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.971	E	0.971	E	0.000	N	1.138	F	1.144	F	0.006	N	1.138	F	1.144	F	0.006	N
170	SEPULVEDA BL	SAWTELLE BL	1.079	F	1.091	F	0.012	Y	0.980	E	1.006	F	0.020	Y	0.980	E	1.006	F	0.020	Y
171	ABBOIT KINNEY BL	VENICE BL	0.707	C	0.712	C	0.005	N	0.764	C	0.778	C	0.014	N	0.764	C	0.778	C	0.014	N
172	AIRPORT BL	MANCHESTER AV	0.752	C	0.761	C	0.009	N	0.870	D	0.886	D	0.016	N	0.870	D	0.886	D	0.016	N
173	BUNDY DR	I-10 EB ON RAMP	1.297	F	1.297	F	0.000	N	1.109	F	1.109	F	0.000	N	1.109	F	1.109	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.793	C	0.804	D	0.011	N	0.704	C	0.804	D	0.010	N	0.704	C	0.804	D	0.010	N
175	LA BREA AV	CENTINELA AV	1.395	F	1.425	F	0.030	Y	1.192	F	1.210	F	0.018	Y	1.192	F	1.210	F	0.018	Y
176	DOUGLAS ST	IMPERIAL HWY	0.770	C	0.772	C	0.002	N	0.590	A	0.596	A	0.006	N	0.590	A	0.596	A	0.006	N
177	VISTA DEL MAR	GRAND AV	0.803	D	0.814	D	0.011	N	0.540	A	0.556	A	0.016	N	0.540	A	0.556	A	0.016	N
178	CRENSHAW BL	SLAUSON AV	1.057	F	1.061	F	0.004	N	1.289	F	1.295	F	0.006	N	1.289	F	1.295	F	0.006	N
179	FAIRFAX AV	WASHINGTON BL	1.225	F	1.239	F	0.014	Y	0.693	B	0.707	C	0.014	N	0.693	B	0.707	C	0.014	N
180	CRENSHAW BL	FLORENCE AV	0.815	D	0.819	D	0.004	N	0.873	D	0.877	D	0.004	N	0.873	D	0.877	D	0.004	N
181	I-405 NB RAMP	IMPERIAL HWY	0.415	A	0.417	A	0.002	N	0.497	A	0.499	A	0.002	N	0.497	A	0.499	A	0.002	N
182	MAIN ST	IMPERIAL HWY	1.007	F	1.014	F	0.007	N	0.904	E	0.908	E	0.004	N	0.904	E	0.908	E	0.004	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.796	C	0.801	D	0.005	N	0.425	A	0.429	A	0.004	N	0.425	A	0.429	A	0.004	N
184	VISTA DEL MAR	IMPERIAL HWY	1.092	F	1.106	F	0.014	Y	0.183	A	0.497	A	0.014	N	0.183	A	0.497	A	0.014	N
185	LA CIENEGA BL	IMPERIAL HWY	0.645	B	0.645	B	0.000	N	0.464	A	0.464	A	0.000	N	0.464	A	0.464	A	0.000	N
186	LA BREA AV	I-10 FB OFF RAMP	0.585	A	0.587	A	0.002	N	0.689	B	0.693	B	0.004	N	0.689	B	0.693	B	0.004	N
187	LA BREA AV	I-10 WB OFF RAMP	0.639	B	0.639	B	0.000	N	0.639	B	0.639	B	0.000	N	0.639	B	0.639	B	0.000	N
188	LA BREA AV	MANCHESTER BL	1.070	F	1.072	F	0.002	N	1.123	F	1.125	F	0.002	N	1.123	F	1.125	F	0.002	N
189	LA BREA AV	SLAUSON AV	1.132	F	1.144	F	0.012	Y	1.081	F	1.099	F	0.018	Y	1.081	F	1.099	F	0.018	Y
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.953	E	0.958	E	0.005	N	1.168	F	1.180	F	0.012	Y	1.168	F	1.180	F	0.012	Y
191	LA CIENEGA BL	I-10 FB OFF RAMP	0.814	D	0.816	D	0.002	N	0.785	C	0.787	C	0.002	N	0.785	C	0.787	C	0.002	N
192	LA CIENEGA BL	111TH ST	0.273	A	0.273	A	0.000	N	0.531	A	0.533	A	0.002	N	0.531	A	0.533	A	0.002	N
193	LA CIENEGA BL	I-405 SB RAMP S/O CENTURY BL	0.541	A	0.545	A	0.004	N	0.506	A	0.510	A	0.004	N	0.506	A	0.510	A	0.004	N
194	LA CIENEGA BL	I-405 SB RAMP N/O IMPERIAL HWY	0.453	A	0.455	A	0.002	N	0.306	A	0.308	A	0.002	N	0.306	A	0.308	A	0.002	N
195	LA CIENEGA BL	LENNOX BL	0.402	A	0.407	A	0.005	N	0.516	A	0.522	A	0.006	N	0.516	A	0.522	A	0.006	N
196	LA CIENEGA BL	MANCHESTER BL	0.899	D	0.904	E	0.005	N	0.940	E	0.944	E	0.004	N	0.940	E	0.944	E	0.004	N
197	LA CIENEGA BL	STOCKER ST	1.395	F	1.346	F	0.011	Y	1.218	F	1.232	F	0.014	Y	1.218	F	1.232	F	0.014	Y
198	LA CIENEGA BL	VENICE BL	1.176	F	1.180	F	0.004	N	1.064	F	1.066	F	0.002	N	1.064	F	1.066	F	0.002	N
199	LA CIENEGA BL	WASHINGTON BL	1.032	F	1.036	F	0.004	N	0.816	D	0.818	D	0.002	N	0.816	D	0.818	D	0.002	N
200	SEPULVEDA BL	WESTCHESTER PKWY	1.056	F	1.067	F	0.011	Y	1.200	F	1.279	F	0.079	Y	1.200	F	1.279	F	0.079	Y
201	LA CIENEGA BL	I-405 SB RAMP N/O CENTURY BL	0.633	B	0.635	B	0.002	N	0.620	B	0.626	B	0.006	N	0.620	B	0.626	B	0.006	N
202	I-405 NB OFF RAMP	CENTURY BL	1.114	F	1.116	F	0.002	N	0.600	A	0.602	B	0.002	N	0.600	A	0.602	B	0.002	N
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.519	A	0.519	A	0.000	N	0.600	A	0.600	A	0.000	N	0.600	A	0.600	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.662	B	0.662	B	0.000	N	0.840	D	0.842	D	0.002	N	0.840	D	0.842	D	0.002	N
205	INGLEWOOD AV	LENNOX BL	0.825	D	0.829	D	0.004	N	0.920	E	0.922	E	0.002	N	0.920	E	0.922	E	0.002	N
206	CENTINELA AV	FLORENCE AV	0.613	B	0.629	B	0.016	N	0.825	D	0.839	D	0.014	N	0.825	D	0.839	D	0.014	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.787	C	0.792	C	0.005	N	0.620	B	0.622	B	0.002	N	0.620	B	0.622	B	0.002	N
208	SEPULVEDA BL/PCH	ARTESIA BL	0.869	D	0.876	D	0.007	N	1.220	F	1.224	F	0.004	N	1.220	F	1.224	F	0.004	N
209	CENTINELA AV	VENICE BL	1.228	F	1.263	F	0.035	Y	1.332	F	1.368	F	0.036	Y	1.332	F	1.368	F	0.036	Y
210	WASHINGTON BL	I-10 EB ON RAMP	0.551	A	0.572	A	0.021	N	0.661	B	0.673	B	0.012	N	0.661	B	0.673	B	0.012	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.531	A	0.540	A	0.009	N	0.577	A	0.589	A	0.012	N	0.577	A	0.589	A	0.012	N
212	OVERLAND AV	PAIAMS BL	0.913	E	0.917	E	0.004	N	1.106	F	1.116	F	0.010	Y	1.106	F	1.116	F	0.010	Y
215	PLAYA VISTA DR	CULVER BL	0.678	B	0.678	B	0.000	N	0.474	A	0.482	A	0.008	N	0.474	A	0.482	A	0.008	N
216	PLAYA VISTA DR	B ST	0.362	A	0.363	A	0.011	N	0.337	A	0.351	A	0.014	N	0.337	A	0.351	A	0.014	N
217	PLAYA VISTA DR	JEFFERSON BL	0.661	B	0.707	C	0.046	Y	0.715	C	0.774	C	0.059	Y	0.715	C	0.774	C	0.059	Y
218	PLAYA VISTA DR	BLUFF CREEK DR	0.439	A	0.499	A	0.060	N	0.549	A	0.650	B	0.101	N	0.549	A	0.650	B	0.101	N
219	MCCONNELL AV	BLUFF CREEK DR	N/A		0.361	A	N/A	N	N/A		0.567	A	N/A	N	N/A		0.567	A	N/A	N
220	121H ST	BLUFF CREEK DR	0.327	A	0.444	A	0.117	N	0.415	A	0.637	B	0.222	N	0.415	A	0.637	B	0.222	N

average V/C ratio of 0.842 and 0.880 respectively, during the same peak hours for the Proposed Project.

- Approximately 97 and 113 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 90 and 108 locations operating at unacceptable LOS E or F with the Proposed Project.
- The above two operating conditions, however, should be viewed in light of the fact that the 2010 base conditions analysis reveals that the average system V/C ratio without the project is projected to be 0.833 and 0.867 during the AM and PM peak hours, respectively. Further, the number of intersection locations in 2010 base conditions that are projected to be operating at an unacceptable LOS E or F would be 84 and 104 during the AM and PM peak hours, respectively. Therefore, relative to 2010 base conditions, this alternative results in approximately 13 and 9 more locations operating at LOS E or F locations during the AM and PM peak hours, respectively, as opposed to 6 and 4 more LOS E and F intersections with the Proposed Project during the same peak hours.

Parking. This alternative would generate demand for parking that would be fully mitigated by provision of on-site parking in accordance with applicable codes and regulations. This alternative would, like the Proposed Project have no parking impacts.

Bicycle Plan. Under this alternative, the existing City and County Bicycle Trails and Bikeways facilities and plans would, similar to the Proposed Project, not be impacted.

Alternative 4 – Reduced Intensity

This alternative was developed with a focus on reducing traffic impacts. Under this alternative, the traffic impacts associated with the Proposed Project's land uses were analyzed to determine a development scenario that would reduce the impacts of the project traffic on the area's roadways. The following land-use components were reduced for this alternative: office space by 25%, housing by 25%, retail by 25% and community serving space by 25%.

Traffic. The trip generation estimates for this alternative including a comparison to those of the Proposed Project is shown in Table 7-6. As can be seen, this alternative generates an estimated 18,785 daily trip ends as opposed to 24,220 daily trip ends generated by the Proposed Project. There would be 22% fewer daily trip ends generated by this alternative.

TABLE 7--6
THE VILLAGE AT PLAYA VISTA PROJECT
TRIP GENERATION AND COMPARISON BY TYPE OF USE - ALTERNATIVE 4

Land Use	Proposed Project			Alternative 4		
	Size	Daily Trips	AM Total	PM Total	Size	Daily Trips
Retail	150,000 SF	6,193	143	575	112,500 SF	5,147
Office	175,000 SF	2,271	326	305	131,250 SF	1,821
Residential	2,600 MFU	15,236	1,144	1,404	1,950 MFU	11,427
Hotel	0 Rooms	0	0	0	0 Rooms	0
Community Serving	40,000 SF	520	13	18	30,000 SF	390
TOTAL		24,220	1,626	2,302		18,785
						1,247
						1,789

During the morning and evening peak hours, this alternative generates 1,247 and 1,789 trips, respectively, which represents a decrease of 23% and 22% over those generated by the Proposed Project in the morning and evening peak hours, respectively.

Table 7-7 summarizes the AM and PM peak hour traffic impacts of this alternative and compares the same to those of the Proposed Project. It can be observed from this table that this alternative produces traffic impacts at approximately 10% and 17% of the analysis locations in the AM and PM peak hours, respectively, compared to 14% and 22% of the locations impacted by the Proposed Project during the same respective peak hours. Further, Alternative 4 creates an average of 22% less impact than the Proposed Project at each of the 218 study intersections. Therefore, on an overall basis, this alternative would adversely impact traffic to a lesser degree than the Proposed Project.

Analysis of the transportation system operating conditions in the future with the project alternative reveals the following system performance characteristics in relation to those with the Proposed Project:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system will decrease to 0.842 and 0.877 during AM and PM peak hours, respectively, compared to the average V/C ratio of 0.842 and 0.880 respectively, during the same peak hours for the Proposed Project.
- Approximately 89 and 106 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 90 and 108 locations operating at unacceptable LOS E or F with the Proposed Project.
- The above two operating conditions, however, should be viewed in light of the fact that the 2010 base conditions analysis reveals that the average system V/C ratio without the project is projected to be 0.833 and 0.867 during the AM and PM peak hours, respectively. Further, the number of intersection locations in 2010 base conditions that are projected to be operating at an unacceptable LOS E or F would be 84 and 104 during the AM and PM peak hours, respectively. Therefore, relative to 2010 base conditions, this alternative results in 5 and 2 more LOS E or F locations during the AM and PM peak hours, respectively, as opposed to 6 and 4 more LOS E and F intersections with the Proposed Project during the same peak hours.

TABLE 7-7
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4

INT #	STREET NAME	CROSS STREET	2010 BASE				AM PEAK HOUR 2010 W/ ALTERNATIVE 4				PM PEAK HOUR 2010 W/ ALTERNATIVE 4			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.707	C	0.707	C	0.000	N	0.819	D	0.824	D	0.005	N
2	AIRPORT BL	CENTURY BL	0.626	B	0.630	B	0.004	N	0.652	B	0.657	B	0.005	N
3	AIRPORT BL	LA TIJERA BL	0.742	C	0.743	C	0.001	N	0.715	C	0.715	C	0.000	N
4	AVIATION BL	ARBOR VITAE ST	0.667	B	0.668	B	0.002	N	0.802	D	0.806	D	0.004	N
5	LA CIENEGA BL	ARBOR VITAE ST	0.678	B	0.679	B	0.001	N	0.731	C	0.733	C	0.002	N
6	AVIATION BL	CENTURY BL	0.886	D	0.888	D	0.002	N	0.972	E	0.979	E	0.007	N
7	AVIATION BL	IMPERIAL HWY	0.865	D	0.866	D	0.000	N	0.908	E	0.908	E	0.000	N
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	1.143	F	1.146	F	0.003	N	0.887	D	0.913	E	0.026	Y
9	AVIATION BL	ROSECRANS AV	1.001	F	1.003	F	0.002	N	1.064	F	1.064	F	0.000	N
10	LINCOLN BL	RAILWAY	0.833	D	0.841	D	0.008	N	1.018	F	1.030	F	0.012	Y
11	CENTINELA AV	CULVER BL	0.892	D	0.902	E	0.010	Y	0.850	D	0.865	D	0.015	N
12	CENTINELA AV	JEFFERSON BL	0.656	B	0.725	C	0.069	Y	0.747	C	0.831	D	0.084	Y
13	LA CIENEGA BL	CENTINELA AV	1.201	F	1.209	F	0.008	N	1.253	F	1.260	F	0.007	N
14	LA TIJERA BL	CENTINELA AV	1.048	F	1.079	F	0.031	Y	0.972	D	0.895	D	0.023	Y
15	SEPULVEDA BL	CENTINELA AV	1.230	F	1.254	F	0.024	Y	1.185	F	1.245	F	0.060	Y
16	CENTINELA AV	WASHINGTON BL	0.882	D	0.897	D	0.015	N	0.973	E	0.987	E	0.014	Y
17	SEPULVEDA BL	CENTURY BL	0.891	B	0.896	B	0.005	N	0.887	D	0.893	D	0.006	N
18	CULVER BL	JEFFERSON BL	0.817	D	0.831	D	0.014	N	0.807	D	0.824	D	0.017	N
19	CULVER BL	MARINA EXWY EB RAMP'S	0.785	C	0.789	C	0.004	N	0.621	B	0.623	B	0.002	N
20	CULVER BL	MARINA EXWY WB RAMP'S	1.082	F	1.084	F	0.002	N	1.633	F	1.640	F	0.007	N
21	CULVER BL	MAIN ST/WASHINGTON BL	1.084	F	1.089	F	0.005	N	0.881	D	0.884	D	0.003	N
22	CULVER BL	VISTA DEL MAR	0.843	D	0.843	D	0.010	N	0.599	A	0.614	B	0.015	N
23	SEPULVEDA BL	EL SEGUNDO BL	1.074	F	1.076	F	0.002	N	1.297	F	1.302	F	0.005	N
24	LINCOLN BL	FIJI WAY	0.779	C	0.789	C	0.010	N	0.903	E	0.922	E	0.019	Y
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.278	F	1.280	F	0.002	N	0.893	D	0.896	D	0.003	N
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.962	E	0.979	E	0.017	Y	0.953	C	0.992	E	0.039	Y
27	PERSHING DR	IMPERIAL HWY	0.855	E	0.857	E	0.002	N	0.521	A	0.524	A	0.003	N
28	SEPULVEDA BL	IMPERIAL HWY	0.969	E	0.973	E	0.004	N	1.230	F	1.249	F	0.019	Y
29	INGLEWOOD BL	WASHINGTON BL	0.808	D	0.816	D	0.008	N	0.993	C	1.009	F	0.016	Y
30	I-405 NB RAMP'S	JEFFERSON BL	0.835	D	0.850	D	0.015	N	1.313	F	1.321	F	0.008	N
31	I-405 SB RAMP'S	JEFFERSON BL	0.770	B	0.770	C	0.042	Y	0.761	C	0.803	D	0.042	Y
32	LA CIENEGA BL	JEFFERSON BL	1.308	F	1.314	F	0.006	N	1.178	F	1.183	F	0.005	N
33	LINCOLN BL	JEFFERSON BL	0.991	E	1.016	F	0.025	Y	1.051	F	1.097	F	0.046	Y
34	JEFFERSON BL	OVERLAND AV	1.006	F	1.028	F	0.022	Y	0.874	D	0.892	D	0.018	N
35	JEFFERSON BL	SEPULVEDA BL (N)	1.079	F	1.084	F	0.005	N	0.986	E	0.994	E	0.008	N
36	LA CIENEGA BL	LA TIJERA BL	0.896	D	0.903	C	0.005	N	0.789	C	0.797	C	0.008	N
37	LA CIENEGA BL	RODEO RD	1.161	F	1.168	F	0.007	N	1.253	F	1.260	F	0.007	N
38	LA CIENEGA BL RAMP'S N	SLAUSON AV	0.926	E	0.926	E	0.000	N	0.925	B	0.628	B	0.003	N
39	LA CIENEGA BL RAMP'S S	SLAUSON AV	0.795	C	0.802	D	0.007	N	0.758	C	0.770	C	0.012	N
40	I-405 NB RAMP'S	LA TIJERA BL	0.693	B	0.693	B	0.000	N	0.763	C	0.763	C	0.000	N
41	I-405 SB RAMP'S	LA TIJERA BL	0.668	B	0.668	B	0.000	N	0.703	C	0.703	C	0.000	N
42	LINCOLN BL	LA TIJERA BL	0.799	C	0.814	D	0.015	N	0.868	D	0.888	D	0.020	Y
43	LA TIJERA BL	MANCHESTER AV	0.747	C	0.751	C	0.004	N	0.769	C	0.775	C	0.006	N
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.813	D	0.816	D	0.003	N	0.913	E	0.928	E	0.015	Y
45	LINCOLN BL	93RD ST	1.339	F	1.360	F	0.021	Y	1.021	F	1.069	F	0.048	Y
46	LINCOLN BL	MANCHESTER AV	1.264	F	1.285	F	0.021	Y	1.203	F	1.229	F	0.026	Y
47	LINCOLN BL	MARINA EXWY	1.039	F	1.052	F	0.013	Y	1.086	F	1.109	F	0.013	Y
48	LINCOLN BL	MAXELLA AV	0.897	D	0.906	F	0.009	N	0.952	E	0.961	E	0.009	N
49	LINCOLN BL	MINDANAO WAY	0.898	E	1.009	F	0.013	Y	1.152	F	1.167	F	0.015	Y
50	LINCOLN BL	ROSE AV	0.929	C	0.936	C	0.007	N	0.894	D	0.900	E	0.006	N
51	SEPULVEDA BL	LINCOLN BL	0.595	A	0.601	B	0.006	N	0.819	D	0.832	D	0.013	N
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.710	C	0.731	C	0.021	N	0.868	D	0.899	D	0.031	Y
53	LINCOLN BL	VENICE BL	1.087	F	1.097	F	0.010	Y	1.060	F	1.069	F	0.009	N
54	LINCOLN BL	WASHINGTON BL	1.153	F	1.161	F	0.008	N	1.241	F	1.251	F	0.010	Y
55	MAIN ST	ROSE AV	0.510	A	0.511	A	0.001	N	0.900	D	0.902	E	0.002	N
56	PERSHING DR	MANCHESTER AV	0.443	A	0.445	A	0.002	N	0.411	A	0.417	A	0.006	N
57	SEPULVEDA BL	MANCHESTER AV	1.001	F	1.006	F	0.005	N	1.178	F	1.222	F	0.044	Y
58	SEPULVEDA BL	MARIPOSA AV	0.898	D	0.900	E	0.002	N	1.074	F	1.076	F	0.002	N
59	PERSHING DR	WESTCHESTER PKWY	0.432	A	0.434	A	0.002	N	0.388	A	0.391	A	0.003	N
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.885	D	0.890	D	0.005	Y	0.825	E	0.947	F	0.022	Y
61	SEPULVEDA BL	ROSECRANS AV	1.020	F	1.022	F	0.002	N	1.397	F	1.399	F	0.002	N
62	SAWTELLE BL	VENICE BL	1.161	F	1.163	F	0.002	N	1.238	F	1.241	F	0.003	N
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.237	F	1.244	F	0.007	N	1.237	F	1.252	F	0.015	Y
64	SEPULVEDA BL	77TH ST/76TH ST	1.048	F	1.054	F	0.006	N	1.000	E	1.026	F	0.026	Y
65	SEPULVEDA BL	SLAUSON AV	1.068	F	1.072	F	0.004	N	1.029	F	1.039	F	0.010	Y
66	SEPULVEDA BL	VENICE BL	1.152	F	1.154	F	0.002	N	1.124	F	1.126	F	0.002	N
67	LA CIENEGA BL	FAIRFAX AV	1.113	F	1.119	F	0.006	N	0.929	F	0.936	F	0.007	N
68	AIRPORT BL	96TH ST	0.419	A	0.425	A	0.006	N	0.672	B	0.684	B	0.012	N
69	ALLA RD	JEFFERSON BL	0.550	A	0.576	A	0.026	N	0.468	A	0.502	A	0.034	N
70	BEETHOVEN ST	JEFFERSON BL	0.370	A	0.395	A	0.025	N	0.367	A	0.394	A	0.027	N
71	MAIN ST	BROOKS AV/ARBOT KINNEY BL	0.610	B	0.611	B	0.001	N	0.858	D	0.860	D	0.002	N
72	BUNDY DR	OCEAN PARK BL	1.086	F	1.095	F	0.009	N	1.332	F	1.344	F	0.012	Y
73	CENTINELA AV	MARINA FWY CB RAMP'S	0.398	A	0.447	A	0.049	N	0.566	A	0.604	B	0.038	N
74	CENTINELA AV	MARINA FWY WB RAMP'S	0.478	A	0.493	A	0.015	N	0.440	A	0.485	A	0.016	N
75	MESMER AV	CENTINELA AV	0.438	A	0.453	A	0.015	N	0.406	A	0.438	A	0.032	N
76	BLUFF CREEK DR	CENTINELA AV	0.471	A	0.503	A	0.029	N	0.591	A	0.696	B	0.105	N
77	INGLEWOOD BL	CULVER BL	0.798	C	0.835	D	0.037	Y	0.979	E	1.037	F	0.058	Y

TABLE 7-7 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE		2010 W / ALTERNATIVE 4		2010 BASE		2010 W / ALTERNATIVE 4	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
78	CULVER BL	NICHOLSON ST	0.917	E	0.929	E	0.012	Y	0.739	C
79	FALMOUTH AV	MANCHESTER AV	0.455	A	0.461	A	0.006	N	0.594	A
80	GLENCOE AV	MAXELLA AV	0.323	A	0.323	A	0.000	N	0.571	A
81	LINCOLN BL	HUGHES TER	0.585	A	0.600	B	0.015	N	0.780	C
82	INGLWOOD BL/CENTINELA AV	JEFFERSON BL	0.833	D	0.855	D	0.022	Y	0.789	C
83	MCCONNELL AV	JEFFERSON BL	[a] 95.4	F	0.434	A	N/A	N	[a] 696.2	F
84	MESMER AV	JEFFERSON BL	0.416	A	0.436	A	0.020	N	0.464	A
85	WESTLAWN AV	JEFFERSON BL	0.447	A	0.487	A	0.040	N	0.473	A
86	LINCOLN BL	LOYOLA BL	0.723	C	0.739	C	0.016	N	0.699	B
87	MINDANAO WY	MARINA EXWY EB RAMP	0.804	D	0.804	D	0.000	N	0.889	D
88	MINDANAO WY	MARINA EXWY WB RAMP	0.560	A	0.562	A	0.002	N	0.635	B
89	PACIFIC AV	WASHINGTON BL	0.673	B	0.674	B	0.001	N	0.697	B
90	PALAWAN WAY	WASHINGTON BL	1.009	F	1.009	F	0.000	N	0.948	E
91	SEPULVEDA BL	80TH ST/79TH ST	0.761	C	0.766	C	0.005	N	1.015	F
92	SEPULVEDA BL	83RD ST	0.738	C	0.741	C	0.003	N	0.859	D
93	WALGROVE AV	VENICE BL	0.864	D	0.868	D	0.002	N	1.079	F
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.233	F	1.235	F	0.002	N	1.311	F
95	BRISTOL PKWY	SLAUSON AV	0.725	C	0.729	C	0.004	N	0.875	B
96	BRISTOL PKWY	CENTINELA AV	0.803	B	0.820	B	0.017	N	0.571	A
97	BUCKINGHAM PKWY	SLAUSON AV	0.792	C	0.795	C	0.003	N	0.792	C
98	GREEN VALLEY CIR	CENTINELA AV	0.895	D	0.911	E	0.016	Y	0.670	B
99	CENTINELA AV	WASHINGTON PL	0.918	E	0.926	C	0.008	N	0.941	E
100	OVERLAND AV	CULVER BL	0.971	F	0.986	E	0.015	Y	0.915	E
101	SEPULVEDA BL	CULVER BL	0.993	E	1.001	F	0.008	N	0.926	C
102	SAWTELLE BL	CULVER BL	0.889	D	0.895	D	0.006	N	1.027	F
103	GLENCOE AV	WASHINGTON BL	0.878	B	0.879	B	0.001	N	0.968	E
104	HANNUM AV	PLAYA ST	0.869	D	0.890	D	0.021	Y	0.788	C
105	HANNUM AV	SLAUSON AV	0.551	A	0.551	A	0.000	N	0.538	A
106	JEFFERSON BL	SLAUSON AV	0.577	A	0.588	A	0.011	N	0.654	B
107	MARINA FWY	SLAUSON AV	0.672	B	0.687	B	0.015	N	0.747	C
108	REDWOOD AV	WASHINGTON BL	0.657	B	0.657	B	0.000	N	0.713	C
109	LINCOLN BL	OCEAN PARK BL	1.248	F	1.251	F	0.003	N	1.369	F
110	MAIN ST	OCEAN PARK BL	0.958	E	0.958	F	0.000	N	1.022	F
111	NEILSON WAY	OCEAN PARK BL	0.726	C	0.727	C	0.001	N	0.775	C
112	ADMIRALTY WAY	BALI WAY	0.771	C	0.774	C	0.003	N	1.069	F
113	ADMIRALTY WAY	FLY WAY	0.473	A	0.476	A	0.003	N	0.647	B
114	ADMIRALTY WAY	MINDANAO WAY	0.903	C	0.905	E	0.002	N	1.132	F
115	PALAWAN WAY	ADMIRALTY WAY	0.865	D	0.870	D	0.005	N	1.132	F
116	VIA MARINA	ADMIRALTY WAY	0.912	E	0.917	C	0.005	N	1.119	F
117	MAIN ST	PICO BL	0.775	C	0.775	C	0.000	N	0.945	E
118	OCEAN AV/NEILSON WAY	PICO BL	0.729	C	0.730	C	0.001	N	0.888	D
119	SEPULVEDA BL	MAPLE AV	0.827	D	0.830	D	0.003	N	1.075	F
120	SEPULVEDA BL	CRAND AV	1.026	F	1.032	F	0.006	N	1.305	F
121	SEPULVEDA BL	MARINE AV	1.103	F	1.105	F	0.002	N	1.330	F
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.189	F	1.192	F	0.003	N	1.335	F
123	CENTINELA AV	SHORT AV	0.643	B	0.652	B	0.009	N	0.634	B
124	LINCOLN BL	PICO BL	1.240	F	1.242	F	0.002	N	1.228	F
125	OCEAN AV	WILSHIRE BL	0.717	C	0.717	C	0.000	N	0.684	B
126	OCEAN AV	PALISADES BEACH RD RAMP	0.621	B	0.622	B	0.001	N	0.958	F
127	4TH ST	WILSHIRE BL	0.659	B	0.660	B	0.001	N	0.726	C
128	4TH ST	PICO BL	1.031	F	1.034	F	0.003	N	1.021	F
129	4TH ST	OCEAN PARK BL N	0.471	A	0.473	A	0.002	N	0.551	A
130	4TH ST	OCEAN PARK BL S	0.454	A	0.455	A	0.001	N	0.493	A
131	LINCOLN BL	WILSHIRE BL	0.897	D	0.899	D	0.002	N	0.910	E
132	23RD ST	PICO BL	0.730	C	0.732	C	0.002	N	0.988	E
133	23RD ST	OCEAN PARK BL	1.095	F	1.097	F	0.002	N	1.308	F
134	CLOVERFIELD BL	PICO BL	0.931	E	0.933	E	0.002	N	0.916	C
135	CLOVERFIELD BL	OCEAN PARK BL	0.727	C	0.729	C	0.002	N	0.819	D
136	26TH ST	WILSHIRE BL	0.952	E	0.953	E	0.001	N	0.970	E
137	4TH ST	COLORADO AV	0.692	B	0.692	B	0.000	N	0.902	E
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.888	D	0.888	D	0.000	N	1.116	F
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.951	E	0.953	E	0.002	N	0.919	E
140	ALVERN ST	CENTINELA AV	0.741	C	0.757	C	0.016	N	0.752	C
141	SHERBOURNE DR	CENTINELA AV	0.785	C	0.802	D	0.017	N	0.700	B
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.521	A	0.521	A	0.000	N	0.228	A
143	SHENANDOAH AV	SLAUSON AV	0.753	C	0.758	C	0.005	N	0.641	B
144	CORNING AV	SLAUSON AV	0.859	D	0.863	D	0.004	N	0.691	B
145	KINGS RD	SLAUSON AV	0.558	A	0.559	A	0.001	N	0.575	A
146	LA TIJERA BL	SLAUSON AV	0.616	B	0.617	B	0.001	N	0.734	C
147	FAIRFAX AV	SLAUSON AV	1.091	F	1.092	F	0.001	N	1.008	F
148	SAWTELLE BL	MATTESON AV/I-105 SB RAMP	1.126	F	1.128	F	0.002	N	1.081	F
149	SAWTELLE BL	WASHINGTON PL	0.905	E	0.907	E	0.001	N	1.072	F
150	SAWTELLE BL	WASHINGTON BL	0.771	C	0.774	C	0.003	N	0.981	E
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.495	A	0.498	A	0.003	N	0.494	A
152	SAWTELLE BL	BRADDOCK DR	0.889	B	0.702	C	0.003	N	0.753	C
153	SEPULVEDA BL	BRADDOCK DR	0.847	D	0.849	D	0.002	N	0.968	E
154	SEPULVEDA BL	WASHINGTON PL	1.027	F	1.029	F	0.002	N	1.107	F

TABLE 7-7 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4

			AM PEAK HOUR					PM PEAK HOUR						
			2010 BASE		2010 W/ ALTERNATIVE 4		V/C INCREASE	IMP.	2010 BASE		2010 W/ ALTERNATIVE 4		V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
155	SEPULVEDA BL	WASHINGTON BL	0.891	D	0.896	D	0.005	N	1.026	F	1.033	F	0.007	N
156	SEPULVEDA BL	I-405 NB RAMP'S S/O VENICE BL	1.002	F	1.006	F	0.004	N	0.877	E	0.883	E	0.006	N
157	OVERLAND AV	VENICE BL	1.124	F	1.126	F	0.002	N	1.145	F	1.150	F	0.005	N
158	OVERLAND AV	WASHINGTON BL	1.011	F	1.018	F	0.007	N	1.213	F	1.219	F	0.006	N
159	OVERLAND AV	BRADDOCK DR	0.881	D	0.893	D	0.012	N	0.965	E	0.972	E	0.007	N
160	MOTOR AV	VENICE BL	0.991	E	0.993	E	0.002	N	1.019	F	1.026	F	0.007	N
161	CULVER BL	VENICE BL	1.035	F	1.038	F	0.003	N	0.904	F	0.906	E	0.002	N
162	MOTOR AV	WASHINGTON BL	1.004	F	1.006	F	0.002	N	0.922	E	0.929	E	0.007	N
163	JEFFERSON BL	NATIONAL BL	0.466	A	0.468	A	0.002	N	0.635	B	0.644	B	0.009	N
164	JEFFERSON BL	RODEO RD	0.806	D	0.815	D	0.009	N	0.878	D	0.884	D	0.006	N
165	JEFFERSON BL	DUQUESNE AV	0.964	E	0.969	E	0.005	N	0.976	E	0.985	E	0.009	N
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.679	B	0.000	N	0.740	C	0.741	C	0.001	N
167	WALGROVE AV	WASHINGTON BL	0.791	C	0.791	C	0.000	N	0.955	E	0.957	E	0.002	N
168	LINCOLN BL	I-10 EB ON RAMP	1.208	F	1.211	F	0.003	N	1.039	F	1.041	F	0.002	N
169	LINCOLN BL	I-10 WB OFF RAMP	0.971	C	0.971	E	0.000	N	1.138	F	1.140	F	0.002	N
170	SEPULVEDA BL	SAWTELLE BL	1.070	F	1.084	F	0.005	N	0.986	E	0.994	E	0.008	N
171	ABBOTT KINNEY BL	VENICE BL	0.707	C	0.709	C	0.002	N	0.764	C	0.769	C	0.005	N
172	AIRPORT BL	MANCHESTER AV	0.752	C	0.756	C	0.004	N	0.870	D	0.876	D	0.006	N
173	BUNDY DR	I-10 EB ON RAMP	1.297	F	1.297	F	0.000	N	1.169	F	1.169	F	0.000	N
174	CRENSHAW BL	STOCKER ST	0.793	C	0.798	C	0.005	N	0.794	C	0.798	C	0.004	N
175	LA BREA AV	CENTINELA AV	1.395	F	1.408	F	0.013	Y	1.192	F	1.199	F	0.007	N
176	DOUGLAS ST	IMPERIAL HWY	0.770	C	0.771	C	0.001	N	0.590	A	0.592	A	0.002	N
177	VISTA DEL MAR	GRAND AV	0.803	D	0.808	D	0.005	N	0.540	A	0.546	A	0.006	N
178	CRENSHAW BL	SLAUSON AV	1.057	F	1.059	F	0.002	N	1.289	F	1.291	F	0.002	N
179	FAIRFAX AV	WASHINGTON BL	1.225	F	1.231	F	0.006	N	0.693	B	0.698	B	0.005	N
180	CRENSHAW BL	FLORENCE AV	0.815	D	0.817	D	0.002	N	0.873	D	0.875	D	0.002	N
181	I-405 NB RAMP	IMPERIAL HWY	0.415	A	0.416	A	0.001	N	0.497	A	0.498	A	0.001	N
182	MAIN ST	IMPERIAL HWY	1.007	F	1.010	F	0.003	N	0.904	E	0.906	E	0.002	N
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.796	C	0.798	C	0.002	N	0.425	A	0.427	A	0.002	N
184	VISTA DEL MAR	IMPERIAL HWY	1.082	F	1.088	F	0.006	N	0.483	A	0.488	A	0.005	N
185	LA CIENEGA BL	IMPERIAL HWY	0.645	B	0.645	B	0.000	N	0.464	A	0.464	A	0.000	N
186	LA BREA AV	I-10 EB OFF RAMP	0.585	A	0.586	A	0.001	N	0.680	B	0.681	B	0.002	N
187	LA BREA AV	I-10 WB OFF RAMP	0.630	B	0.639	B	0.009	N	0.639	B	0.639	B	0.000	N
188	LA BREA AV	MANCHESTER BL	1.070	F	1.071	F	0.001	N	1.123	F	1.124	F	0.001	N
189	LA BREA AV	SLAUSON AV	1.137	F	1.137	F	0.005	N	1.081	F	1.088	F	0.007	N
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.953	E	0.955	E	0.002	N	1.168	F	1.173	F	0.005	N
191	LA CIENEGA BL	I-10 EB OFF RAMP	0.814	D	0.815	D	0.001	N	0.785	C	0.786	C	0.001	N
192	LA CIENEGA BL	111TH ST	0.273	A	0.273	A	0.000	N	0.531	A	0.532	A	0.001	N
193	LA CIENEGA BL	I-405 SB RAMP'S S/O CENTURY BL	0.541	A	0.543	A	0.002	N	0.506	A	0.508	A	0.002	N
194	LA CIENEGA BL	I-405 SB RAMP'S N/O IMPERIAL HWY	0.453	A	0.454	A	0.001	N	0.306	A	0.307	A	0.001	N
195	LA CIENEGA BL	LENNOX BL	0.402	A	0.404	A	0.002	N	0.516	A	0.518	A	0.002	N
196	LA CIENEGA BL	MANCHESTER BL	0.809	D	0.801	E	0.002	N	0.940	E	0.942	E	0.002	N
197	LA CIENEGA BL	STOCKER ST	1.335	F	1.340	F	0.005	N	1.219	F	1.223	F	0.005	N
198	LA CIENEGA BL	VENICE BL	1.176	F	1.178	F	0.002	N	1.064	F	1.065	F	0.001	N
199	LA CIENEGA BL	WASHINGTON BL	1.032	F	1.034	F	0.002	N	0.816	D	0.817	D	0.001	N
200	SEPULVEDA BL	WESTCHESTER PKWY	1.050	F	1.061	F	0.005	N	1.200	F	1.230	F	0.030	Y
201	LA CIENEGA BL	I-405 SB RAMP'S N/O CENTURY BL	0.633	B	0.634	B	0.001	N	0.620	B	0.622	B	0.002	N
202	I-405 NB OFF RAMP	CENTURY BL	1.114	F	1.115	F	0.001	N	0.600	A	0.601	B	0.001	N
203	HAWTHORNE BL	I-105 LB OFF RAMP	0.519	A	0.519	A	0.000	N	0.600	A	0.600	A	0.000	N
204	HAWTHORNE BL	LENNOX BL	0.662	B	0.662	B	0.000	N	0.840	D	0.841	D	0.001	N
205	INGLEWOOD AV	LENNOX BL	0.825	D	0.827	D	0.002	N	0.920	E	0.921	E	0.001	N
206	CENTINELA AV	FLORENCE AV	0.613	B	0.620	B	0.007	N	0.825	D	0.830	D	0.005	N
207	HIGHLAND AV	MANHATTAN BEACH BL	0.787	C	0.789	C	0.002	N	0.620	B	0.621	B	0.001	N
208	SEPULVEDA BL/POCH	ARTESIA BL	0.869	D	0.872	D	0.003	N	1.220	F	1.222	F	0.002	N
209	CENTINELA AV	VENICE BL	1.220	F	1.243	F	0.015	Y	1.332	F	1.346	F	0.014	Y
210	WASHINGTON BL	I-10 EB ON RAMP	0.561	A	0.560	A	0.009	N	0.861	B	0.866	B	0.005	N
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.531	A	0.535	A	0.004	N	0.577	A	0.582	A	0.005	N
212	OVERLAND AV	PALMS BL	0.913	F	0.915	F	0.002	N	1.108	F	1.110	F	0.004	N
215	PLAYA VISTA DR	CULVER BL	0.678	B	0.678	B	0.000	N	0.474	A	0.477	A	0.003	N
216	PLAYA VISTA DR	B ST	0.382	A	0.387	A	0.005	N	0.337	A	0.342	A	0.005	N
217	PLAYA VISTA DR	JEFFERSON BL	0.661	B	0.681	B	0.020	N	0.715	C	0.738	C	0.023	N
218	PLAYA VISTA DR	BLUFF CREEK DR	0.439	A	0.465	A	0.026	N	0.549	A	0.588	A	0.039	N
219	MCCONNELL AV	BLUFF CREEK DR	N/A		0.295	A	N/A	N	N/A	0.430	A	N/A	N	
220	12TH ST	BLUFF CREEK DR	0.327	A	0.378	A	0.051	N	0.415	A	0.500	A	0.085	N

Parking. This alternative would generate demand for parking that would be fully mitigated by provision of on-site parking in accordance with applicable codes and regulations. This alternative would, like the Proposed Project, have no parking impacts.

Bicycle Plan. Under this alternative, the existing City and County Bicycle Trails and Bikeways facilities and plans would, like the Proposed Project, not be impacted.

Alternative 5 – Reduced Uses (25% Residential Reduction)

This alternative was also developed with a focus on reducing traffic impacts. Under this alternative, the traffic impacts associated with the Proposed Project's land uses were analyzed to determine a development scenario that would reduce the impacts of the project traffic on the area's roadways. The following land-use components were reduced for this alternative: office and retail space by 100%, housing by 25% and community serving space by 25%.

Traffic. The daily and peak hour trip generation estimates for this alternative including a comparison to that of the Proposed Project is shown in Table 7-8. As can be seen, this alternative generates an estimated 11,817 daily trip ends. This translates to 51% fewer daily trip ends generated by this alternative.

During the peak hours, this alternative generates 869 AM peak hour trips and 1,067 PM peak hour trips, which represents a decrease of 47% and 54%, respectively, compared to the Proposed Project.

Table 7-9 summarizes the AM and PM peak hour traffic impacts of this alternative and compares the same to those of the Proposed Project. It can be observed from this table that this alternative produces traffic impacts at approximately 6% and 7% of the analysis locations in the AM and PM peak hours, respectively, compared to 14% and 22% of the locations impacted by the Proposed Project during the same respective peak hours. Further, Alternative 5 creates an average of 47% less impact than the Proposed Project at each of the 218 study intersections. Therefore, on an overall basis, this alternative would adversely impact traffic to a lesser degree than the Proposed Project.

TABLE 7--8
THE VILLAGE AT PLAYA VISTA PROJECT
TRIP GENERATION AND COMPARISON BY TYPE OF USE - ALTERNATIVE 5

Land Use	Proposed Project				Alternative 5			
	Size	Daily Trips	AM Total	PM Total	Size	Daily Trips	AM Total	PM Total
Retail	150,000 SF	6,193	143	575	0	0	0	0
Office	175,000 SF	2,271	326	305	0	0	0	0
Residential	2,600 MFU	15,236	1,144	1,404	1,950 MFU	11,427	859	1,054
Hotel	0 Rooms	0	0	0	0 Rooms	0	0	0
Community Serving	40,000 SF	520	13	18	30,000 SF	390	10	13
TOTAL		24,220	1,626	2,302		11,817	869	1,067

TABLE 7-9
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 5

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE	V/C	LOS	IMP.	2010 BASE	V/C	LOS	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.707	C	0.707	C	0.819	D	0.822	D
2	AIRPORT BL	CENTURY BL	0.626	B	0.629	B	0.652	B	0.655	B
3	AIRPORT BL	LA TIJERA BL	0.742	C	0.743	C	0.715	C	0.715	C
4	AVIATION BL	ARBOR VITAE ST	0.667	B	0.668	B	0.802	D	0.804	D
5	LA CIENEGA BL	ARBOR VITAE ST	0.678	B	0.679	B	0.731	C	0.732	C
6	AVIATION BL	CENTURY BL	0.886	D	0.887	D	0.972	E	0.976	E
7	AVIATION BL	IMPERIAL HWY	0.865	D	0.865	D	0.908	E	0.908	E
8	FLORINCE AV/AVIATION BL	MANCHESTER BL	1.143	F	1.145	F	0.887	D	0.903	E
9	AVIATION BL	ROSECRANS AV	1.001	F	1.002	F	1.064	F	1.064	F
10	LINCOLN BL	BALI WAY	0.833	D	0.839	D	1.018	F	1.025	F
11	CENTINELA AV	CULVER BL	0.892	D	0.899	D	0.850	D	0.859	D
12	CENTINELA AV	JEFFERSON BL	0.656	B	0.704	C	0.747	C	0.797	C
13	LA CIENEGA BL	CENTINELA AV	1.201	F	1.206	F	1.253	F	1.257	F
14	LA TIJERA BL	CENTINELA AV	1.048	F	1.070	F	0.872	D	0.886	D
15	SEPULVEDA BL	CENTINELA AV	1.230	F	1.247	F	1.185	F	1.221	F
16	CENTINELA AV	WASHINGTON BL	0.882	D	0.892	D	0.973	E	0.981	E
17	SEPULVEDA BL	CENTURY BL	0.691	B	0.695	B	0.887	D	0.891	D
18	CULVER BL	JEFFERSON BL	0.817	D	0.827	D	0.807	D	0.817	D
19	CULVER BL	MARINA EXWY EB RAMP	0.785	C	0.788	C	0.621	B	0.622	B
20	CULVER BL	MARINA EXWY WB RAMP	1.082	F	1.083	F	1.033	F	1.037	F
21	CULVER BL	MAIN ST/WASHINGTON BL	1.084	F	1.088	F	0.881	D	0.883	D
22	CULVER BL	VISTA DEL MAR	0.883	D	0.890	D	0.599	A	0.608	B
23	SEPULVEDA BL	EL SEGUNDO BL	1.074	F	1.075	F	1.297	F	1.300	F
24	LINCOLN BL	FUJI WAY	0.779	C	0.786	C	0.903	E	0.914	E
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.278	F	1.280	F	0.893	D	0.895	D
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.902	E	0.974	E	0.953	E	0.976	E
27	PERSHING DR	IMPERIAL HWY	0.955	E	0.956	E	0.521	A	0.523	A
28	SEPULVEDA BL	IMPERIAL HWY	0.969	E	0.972	E	1.230	F	1.242	F
29	INGLEWOOD BL	WASHINGTON BL	0.808	D	0.813	D	0.993	E	1.003	F
30	I-405 NB RAMP	JEFFERSON BL	0.835	D	0.846	D	1.313	F	1.318	F
31	I-405 SB RAMP	JEFFERSON BL	0.678	B	0.707	C	0.781	C	0.786	C
32	LA CIENEGA BL	JEFFERSON BL	1.308	F	1.312	F	1.178	F	1.181	F
33	LINCOLN BL	JEFFERSON BL	0.991	E	1.009	F	1.051	F	1.078	F
34	JEFFERSON BL	OVERLAND AV	1.006	F	1.021	F	0.874	D	0.885	D
35	JEFFERSON BL	SEPULVEDA BL (N)	1.079	F	1.083	F	0.886	E	0.991	E
36	LA CIENEGA BL	LA TIJERA BL	0.898	D	0.901	E	0.789	C	0.794	C
37	LA CIENEGA BL	RODEO RD	1.161	F	1.166	F	1.253	F	1.257	F
38	LA CIENEGA BL RAMP N	SLAUSON AV	0.926	E	0.926	F	0.625	B	0.627	B
39	LA CIENEGA BL RAMP S	SLAUSON AV	0.795	C	0.800	C	0.758	C	0.765	C
40	I-405 NB RAMP	LA TIJERA BL	0.693	B	0.693	B	0.763	C	0.763	C
41	I-405 SB RAMP	LA TIJERA BL	0.668	B	0.668	B	0.703	C	0.703	C
42	LINCOLN BL	LA TIJERA BL	0.799	C	0.809	D	0.868	D	0.880	D
43	LA TIJERA BL	MANCHESTER AV	0.747	C	0.750	C	0.769	C	0.773	C
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.843	D	0.845	D	0.913	E	0.922	E
45	LINCOLN BL	83RD ST	1.339	F	1.353	F	1.021	F	1.050	F
46	LINCOLN BL	MANCHESTER AV	1.264	F	1.278	F	1.203	F	1.219	F
47	LINCOLN BL	MARINA EXWY	1.039	F	1.048	F	1.096	F	1.104	F
48	LINCOLN BL	MAXELLA AV	0.887	D	0.903	E	0.952	E	0.957	E
49	LINCOLN BL	MINDANAO WAY	0.996	E	1.005	F	1.152	F	1.161	F
50	LINCOLN BL	ROSE AV	0.929	F	0.934	E	0.894	D	0.898	D
51	SEPULVEDA BL	LINCOLN BL	0.595	A	0.599	A	0.819	D	0.827	D
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.710	C	0.724	C	0.888	D	0.887	D
53	LINCOLN BL	VENICE BL	1.067	F	1.094	F	1.060	F	1.065	F
54	LINCOLN BL	WASHINGTON BL	1.153	F	1.158	F	1.241	F	1.247	F
55	MAIN ST	ROSE AV	0.510	A	0.511	A	0.900	D	0.901	E
56	PERSHING DR	MANCHESTER AV	0.443	A	0.444	A	0.411	A	0.415	A
57	SEPULVEDA BL	MANCHESTER AV	1.001	F	1.005	F	1.178	F	1.204	F
58	SEPULVEDA BL	MARIPOSA AV	0.898	D	0.900	D	1.074	F	1.075	F
59	PERSHING DR	WESTCHESTER PKWY	0.432	A	0.433	A	0.388	A	0.390	A
60	SEPULVEDA BL	PIAYA ST/JEFFERSON BL	0.865	D	0.883	D	0.925	E	0.938	E
61	SEPULVEDA BL	ROSECRANS AV	1.020	F	1.022	F	1.387	F	1.398	F
62	SAWTELLE BL	VENICE BL	1.161	F	1.163	F	1.238	F	1.240	F
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.237	F	1.242	F	1.237	F	1.246	F
64	SEPULVEDA BL	77TH ST/76TH ST	1.048	F	1.052	F	1.000	E	1.016	F
65	SEPULVEDA BL	SLAUSON AV	1.068	F	1.071	F	1.029	F	1.035	F
66	SEPULVEDA BL	VENICE BL	1.152	F	1.154	F	1.124	F	1.125	F
67	LA CIENEGA BL	FAIRFAX AV	1.113	F	1.117	F	0.929	E	0.933	E
68	AIRPORT BL	96TH ST	0.419	A	0.423	A	0.672	B	0.679	B
69	ALLA RD	JEFFERSON BL	0.550	A	0.568	A	0.468	A	0.488	A
70	BEETHOVEN ST	JEFFERSON BL	0.370	A	0.387	A	0.367	A	0.383	A
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.610	B	0.611	B	0.858	D	0.859	D
72	BUNDY DR	OCEAN PARK BL	1.086	F	1.092	F	1.332	F	1.339	F
73	CENTINELA AV	MARINA FWY EB RAMP	0.398	A	0.432	A	0.566	A	0.589	A
74	CENTINELA AV	MARINA FWY WB RAMP	0.478	A	0.488	A	0.449	A	0.459	A
75	MESMER AV	CENTINELA AV	0.438	A	0.448	A	0.406	A	0.425	A
76	BLUFF CREEK DR	CENTINELA AV	0.474	A	0.494	A	0.591	A	0.634	B
77	INGLEWOOD BL	CULVER BL	0.798	C	0.824	D	0.979	F	1.013	F

TABLE 7-9 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 5

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE	2010 W/ ALTERNATIVE 5	V/C INCREASE	IMP.	2010 BASE	2010 W/ ALTERNATIVE 5	V/C INCREASE	IMP.
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
78	CULVER BL	NICHOLSON ST	0.917	E	0.926	E	0.009	N	0.739	C
79	FAIMOUTH AV	MANCHESTER AV	0.455	A	0.459	A	0.004	N	0.594	A
80	GLENCOE AV	MAXELLA AV	0.323	A	0.323	A	0.000	N	0.571	A
81	LINCOLN BL	HUGHES TER	0.585	A	0.596	A	0.011	N	0.780	C
82	LINCOLN BL/CENTINELA AV	JEFFERSON BL	0.833	D	0.848	D	0.015	N	0.789	C
83	MCCONNELL AV	JEFFERSON BL	0.95.4	F	0.417	A	N/A	N	0.696.2	F
84	MESMER AV	JEFFERSON BL	0.418	A	0.430	A	0.014	N	0.464	A
85	WESTLAWN AV	JEFFERSON BL	0.447	A	0.475	A	0.028	N	0.473	A
86	LINCOLN BL	LOYOLA BL	0.723	C	0.734	C	0.011	N	0.699	B
87	MINDANAO WY	MARINA EXWY CB RAMP	0.804	D	0.804	U	0.000	N	0.889	D
88	MINDANAO WY	MARINA EXWY WB RAMP	0.560	A	0.561	A	0.001	N	0.635	B
89	PACIFIC AV	WASHINGTON BL	0.673	B	0.674	B	0.001	N	0.697	B
90	PALAWAN WAY	WASHINGTON BL	1.009	F	1.009	F	0.000	N	0.948	E
91	SEPULVEDA BL	80TH ST/79TH ST	0.761	C	0.761	C	0.003	N	1.005	F
92	SEPULVEDA BL	93RD ST	0.738	C	0.740	C	0.002	N	0.859	D
93	WALGROVE AV	VENICE BL	0.864	D	0.865	D	0.001	N	1.079	F
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.239	F	1.239	F	0.002	N	1.311	F
95	BRISTOL PKWY	SLAUSON AV	0.725	C	0.728	C	0.003	N	0.675	B
96	BRISTOL PKWY	CENTINELA AV	0.603	B	0.615	B	0.012	N	0.571	A
97	BUCKINGHAM PKWY	SLAUSON AV	0.792	C	0.794	C	0.002	N	0.792	C
98	GREEN VALLEY CIR	CENTINELA AV	0.895	D	0.906	E	0.011	Y	0.670	B
99	CENTINELA AV	WASHINGTON PL	0.918	E	0.924	E	0.006	N	0.941	E
100	OVERLAND AV	CULVER BL	0.971	F	0.981	E	0.010	Y	0.945	E
101	SEPULVEDA BL	CULVER BL	0.993	E	0.996	E	0.005	N	0.926	E
102	SAWTELLE BL	CULVER BL	0.899	D	0.893	D	0.004	N	1.027	F
103	GLENCOE AV	WASHINGTON BL	0.678	B	0.679	B	0.001	N	0.968	F
104	HANNUM AV	PLAYA ST	0.869	D	0.884	D	0.015	N	0.788	C
105	HANNUM AV	SLAUSON AV	0.551	A	0.551	A	0.000	N	0.536	A
106	JEFFERSON BL	SLAUSON AV	0.577	A	0.584	A	0.007	N	0.654	B
107	MARINA FWY	SLAUSON AV	0.672	B	0.683	B	0.011	N	0.747	C
108	REDWOOD AV	WASHINGTON BL	0.657	B	0.657	B	0.000	N	0.713	C
109	LINCOLN BL	OCEAN PARK BL	1.248	F	1.250	F	0.002	N	1.369	F
110	MAIN ST	OCEAN PARK BL	0.958	E	0.958	E	0.000	N	1.022	F
111	NEILSON WAY	OCEAN PARK BL	0.720	C	0.727	C	0.001	N	0.775	C
112	ADMIRALTY WAY	BALI WAY	0.771	C	0.773	C	0.002	N	1.069	F
113	ADMIRALTY WAY	FUJI WAY	0.473	A	0.475	A	0.002	N	0.847	B
114	ADMIRALTY WAY	MINDANAO WAY	0.903	F	0.905	E	0.002	N	1.132	F
115	PALAWAN WAY	ADMIRALTY WAY	0.865	D	0.868	U	0.003	N	1.137	F
116	VIA MARINA	ADMIRALTY WAY	0.912	C	0.915	F	0.003	N	1.119	F
117	MAIN ST	PICO BL	0.775	C	0.775	C	0.000	N	0.945	E
118	OCEAN AV/NEILSON WAY	PICO BL	0.729	C	0.730	C	0.001	N	0.888	D
119	SEPULVEDA BL	MAPLE AV	0.827	D	0.829	D	0.002	N	1.075	F
120	SEPULVEDA BL	GRAND AV	1.026	F	1.030	F	0.004	N	1.305	F
121	SEPULVEDA BL	MARINE AV	1.103	F	1.104	F	0.001	N	1.330	F
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.189	F	1.191	F	0.002	N	1.335	F
123	CENTINELA AV	SHORT AV	0.643	B	0.649	B	0.006	N	0.834	B
124	LINCOLN BL	PICO BL	1.240	F	1.242	F	0.002	N	1.228	F
125	OCEAN AV	WILSHIRE BL	0.717	C	0.717	C	0.000	N	0.684	B
126	OCEAN AV	PALISADES BEACH RD RAMP	0.621	B	0.622	B	0.001	N	0.958	E
127	4TH ST	WILSHIRE BL	0.659	B	0.660	B	0.001	N	0.726	C
128	4TH ST	PICO BL	1.031	F	1.033	F	0.002	N	1.021	F
129	4TH ST	OCEAN PARK BL N	0.471	A	0.472	A	0.001	N	0.551	A
130	4TH ST	OCEAN PARK BL S	0.454	A	0.455	A	0.001	N	0.493	A
131	LINCOLN BL	WILSHIRE BL	0.897	D	0.898	U	0.001	N	0.910	E
132	23RD ST	PICO BL	0.730	C	0.731	C	0.001	N	0.988	E
133	23RD ST	OCEAN PARK BL	1.095	F	1.096	F	0.001	N	1.308	F
134	CLOVERFIELD BL	PICO BL	0.931	C	0.932	F	0.001	N	0.916	E
135	CLOVERFIELD BL	OCEAN PARK BL	0.727	C	0.728	C	0.001	N	0.819	D
136	26TH ST	WILSHIRE BL	0.952	E	0.953	E	0.001	N	0.970	E
137	4TH ST	COLORADO AV	0.692	B	0.692	B	0.000	N	0.902	E
138	CLOVERFIELD BL	I-10 CB ON RAMP	0.888	D	0.888	U	0.000	N	1.115	F
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.951	C	0.952	F	0.001	N	0.919	E
140	ALVERN ST	CENTINELA AV	0.741	C	0.752	C	0.011	N	0.752	C
141	SHERBOURNE DR	CENTINELA AV	0.785	C	0.797	C	0.012	N	0.700	B
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.521	A	0.521	A	0.000	N	0.228	A
143	SHENANDOAH AV	SLAUSON AV	0.753	C	0.756	C	0.003	N	0.641	B
144	CORNING AV	SLAUSON AV	0.859	D	0.862	D	0.003	N	0.691	B
145	KINGS RD	SLAUSON AV	0.558	A	0.558	A	0.001	N	0.575	A
146	LA TIERRA BL	SLAUSON AV	0.616	B	0.617	B	0.001	N	0.734	C
147	FAIRFAX AV	SLAUSON AV	1.091	F	1.092	F	0.001	N	1.008	F
148	SAWTELLE BL	MATTESON AV/I-05 SB RAMP	1.126	F	1.128	F	0.002	N	1.081	F
149	SAWTELLE BL	WASHINGTON PL	0.906	E	0.907	E	0.001	N	1.072	F
150	SAWTELLE BL	WASHINGTON BL	0.771	C	0.773	C	0.002	N	0.981	E
151	SAWTELLE BL	I-05 SB OFF RAMP N/O CULVER BL	0.495	A	0.497	A	0.002	N	0.494	A
152	SAWTELLE BL	BRADDOCK DR	0.699	B	0.701	C	0.002	N	0.753	C
153	SEPULVEDA BL	BRADDOCK DR	0.847	D	0.848	D	0.001	N	0.968	F
154	SEPULVEDA BL	WASHINGTON PL	1.027	F	1.028	F	0.001	N	1.107	F

TABLE 7-9 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 5

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE		2010 W / ALTERNATIVE 5		2010 BASE		2010 W / ALTERNATIVE 5	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
155	SEPULVEDA BL	WASHINGTON BL	0.891	D	0.885	D	0.004	N	1.026	F
156	SEPULVEDA BL	I-405 NB RAMP S/O VENICE BL	1.002	F	1.005	F	0.003	N	0.977	E
157	OVERLAND AV	VENICE BL	1.124	F	1.125	F	0.001	N	1.145	F
158	OVERLAND AV	WASHINGTON BL	1.011	F	1.016	F	0.005	N	1.213	F
159	OVERLAND AV	BRADDOCK DR	0.881	D	0.890	D	0.009	N	0.965	E
160	MOTOR AV	VENICE BL	0.991	E	0.992	E	0.001	N	1.019	F
161	CULVER BL	VENICE BL	1.035	F	1.037	F	0.002	N	0.994	E
162	MOTOR AV	WASHINGTON BL	1.004	F	1.005	F	0.001	N	0.922	E
163	JEFFERSON BL	NATIONAL BL	0.466	A	0.468	A	0.002	N	0.635	B
164	JEFFERSON BL	RODEO RD	0.808	D	0.812	D	0.006	N	0.878	D
165	JEFFERSON BL	DUQUESNE AV	0.904	E	0.968	E	0.004	N	0.976	E
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.679	B	0.000	N	0.740	C
167	WALGROVE AV	WASHINGTON BL	0.791	C	0.791	C	0.000	N	0.955	E
168	LINCOLN BL	I-10 EB ON RAMP	1.208	F	1.210	F	0.002	N	1.039	F
169	LINCOLN BL	I-10 WB OFF RAMP	0.971	E	0.971	E	0.000	N	1.138	F
170	SEPULVEDA BL	SAWTELL BL	1.079	F	1.083	F	0.004	N	0.986	E
171	ABBOTT KINNEY BL	VENICE BL	0.707	C	0.709	C	0.002	N	0.764	C
172	AIRPORT BL	MANCHESTER AV	0.752	C	0.755	C	0.003	N	0.870	D
173	BUNDY DR	I-10 EB ON RAMP	1.297	F	1.297	F	0.000	N	1.169	F
174	CRENSHAW BL	STOCKER ST	0.793	C	0.796	C	0.003	N	0.794	C
175	LA BREA AV	CENTINELA AV	1.395	F	1.404	F	0.009	N	1.192	F
176	DOUGLAS ST	IMPERIAL HWY	0.770	C	0.771	C	0.001	N	0.590	A
177	VISTA DEL MAR	GRAND AV	0.803	D	0.806	D	0.003	N	0.540	A
178	CRENSHAW BL	SLAUSON AV	1.057	F	1.058	F	0.001	N	1.289	F
179	FAIRFAX AV	WASHINGTON BL	1.225	F	1.229	F	0.004	N	0.693	B
180	CRENSHAW BL	FLORENCE AV	0.815	D	0.816	D	0.001	N	0.873	D
181	I-405 NB RAMP	IMPERIAL HWY	0.415	A	0.416	A	0.001	N	0.497	A
182	MAIN ST	IMPERIAL HWY	1.007	F	1.009	F	0.002	N	0.804	E
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.796	C	0.798	C	0.002	N	0.425	A
184	VISTA DEL MAR	IMPERIAL HWY	1.092	F	1.096	F	0.004	N	0.483	A
185	LA CIENEGA BL	IMPERIAL HWY	0.645	B	0.645	B	0.000	N	0.464	A
186	LA BREA AV	I-10 EB OFF RAMP	0.585	A	0.580	A	0.001	N	0.689	B
187	LA BREA AV	I-10 WB OFF RAMP	0.639	B	0.639	B	0.000	N	0.639	B
188	LA BREA AV	MANCHESTER BL	1.070	F	1.071	F	0.001	N	1.123	F
189	LA BREA AV	SLAUSON AV	1.132	F	1.136	F	0.004	N	1.081	F
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.953	E	0.955	E	0.002	N	1.168	F
191	LA CIENEGA BL	I-10 EB OFF RAMP	0.814	D	0.815	D	0.001	N	0.785	C
192	LA CIENEGA BL	11TH ST	0.273	A	0.273	A	0.000	N	0.531	A
193	LA CIENEGA BL	I-405 SB RAMP S/O CENTURY BL	0.541	A	0.542	A	0.001	N	0.506	A
194	LA CIENEGA BL	I-405 SB RAMP N/O IMPERIAL HWY	0.453	A	0.454	A	0.001	N	0.306	A
195	LA CIENEGA BL	LENNOX BL	0.402	A	0.404	A	0.002	N	0.516	A
196	LA CIENEGA BL	MANCHESTER BL	0.899	D	0.901	E	0.002	N	0.940	E
197	LA CIENEGA BL	STOCKER ST	1.335	F	1.338	F	0.003	N	1.218	F
198	LA CIENEGA BL	VENICE BL	1.178	F	1.177	F	0.001	N	1.064	F
199	LA CIENEGA BL	WASHINGTON BL	1.032	F	1.033	F	0.001	N	0.816	D
200	SEPULVEDA BL	WESTCHESTER PKWY	1.056	F	1.059	F	0.003	N	1.200	F
201	LA CIENEGA BL	I-405 SB RAMP N/O CENTURY BL	0.033	B	0.634	B	0.001	N	0.620	B
202	I-405 NB OFF RAMP	CENTURY BL	1.114	F	1.115	F	0.001	N	0.600	A
203	HAWTHORNE BL	I-105 FB OFF RAMP	0.519	A	0.519	A	0.000	N	0.600	A
204	HAWTHORNE BL	LENNOX BL	0.662	B	0.662	B	0.000	N	0.840	D
205	INGLEWOOD AV	LENNOX BL	0.825	U	0.826	D	0.001	N	0.920	E
206	CENTINELA AV	FLORENCE AV	0.613	B	0.618	B	0.005	N	0.825	D
207	HIGHLAND AV	MANHATTAN BEACH BL	0.787	C	0.789	C	0.002	N	0.620	B
208	SEPULVEDA BL/POCH	ARTESIA BL	0.969	D	0.871	D	0.002	N	1.221	F
209	CENTINELA AV	VENICE BL	1.228	F	1.239	F	0.011	Y	1.332	F
210	WASHINGTON BL	I-10 EB ON RAMP	0.551	A	0.557	A	0.006	N	0.661	B
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.531	A	0.534	A	0.003	N	0.577	A
212	OVERLAND AV	PALMS BL	0.913	E	0.914	E	0.001	N	1.106	F
215	PLAYA VISTA DR	CULVER BL	0.578	B	0.678	B	0.000	N	0.474	A
216	PLAYA VISTA DR	B ST	0.382	A	0.385	A	0.003	N	0.337	A
217	PLAYA VISTA DR	JEFFERSON BL	0.661	B	0.675	B	0.014	N	0.715	C
218	PLAYA VISTA DR	BLUFF CREEK DR	0.439	A	0.457	A	0.016	N	0.549	A
219	MCCONNELL AV	BLUFF CREEK DR	N/A		0.279	A	N/A	N	N/A	
220	12TH ST	BLUFF CREEK DR	0.327	A	0.362	A	0.035	N	0.415	A

Analysis of the transportation system operating conditions in the future with the project alternative reveals the following system performance characteristics in relation to those with the Proposed Project:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system will decrease to 0.838 and 0.873 during AM and PM peak hours, respectively, compared to the average V/C ratio of 0.842 and 0.880 respectively, during the same peak hours for the Proposed Project.
- Approximately 87 and 105 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 90 and 108 locations operating at unacceptable LOS E or F with the Proposed Project.
- The above two operating conditions, however, should be viewed in light of the fact that the 2010 base conditions analysis reveals that the average system V/C ratio without the project is projected to be 0.833 and 0.867 during the AM and PM peak hours, respectively. Further, the number of intersection locations in 2010 base conditions that are projected to be operating at an unacceptable LOS E or F would be 84 and 104 during the AM and PM peak hours, respectively. Therefore, relative to 2010 base conditions, this alternative results in 3 and 1 more LOS E or F locations during the AM and PM peak hours, respectively, as opposed to 6 and 4 more LOS E and F intersections with the Proposed Project during the same peak hours.

Parking. This alternative would generate demand for parking that would be fully mitigated by provision of on-site parking in accordance with applicable codes and regulations. This alternative would, like the Proposed Project, have no parking impacts.

Bicycle Plan. Under this alternative, the existing City and County Bicycle Trails and Bikeways facilities and plans would, like the Proposed Project, not be impacted.

Alternative 6 – Reduced Uses (75% Residential Reduction)

This alternative was also developed with a focus on elimination of traffic impacts. Under this alternative, the traffic impacts associated with the Proposed Project's land uses were analyzed to determine a development scenario that would reduce the impacts of the project traffic on the area's roadways. The following land-use components were reduced for this alternative: office and retail space by 100%, housing by 75% and community serving space by 100%.

Traffic. Alternative 6 would cause minimal traffic impacts to the street system. The trip generation estimates for this alternative including a comparison to that of the Proposed Project is shown in Table 7-10. As can be seen, this alternative generates an estimated 3,809 daily trip ends, which represents 84% fewer daily trips than the Proposed Project.

During the morning and evening peak hours, this alternative generates 281 and 351 trips, respectively, which represents a decrease of 82% and 85% over those generated by the Proposed Project in the morning and evening peak hours, respectively.

Table 7-11 summarizes the AM and PM peak hour traffic impacts of this alternative and compares the same to those of the Proposed Project. It can be observed from this table that this alternative produces traffic impacts at none of the analysis locations in the AM and PM peak hours, respectively, compared to 14% and 22% of the locations impacted by the Proposed Project during the same respective peak hours. On an overall basis, this alternative would not cause any adverse traffic impacts.

Analysis of the transportation system operating conditions in the future with the project alternative reveals the following system performance characteristics in relation to those with the Proposed Project:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system will decrease to 0.835 and 0.869 during AM and PM peak hours, respectively, compared to the average V/C ratio of 0.842 and 0.880 respectively, during the same peak hours for the Proposed Project.
- Approximately 83 and 104 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 90 and 108 locations operating at unacceptable LOS E or F with the Proposed Project.
- The above two operating conditions, however, should be viewed in light of the fact that the 2010 base conditions analysis reveals that the average system V/C ratio without the project is projected to be 0.833 and 0.867 during the AM and PM peak hours, respectively. Further, the number of intersection locations in 2010 base conditions that are projected to be operating at an unacceptable LOS E or F would be 84 and 104 during the AM and PM peak hours, respectively. Therefore, relative to 2010 base conditions, this alternative results in approximately the same amount of LOS E or F locations during the AM and PM peak hours, respectively, as opposed to 6 and 4 more LOS E and F intersections with the Proposed Project during the same peak hours.

TABLE 7--10
THE VILLAGE AT PLAYA VISTA PROJECT
TRIP GENERATION AND COMPARISON BY TYPE OF USE - ALTERNATIVE 6

Land Use	Proposed Project				Alternative 6			
	Size	Daily Trips	AM Total	PM Total	Size	Daily Trips	AM Total	PM Total
Retail	150,000 SF	6,193	143	575	0 SF	0	0	0
Office	175,000 SF	2,271	326	305	0 SF	0	0	0
Residential	2,600 MFU	15,236	1,144	1,404	650 MFU	3,809	281	351
Hotel	0 Rooms	0	0	0	0 Rooms	0	0	0
Community Serving	40,000 SF	520	13	18	0 SF	0	0	0
TOTAL		24,220	1,626	2,302		3,809	281	351

TABLE 7-11
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE		2010 W/ ALTERNATIVE 6		2010 BASE		2010 W/ ALTERNATIVE 6	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
1	AIRPORT BL	WESTCHESTER PKWY/ARBOR VITAE ST	0.707	C	0.707	C	0.819	D	0.820	D
2	AIRPORT BL	CENTURY BL	0.628	B	0.627	B	0.652	B	0.653	B
3	AIRPORT BL	LA TIJERA BL	0.742	C	0.742	C	0.715	C	0.715	C
4	AVIATION BL	ARBOR VITAE ST	0.667	B	0.668	B	0.802	D	0.803	D
5	LA CIENEGA BL	ARBOR VITAE ST	0.678	B	0.678	B	0.731	C	0.731	C
6	AVIATION BL	CENTURY BL	0.886	D	0.886	D	0.972	E	0.973	F
7	AVIATION BL	IMPERIAL HWY	0.865	D	0.865	D	0.908	E	0.908	E
8	FLORENCE AV/AVIATION BL	MANCHESTER BL	1.143	F	1.144	F	0.887	D	0.887	D
9	AVIATION BL	ROSECRANS AV	1.001	F	1.001	F	1.064	F	1.064	F
10	LINCOLN BL	BALI WAY	0.833	D	0.835	D	1.018	F	1.020	F
11	CENTINELA AV	CULVER BL	0.892	D	0.804	D	0.850	D	0.853	D
12	CENTINELA AV	JEFFERSON BL	0.656	B	0.672	B	0.747	C	0.763	C
13	LA CIENEGA BL	CENTINELA AV	1.201	F	1.203	F	1.253	F	1.254	F
14	LA TIJERA BL	CENTINELA AV	1.048	F	1.055	F	0.872	D	0.877	D
15	SEPULVEDA BL	CENTINELA AV	1.230	F	1.235	F	1.185	F	1.197	F
16	CENTINELA AV	WASHINGTON BL	0.882	D	0.885	D	0.973	E	0.975	E
17	SEPULVEDA BL	CENTURY BL	0.891	B	0.892	B	0.887	D	0.888	D
18	CULVER BL	JEFFERSON BL	0.817	D	0.820	D	0.807	D	0.810	D
19	CULVER BL	MARINA EXWY EB RAMP	0.785	C	0.786	C	0.621	B	0.621	B
20	CULVER BL	MARINA EXWY WB RAMP	1.082	F	1.082	F	1.033	F	1.034	F
21	CULVER BL	MAIN ST/WASHINGTON BL	1.004	F	1.085	F	0.881	D	0.882	D
22	CULVER BL	VISTA DEL MAR	0.883	D	0.885	D	0.599	A	0.602	B
23	SEPULVEDA BL	CL SEGUNDO BL	1.074	F	1.074	F	1.297	F	1.298	F
24	LINCOLN BL	FIJI WAY	0.779	C	0.781	C	0.903	E	0.907	E
25	VISTA DEL MAR/HIGHLAND AV	ROSECRANS AV	1.278	F	1.279	F	0.893	D	0.894	D
26	SEPULVEDA BL	HOWARD HUGHES PKWY	0.962	E	0.966	E	0.953	E	0.961	E
27	PERSHING DR	IMPERIAL HWY	0.955	E	0.955	E	0.521	A	0.522	A
28	SEPULVEDA BL	IMPERIAL HWY	0.969	E	0.970	E	1.230	F	1.234	F
29	INGLEWOOD BL	WASHINGTON BL	0.808	D	0.810	D	0.993	E	0.996	E
30	I-405 NB RAMP	JEFFERSON BL	0.835	D	0.839	D	1.313	F	1.315	F
31	I-405 SB RAMP	JEFFERSON BL	0.678	B	0.688	B	0.781	C	0.789	C
32	LA CIENEGA BL	JEFFERSON BL	1.308	F	1.309	F	1.178	F	1.179	F
33	LINCOLN BL	JEFFERSON BL	0.991	E	0.997	E	1.051	F	1.060	F
34	JEFFERSON BL	OVERLAND AV	1.006	F	1.011	F	0.874	D	0.878	D
35	JEFFERSON BL	SEPULVEDA BL (N)	1.079	F	1.080	F	0.988	E	0.988	E
36	LA CIENEGA BL	LA TIJERA BL	0.898	D	0.899	D	0.789	C	0.791	C
37	LA CIENEGA BL	ROULE RD	1.181	F	1.183	F	1.253	F	1.254	F
38	LA CIENEGA BL RAMP N	SLAUSON AV	0.926	E	0.926	E	0.625	B	0.626	B
39	LA CIENEGA BL RAMP S	SLAUSON AV	0.795	C	0.797	C	0.758	C	0.760	C
40	I-405 NB RAMP	LA TIJERA BL	0.693	B	0.693	B	0.763	C	0.763	C
41	I-405 SB RAMP	LA TIJERA BL	0.668	B	0.668	B	0.703	C	0.703	C
42	LINCOLN BL	LA TIJERA BL	0.799	C	0.802	D	0.888	D	0.872	D
43	LA TIJERA BL	MANCHESTER AV	0.747	C	0.748	C	0.759	C	0.770	C
44	SEPULVEDA BL	88TH ST/LA TIJERA BL	0.843	D	0.844	D	0.913	E	0.916	E
45	LINCOLN BL	83RD ST	1.339	F	1.344	F	1.021	F	1.030	F
46	LINCOLN BL	MANCHESTER AV	1.264	F	1.269	F	1.203	F	1.208	F
47	LINCOLN BL	MARINA EXWY	1.039	F	1.042	F	1.096	F	1.099	F
48	LINCOLN BL	MAXELLA AV	0.807	D	0.899	D	0.952	F	0.954	E
49	LINCOLN BL	MINDANAO WAY	0.996	E	0.999	F	1.152	F	1.155	F
50	LINCOLN BL	ROSE AV	0.929	E	0.931	E	0.894	D	0.895	D
51	SEPULVEDA BL	LINCOLN BL	0.595	A	0.596	A	0.819	D	0.822	D
52	LINCOLN BL	BLUFF CREEK DR (HUGHES WAY)	0.710	C	0.715	C	0.868	D	0.874	D
53	LINCOLN BL	VENICE BL	1.087	F	1.089	F	1.060	F	1.062	F
54	LINCOLN BL	WASHINGTON BL	1.153	F	1.155	F	1.241	F	1.243	F
55	MAIN ST	ROSE AV	0.510	A	0.510	A	0.900	D	0.900	E
56	PERSHING DR	MANCHESTER AV	0.443	A	0.443	A	0.411	A	0.412	A
57	SEPULVEDA BL	MANCHESTER AV	1.001	F	1.002	F	1.178	F	1.187	F
58	SEPULVEDA BL	MARIPOSA AV	0.898	D	0.899	D	1.074	F	1.074	F
59	PERSHING DR	WESTCHESTER PKWY	0.432	A	0.432	A	0.388	A	0.389	A
60	SEPULVEDA BL	PLAYA ST/JEFFERSON BL	0.865	D	0.871	D	0.925	E	0.929	E
61	SEPULVEDA BL	ROSECRANS AV	1.020	F	1.021	F	1.397	F	1.397	F
62	SAWTELLE BL	VENICE BL	1.161	F	1.162	F	1.238	F	1.239	F
63	SEPULVEDA BL	I-105 WB OFF RAMP	1.237	F	1.239	F	1.237	F	1.240	F
64	SEPULVEDA BL	77TH ST/6TH ST	1.048	F	1.049	F	1.000	F	1.005	F
65	SEPULVEDA BL	SLAUSON AV	1.068	F	1.069	F	1.029	F	1.031	F
66	SEPULVEDA BL	VENICE BL	1.152	F	1.153	F	1.124	F	1.124	F
67	LA CIENEGA BL	FAIRFAX AV	1.113	F	1.114	F	0.829	E	0.830	E
68	AIRPORT BL	96TH ST	0.419	A	0.420	A	0.672	B	0.674	B
69	ALLA RD	JEFFERSON BL	0.550	A	0.556	A	0.468	A	0.475	A
70	BEETHOVEN ST	JEFFERSON BL	0.370	A	0.376	A	0.367	A	0.372	A
71	MAIN ST	BROOKS AV/ABBOT KINNEY BL	0.610	B	0.610	B	0.858	D	0.858	D
72	BUNDY DR	OCEAN PARK BL	1.086	F	1.088	F	1.332	F	1.334	F
73	CENTINELA AV	MARINA FWY EB RAMP	0.308	A	0.409	A	0.566	A	0.573	A
74	CENTINELA AV	MARINA FWY WB RAMP	0.478	A	0.481	A	0.440	A	0.452	A
75	MFSMER AV	CENTINELA AV	0.438	A	0.441	A	0.406	A	0.412	A
76	BLUFF CREEK DR	CENTINELA AV	0.474	A	0.481	A	0.591	A	0.612	B
77	INGLEWOOD BL	CULVER BL	0.798	C	0.806	D	0.979	E	0.990	F

TABLE 7-11 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6

			AM PEAK HOUR				PM PEAK HOUR							
			2010 BASE		2010 W / ALTERNATIVE 6	V/C INCREASE	IMP.	2010 BASE		2010 W / ALTERNATIVE 6	V/C INCREASE	IMP.		
INT #	STREET NAME	CROSS STREET	V/C	LOS	V/C	LOS		V/C	LOS	V/C	LOS			
78	CULVER BL	NICHOLSON ST	0.917	E	0.920	C	0.003	N	0.739	C	0.743	C	0.004	N
79	FAI MOUTH AV	MANCHESTER AV	0.455	A	0.456	A	0.001	N	0.594	A	0.594	A	0.000	N
80	GLENCOE AV	MAXELLA AV	0.323	A	0.323	A	0.000	N	0.571	A	0.571	A	0.000	N
81	LINCOLN BL	HUGHES TER	0.585	A	0.589	A	0.004	N	0.780	C	0.787	C	0.007	N
82	INGLEWOOD BL/CENTINELA AV	JEFFERSON BL	0.833	D	0.838	D	0.005	N	0.789	C	0.795	C	0.006	N
83	MCCONNELL AV	JEFFERSON BL	[a] 85.4	F	0.390	A	N/A	N	[a] 606.2	F	0.299	A	N/A	N
84	MFSMER AV	JEFFERSON BL	0.416	A	0.421	A	0.005	N	0.464	A	0.472	A	0.008	N
85	WESTLAWN AV	JEFFERSON BL	0.447	A	0.456	A	0.009	N	0.473	A	0.488	A	0.015	N
86	LINCOLN BL	LOYOLA BL	0.723	C	0.727	C	0.004	N	0.699	B	0.703	C	0.004	N
87	MINDANAO WY	MARINA EXWY EB RAMP	0.804	D	0.804	D	0.000	N	0.889	D	0.890	D	0.001	N
88	MINDANAO WY	MARINA EXWY WB RAMP	0.580	A	0.560	A	0.000	N	0.635	B	0.635	B	0.000	N
89	PACIFIC AV	WASHINGTON BL	0.673	B	0.673	B	0.000	N	0.697	B	0.697	B	0.000	N
90	PALAWAN WAY	WASHINGTON BL	1.009	F	1.009	F	0.000	N	0.948	E	0.948	E	0.000	N
91	SEPULVEDA BL	80TH ST/79TH ST	0.761	C	0.762	C	0.001	N	1.005	F	1.008	F	0.003	N
92	SEPULVEDA BL	83RD ST	0.738	C	0.739	C	0.001	N	0.859	D	0.861	D	0.002	N
93	WALCROVE AV	VENICE BL	0.884	D	0.884	D	0.000	N	1.079	F	1.079	F	0.000	N
94	OCEAN AV/VIA MARINA	WASHINGTON BL	1.233	F	1.234	F	0.001	N	1.311	F	1.311	F	0.000	N
95	BRISTOL PKWY	SLAUSON AV	0.725	C	0.726	C	0.001	N	0.675	B	0.676	B	0.001	N
96	BRISTOL PKWY	CENTINELA AV	0.603	B	0.607	B	0.004	N	0.571	A	0.578	A	0.007	N
97	BUCKINGHAM PKWY	SLAUSON AV	0.792	C	0.793	C	0.001	N	0.792	C	0.793	C	0.001	N
98	GREEN VALLEY CIR	CENTINELA AV	0.895	D	0.899	D	0.004	N	0.670	B	0.674	B	0.004	N
99	CENTINELA AV	WASHINGTON PL	0.918	C	0.920	F	0.002	N	0.941	E	0.943	E	0.002	N
100	OVERLAND AV	CULVER BL	0.971	E	0.974	E	0.003	N	0.945	E	0.948	E	0.003	N
101	SEPULVEDA BL	CULVER BL	0.993	E	0.995	E	0.002	N	0.926	E	0.928	E	0.002	N
102	SAWTELLE BL	CULVER BL	0.889	D	0.890	D	0.001	N	1.027	F	1.030	F	0.003	N
103	GLENCOE AV	WASHINGTON BL	0.678	B	0.678	B	0.000	N	0.968	E	0.968	E	0.000	N
104	HANNUM AV	PIA ST	0.869	D	0.874	D	0.005	N	0.788	C	0.790	C	0.002	N
105	HANNUM AV	SLAUSON AV	0.551	A	0.551	A	0.000	N	0.536	A	0.537	A	0.001	N
106	JEFFERSON BL	SLAUSON AV	0.577	A	0.579	A	0.002	N	0.654	B	0.660	B	0.006	N
107	MARINA FWY	SLAUSON AV	0.672	B	0.676	B	0.004	N	0.747	C	0.749	C	0.002	N
108	REDWOOD AV	WASHINGTON BL	0.657	B	0.657	B	0.000	N	0.713	C	0.713	C	0.000	N
109	LINCOLN BL	OCEAN PARK BL	1.248	F	1.249	F	0.001	N	1.369	F	1.369	F	0.000	N
110	MAIN ST	OCEAN PARK BL	0.958	E	0.958	E	0.000	N	1.022	F	1.022	F	0.000	N
111	NEILSON WAY	OCEAN PARK BL	0.726	C	0.726	C	0.000	N	0.775	C	0.775	C	0.000	N
112	ADMIRALTY WAY	BALI WAY	0.771	C	0.772	C	0.001	N	1.069	F	1.070	F	0.001	N
113	ADMIRALTY WAY	FUJI WAY	0.473	A	0.474	A	0.001	N	0.647	B	0.649	B	0.002	N
114	ADMIRALTY WAY	MINDANAO WAY	0.903	E	0.904	E	0.001	N	1.132	F	1.134	F	0.002	N
115	PAI AWAN WAY	ADMIRALTY WAY	0.865	D	0.866	D	0.001	N	1.132	F	1.134	F	0.002	N
116	VIA MARINA	ADMIRALTY WAY	0.912	E	0.913	F	0.001	N	1.119	F	1.120	F	0.001	N
117	MAIN ST	PICO BL	0.775	C	0.775	C	0.000	N	0.945	E	0.945	E	0.000	N
118	OCEAN AV/NEILSON WAY	PICO BL	0.729	C	0.729	C	0.000	N	0.888	D	0.888	D	0.000	N
119	SEPULVEDA BL	MAPLE AV	0.827	D	0.828	D	0.001	N	1.075	F	1.075	F	0.000	N
120	SEPULVEDA BL	GRAND AV	1.026	F	1.027	F	0.001	N	1.305	F	1.308	F	0.001	N
121	SEPULVEDA BL	MARINE AV	1.103	F	1.103	F	0.000	N	1.330	F	1.330	F	0.000	N
122	SEPULVEDA BL	MANHATTAN BEACH BL	1.189	F	1.190	F	0.001	N	1.335	F	1.335	F	0.000	N
123	CENTINELA AV	SHORT AV	0.643	B	0.645	B	0.002	N	0.634	B	0.637	B	0.003	N
124	LINCOLN BL	PICO BL	1.240	F	1.241	F	0.001	N	1.228	F	1.229	F	0.001	N
125	OCEAN AV	WILSHIRE BL	0.717	C	0.717	C	0.000	N	0.684	B	0.684	B	0.000	N
126	OCEAN AV	PALISADES BEACH RD RAMP	0.621	B	0.621	B	0.000	N	0.950	C	0.958	F	0.000	N
127	4TH ST	WILSHIRE BL	0.659	B	0.659	B	0.000	N	0.726	C	0.726	C	0.000	N
128	4TH ST	PICO BL	1.031	F	1.032	F	0.001	N	1.021	F	1.021	F	0.000	N
129	4TH ST	OCEAN PARK BL N	0.471	A	0.471	A	0.000	N	0.551	A	0.551	A	0.000	N
130	4TH ST	OCEAN PARK BL S	0.454	A	0.454	A	0.000	N	0.493	A	0.493	A	0.000	N
131	LINCOLN BL	WILSHIRE BL	0.807	D	0.807	D	0.000	N	0.910	E	0.910	E	0.000	N
132	23RD ST	PICO BL	0.730	C	0.730	C	0.000	N	0.988	E	0.988	E	0.000	N
133	23RD ST	OCEAN PARK BL	1.095	F	1.095	F	0.000	N	1.308	F	1.308	F	0.000	N
134	CLOVERFIELD BL	PICO BL	0.931	E	0.931	E	0.000	N	0.916	E	0.916	E	0.000	N
135	CLOVERFIELD BL	OCEAN PARK BL	0.727	C	0.727	C	0.000	N	0.819	D	0.820	D	0.001	N
136	26TH ST	WILSHIRE BL	0.952	E	0.952	E	0.000	N	0.970	E	0.970	E	0.000	N
137	4TH ST	COLORADO AV	0.692	D	0.692	D	0.000	N	0.902	E	0.902	E	0.000	N
138	CLOVERFIELD BL	I-10 EB ON RAMP	0.888	D	0.888	D	0.000	N	1.116	F	1.116	F	0.000	N
139	CLOVERFIELD BL	I-10 WB OFF RAMP	0.951	E	0.951	E	0.000	N	0.919	E	0.919	E	0.000	N
140	ALVERN ST	CENTINELA AV	0.741	C	0.745	C	0.004	N	0.752	C	0.756	C	0.004	N
141	SHERBOURNE DR	CENTINELA AV	0.785	C	0.789	C	0.004	N	0.700	B	0.704	C	0.004	N
142	LINCOLN BL RAMP	CULVER BL (SOUTHEAST)	0.521	A	0.521	A	0.000	N	0.228	A	0.228	A	0.000	N
143	SHENANDOAH AV	SLAUSON AV	0.753	C	0.754	C	0.001	N	0.641	B	0.642	B	0.001	N
144	CORNING AV	SLAUSON AV	0.559	D	0.560	D	0.001	N	0.691	B	0.692	B	0.001	N
145	KINGS RD	SLAUSON AV	0.558	A	0.558	A	0.000	N	0.575	A	0.577	A	0.002	N
146	LA TIJERA BL	SLAUSON AV	0.610	B	0.616	B	0.000	N	0.734	C	0.735	C	0.001	N
147	FAIRFAX AV	SLAUSON AV	1.091	F	1.091	F	0.000	N	1.008	F	1.009	F	0.001	N
148	SAWTELLE BL	MATTHESON AV/405 SB RAMP	1.120	F	1.127	F	0.001	N	1.081	F	1.082	F	0.001	N
149	SAWTELLE BL	WASHINGTON PL	0.906	F	0.906	E	0.000	N	1.072	F	1.072	F	0.000	N
150	SAWTELLE BL	WASHINGTON BL	0.771	C	0.772	C	0.001	N	0.981	E	0.982	E	0.001	N
151	SAWTELLE BL	I-405 SB OFF RAMP N/O CULVER BL	0.495	A	0.496	A	0.001	N	0.494	A	0.495	A	0.001	N
152	SAWTELLE BL	BRADDOCK DR	0.699	B	0.700	B	0.001	N	0.753	C	0.754	C	0.001	N
153	SEPULVEDA BL	BRADDOCK DR	0.847	D	0.847	D	0.000	N	0.968	E	0.969	E	0.001	N
154	SEPULVEDA BL	WASHINGTON PL	1.027	F	1.027	F	0.000	N	1.107	F	1.108	F	0.001	N

TABLE 7-11 continued
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 6

INT #	STREET NAME	CROSS STREET	AM PEAK HOUR				PM PEAK HOUR			
			2010 BASE		2010 W/ ALTERNATIVE 6		2010 BASE		2010 W/ ALTERNATIVE 6	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
155	SEPULVEDA BL	WASHINGTON BL	0.891	D	0.892	D	0.001	N	1.026	F
156	SEPULVEDA BL	I-405 NB RAMP S/O VENICE BL	1.002	F	1.003	F	0.001	N	0.977	E
157	OVERLAND AV	VENICE BL	1.124	F	1.124	F	0.000	N	1.145	F
158	OVERLAND AV	WASHINGTON BL	1.011	F	1.013	F	0.002	N	1.213	F
159	OVERLAND AV	BRADDOCK DR	0.881	D	0.884	D	0.003	N	0.965	E
160	MOTOR AV	VENICE BL	0.991	E	0.991	E	0.000	N	1.019	F
161	CULVER BL	VENICE BL	1.035	F	1.036	F	0.001	N	0.994	E
162	MOTOR AV	WASHINGTON BL	1.004	F	1.004	F	0.000	N	0.922	E
163	JEFFERSON BL	NATIONAL BL	0.466	A	0.467	A	0.001	N	0.635	B
164	JEFFERSON BL	RODEO RD	0.808	D	0.808	D	0.002	N	0.878	D
165	JEFFERSON BL	DUQUESNE AV	0.964	E	0.965	E	0.001	N	0.978	E
166	SEPULVEDA BL	GREEN VALLEY CIR	0.679	B	0.679	D	0.000	N	0.740	C
167	WALGROVE AV	WASHINGTON BL	0.791	C	0.791	C	0.000	N	0.955	E
168	LINCOLN BL	I-10 EB ON RAMP	1.208	F	1.209	F	0.001	N	1.039	F
169	LINCOLN BL	I-10 WB OFF RAMP	0.971	E	0.971	E	0.000	N	1.138	F
170	SEPULVEDA BL	SAWILLE BL	1.079	F	1.080	F	0.001	N	0.908	E
171	ABBOTT KINNEY BL	VENICE BL	0.707	C	0.708	C	0.001	N	0.764	C
172	AIRPORT BL	MANCHESTER AV	0.752	C	0.753	C	0.001	N	0.870	D
173	BUNDY DR	I-10 EB ON RAMP	1.297	F	1.297	F	0.000	N	1.169	F
174	CRENSHAW BL	STOCKER ST	0.793	C	0.794	C	0.001	N	0.794	C
175	LA BREA AV	CENTINELA AV	1.395	F	1.398	F	0.003	N	1.192	F
176	DOUGLAS ST	IMPERIAL HWY	0.770	C	0.770	C	0.000	N	0.590	A
177	VISTA DEL MAR	GRAND AV	0.603	D	0.604	D	0.001	N	0.540	A
178	CRENSHAW BL	ST ALISON AV	1.057	F	1.057	F	0.000	N	1.289	F
179	FAIRFAX AV	WASHINGTON BL	1.225	F	1.226	F	0.001	N	0.693	B
180	CRENSHAW BL	FLORENCE AV	0.815	D	0.815	D	0.000	N	0.873	D
181	I-405 NB RAMP S	IMPERIAL HWY	0.415	A	0.415	A	0.000	N	0.497	A
182	MAIN ST	IMPERIAL HWY	1.007	F	1.008	F	0.001	N	0.904	E
183	I-105 WB OFF RAMP/NASH ST	IMPERIAL HWY	0.796	C	0.797	C	0.001	N	0.425	A
184	VISTA DEL MAR	IMPERIAL HWY	1.092	F	1.093	F	0.001	N	0.483	A
185	LA CIENEGA BL	IMPERIAL HWY	0.645	B	0.645	B	0.000	N	0.464	A
186	LA BREA AV	I-10 EB OFF RAMP	0.585	A	0.585	A	0.000	N	0.689	B
187	LA BREA AV	I-10 WB OFF RAMP	0.639	B	0.639	B	0.000	N	0.639	B
188	LA BREA AV	MANCHESTER BL	1.070	F	1.070	F	0.000	N	1.123	F
189	LA BREA AV	SLAUSON AV	1.132	F	1.133	F	0.001	N	1.081	F
190	LA BREA AV/OVERHILL DR	STOCKER ST	0.953	F	0.954	E	0.001	N	1.168	F
191	LA CIENEGA BL	I-10 EB OFF RAMP	0.814	D	0.814	D	0.000	N	0.785	C
192	LA CIENEGA BL	11TH ST	0.273	A	0.273	A	0.000	N	0.531	A
193	LA CIENEGA BL	I-405 SB RAMP S/O CENTURY BL	0.541	A	0.541	A	0.000	N	0.506	A
194	LA CIENEGA BL	I-405 SB RAMP S/O IMPERIAL HWY	0.453	A	0.453	A	0.000	N	0.306	A
195	LA CIENEGA BL	LENNOX BL	0.402	A	0.403	A	0.001	N	0.516	A
196	LA CIENEGA BL	MANCHESTER BL	0.889	D	0.900	D	0.001	N	0.940	E
197	LA CIENEGA BL	STOCKER ST	1.335	F	1.336	F	0.001	N	1.218	F
198	LA CIENEGA BL	VENICE BL	1.176	F	1.176	F	0.000	N	1.064	F
199	LA CIENEGA BL	WASHINGTON BL	1.032	F	1.032	F	0.000	N	0.816	D
200	SEPULVEDA BL	WESTCHESTER PKWY	1.056	F	1.057	F	0.001	N	1.206	F
201	LA CIENEGA BL	I-405 SB RAMP S/O CENTURY BL	0.633	D	0.633	B	0.000	N	0.620	B
202	I-405 NB OFF RAMP	CENTURY BL	1.114	F	1.114	F	0.000	N	0.600	B
203	HAWTHORNE BL	I-105 EB OFF RAMP	0.519	A	0.519	A	0.000	N	0.600	A
204	HAWTHORNE BL	LENNOX BL	0.662	B	0.662	B	0.000	N	0.840	D
205	INGLEWOOD AV	LENNOX BL	0.825	D	0.825	D	0.000	N	0.920	E
206	CENTINELA AV	FLORENCE AV	0.613	B	0.615	B	0.002	N	0.825	D
207	HIGHLAND AV	MANHATTAN BEACH BL	0.787	C	0.788	C	0.001	N	0.620	B
208	SEPULVEDA BL/PCH	ARTESIA BL	0.869	D	0.870	D	0.001	N	1.220	F
209	CENTINELA AV	VENICE BL	1.226	F	1.232	F	0.004	N	1.335	F
210	WASHINGTON BL	I-10 EB ON RAMP	0.551	A	0.553	A	0.002	N	0.661	B
211	WASHINGTON BL	I-10 WB OFF RAMP/APPLE ST	0.531	A	0.532	A	0.001	N	0.577	A
212	OVERLAND AV	PALMS BL	0.913	E	0.913	E	0.000	N	1.106	F
215	PLAYA VISTA DR	CULVER BL	0.678	B	0.678	B	0.000	N	0.474	A
216	PLAYA VISTA DR	B ST	0.382	A	0.383	A	0.001	N	0.337	A
217	PLAYA VISTA DR	JEFFERSON BL	0.661	B	0.666	B	0.005	N	0.715	C
218	PLAYA VISTA DR	BLUFF CREEK DR	0.438	A	0.445	A	0.006	N	0.549	A
219	MCCONNELL AV	BLUFF CREEK DR	N/A		0.256	A	N/A	N	N/A	
220	12TH ST	BLUFF CREEK DR	0.327	A	0.339	A	0.012	N	0.415	A

Parking. This alternative would generate demand for parking that would be fully mitigated by provision of on-site parking in accordance with applicable codes and regulations. This alternative would, like the Proposed Project, have no parking impacts.

Bicycle Plan. Under this alternative, the existing City and County Bicycle Trails and Bikeways facilities and plans would, like the Proposed Project, not be impacted.

Alternative 7 – Alternative Site

Under this alternative, the Cal Compact Site in the City of Carson, California was identified with the objective to determine whether the significant effects of the Proposed Project would be avoided or substantially reduced by developing the project in another location.

This site was evaluated using the following methodology. Future forecasts of traffic along roadways located in the vicinity of the alternative site were developed from data provided by the City of Carson's General Plan. The Proposed Project alternative's traffic was added to these future base forecasts and the level of service of the analyzed roadway segments were determined. Traffic impacts were then identified and a comparison to that of the Proposed Project was made. The results of this comparison at the alternative site are discussed below:

Cal Compact Site. Table 7-12 provides a summary of the segments and corresponding level of service (LOS). Based on the Los Angeles Department of Transportation's (LADOT) threshold of significance (where an increment of 0.04 or more is significant at LOS C; 0.02 is significant at LOS D; and 0.01 is significant at LOS E or F), this alternative's unmitigated project traffic would cause significant adverse PM peak hour traffic impact at 31 of 68 locations studied. This translates to approximately 46%, compared to the Village at Playa Vista Project's unmitigated traffic impacts at 47 of 218 locations, or 22% of the analyzed locations. Therefore, the project at this alternative site would cause significant traffic impacts at a proportionally greater number of locations than the project at the Playa Vista site.

TABLE 7--12
THE VILLAGE AT PLAYA VISTA PROJECT
SUMMARY OF LEVEL OF SERVICE - ALTERNATIVE SITE ANALYSIS
CAL COMPACT SITE, CARSON

STREET	FROM	TO	AM PEAK HOUR					PM PEAK HOUR									
			Existing 2003 V/C	Existing 2003 LOS	Future Base V/C	Future Base LOS	Future + Proposed Project V/C Change	Future + Proposed Project IMPACT	Existing 2003 V/C	Existing 2003 LOS	Future Base V/C	Future Base LOS	Future + Proposed Project V/C Change	Future + Proposed Project IMPACT			
Figueras St	I-405 SB Ramp	Del Amo Blvd	NB 0.524 SB 0.449	A A	0.448 0.470	A A	0.458 0.475	A A	0.009 0.005	N N	0.255 0.772	A C	0.399 0.698	A B	0.408 0.708	A C	N N
Figueras St	Torrance Blvd	Carson St	NB 0.433 SB 0.131	A A	0.742 0.211	C A	0.745 0.215	C A	0.003 0.005	N N	0.275 0.232	A A	0.485 0.680	A B	0.471 0.686	A B	N N
Figueras St	Carson St	220 St Ramps	NB 0.511 SB 0.127	A A	0.480 0.158	A A	0.482 0.163	A A	0.003 0.005	N N	0.403 0.190	A A	0.438 0.321	A A	0.443 0.326	A A	N N
Main St	I-405 SB Ramp	Del Amo Blvd	NB 0.487 SB 0.404	A A	0.557 0.498	A A	0.571 0.505	A A	0.014 0.003	N N	0.455 0.498	A A	0.614 0.574	B A	0.627 0.591	B A	N N
Main St	Del Amo Blvd	Torrance Blvd	NB 0.482 SB 0.328	A A	1.032 0.582	F A	1.042 0.567	F A	0.009 0.005	N N	0.329 0.555	A A	0.798 1.139	C F	0.807 1.150	D F	N Y
Main St	Torrance Blvd	213th St	NB 0.556 SB 0.349	A A	0.945 0.456	E A	1.032 0.814	F B	0.087 0.159	Y N	0.168 0.639	A B	0.598 1.039	A F	0.792 1.254	C F	Y Y
Main St	213th St	Carson St	NB 0.573 SB 0.427	A A	1.011 0.510	F A	1.070 0.817	F B	0.069 0.107	Y Y	0.466 0.618	A B	0.796 1.184	C F	0.826 1.286	E F	Y Y
Avalon Bl	Del Amo Blvd	I-405 NB Ramp	NB 0.402 SB 0.416	A A	0.890 0.554	D A	0.932 0.577	E A	0.042 0.023	N N	0.486 0.516	A A	0.653 1.077	B F	0.704 1.128	C F	Y Y
Avalon Bl	I-405 NB Ramp	Carson St	NB 0.436 SB 0.402	A A	0.581 0.421	A A	0.847 0.457	B A	0.065 0.036	N N	0.598 0.811	A B	0.641 0.823	B D	0.705 0.902	C E	Y Y
Wilmington Ave	223rd St	I-405 Fwy	NB 0.742 SB 1.010	C F	0.896 0.832	E D	0.979 0.853	E D	0.013 0.023	Y Y	0.787 1.083	C F	0.759 1.325	C F	0.787 1.348	C F	N Y
Wilmington Ave	I-405 Fwy	Carson St	NB 0.598 SB 0.464	A A	1.035 0.658	F B	1.347 0.582	F B	0.013 0.023	Y N	0.482 0.634	A B	0.674 1.167	B F	0.643 1.190	B F	N Y
Wilmington Ave	Carson St	213th St	NB 0.911 SB 0.519	E A	1.288 0.521	F A	1.288 0.540	F A	0.010 0.019	Y N	0.628 0.868	B D	0.651 1.333	B F	0.674 1.351	B F	N Y
Wilmington Ave	213th St	Del Amo Bl	NB 0.672 SB 0.458	B A	1.128 0.665	F B	1.146 0.676	F B	0.019 0.010	Y N	0.593 0.874	A B	0.838 1.188	D F	0.856 1.272	D F	N Y
Carson St	Vera St	I-405 Ramps	EB 0.520 WB 0.388	A A	0.471 0.340	A A	0.527 0.370	A A	0.056 0.031	N N	0.579 0.478	A A	0.505 0.488	A A	0.590 0.596	A A	N N
Carson St	I-405 Ramps	Avalon Bl	EB 0.774 WB 0.705	C C	0.723 0.700	C B	0.779 0.731	C C	0.056 0.031	Y N	0.902 0.952	E B	0.942 0.783	E C	0.997 0.851	E C	Y Y
Carson St	Avalon Bl	Main St	EB 0.529 WB 0.642	A B	0.862 1.073	D F	0.974 1.135	E F	0.112 0.052	Y Y	0.827 0.849	D B	1.507 1.246	F F	1.617 1.382	F F	Y Y
Carson St	Main St	Figueras St	EB 0.515 WB 0.580	A A	1.186 0.879	F D	1.201 0.907	F E	0.075 0.028	Y Y	0.851 0.626	D B	1.521 1.255	F F	1.556 1.282	F F	Y Y
Carson St	Figueras St	110 Ramp	EB 1.215 WB 0.932	F E	1.268 0.972	F E	1.283 1.000	F E	0.075 0.028	Y Y	1.374 0.643	F B	1.433 0.670	F B	1.467 0.698	F B	Y N
Carson St	110 Ramp	Vermont Ave	EB 0.987 WB 1.240	E F	1.029 1.293	F F	1.045 1.321	F F	0.015 0.028	Y Y	1.211 1.089	F F	1.263 1.135	F F	1.297 1.162	F F	Y Y
Del Amo B	Central Ave	Avalon Bl	EB 0.308 WB 0.454	A A	0.833 0.711	D C	0.857 0.724	D C	0.023 0.013	Y N	0.463 0.496	A A	0.615 0.949	B E	0.538 0.978	B E	N Y

VIII. PARKING

This chapter provides the parking analysis for the Village at Playa Vista Project. The parking requirement per Code (Specific Plan) is determined. The Proposed Project demand projections are next developed using shared parking principles. Project Parking equivalencies for three scenarios are estimated and comparisons to parking supply provisions are provided. A brief summary of parking analysis and impacts is presented

Vehicular parking will be provided as part of the Village at Playa Vista project to serve the Proposed Project's parking needs. Project objectives relating to parking include the following:

- Provide sufficient parking on-site to meet demands generated by the proposed development.
- Support trip and emission reduction goals by providing preferred parking for carpools/vanpools, bicycle racks/showers, electric-vehicle charging hook-ups, and loading/unloading areas for vans and shuttles at the non-residential components of the project (i.e., office, retail, and community-serving uses).

Parking would be provided throughout the project to serve uses as they are constructed. The exact amount and location of parking to be constructed would be provided in response to the actual size and mix of uses constructed.

This analysis focuses on evaluation of parking requirements and demands for the project as proposed. The Proposed Project would provide 2,600 multifamily housing units, 175,000 square feet of commercial office, 150,000 square feet of retail space, and 40,000 square feet of community-serving uses. An analysis of parking requirements and demands for three different project equivalency scenarios is presented later in the document.

PARKING CODE REQUIREMENTS FOR PROPOSED PROJECT

Methodology and Assumptions

Code parking requirements for the Proposed Project land uses were calculated by applying appropriate requirements from the *Playa Vista Area D Specific Plan*.¹ Section 9 of the *Playa Vista Area D Specific Plan* sets forth parking space requirements for dwelling units, office and other commercial uses, industrial buildings, and mixed-use developments that supersede those in the Los Angeles *Municipal Code*² for projects within the Specific Plan area. Municipal Code parking requirements apply to all other uses not specified in the Specific Plan, however.

Table 8-1 presents the analysis of code parking requirements for the Proposed Project. Key assumptions in this analysis include the following:

- The precise mix of the types of residential units to be provided in the project has not yet been determined. Therefore, an estimated distribution of housing units was developed for this analysis for planning purposes only. The actual distribution of housing units (i.e., the number of studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom units) that will ultimately be constructed may vary from that used in this analysis. To the extent that it does, the parking requirements would vary accordingly.
- The precise mix of the retail uses to be provided in the project has not yet been determined. Therefore, an estimated allocation of retail space between retail and restaurant uses was developed for this analysis for planning purposes only. The actual allocation of retail space that will ultimately be constructed may vary from that used in this analysis. To the extent that it does, the mixed-use parking requirements would vary accordingly.
- The Specific Plan requirement for office and other commercial uses was applied to each of the proposed non-residential uses.

Code Requirements

As indicated in Table 8-1, the estimated code requirement for the proposed residential components of the Proposed Project is 5,424 spaces, assuming the distribution of unit sizes as shown in the table.

¹ City of Los Angeles, *Playa Vista Area D Specific Plan, Ordinance No. 160,523 effective December 26, 1985, Amended by Ordinance No. 170,785 effective January 13, 1996, Amended by Ordinance No. 173,445.*

² City of Los Angeles, *Los Angeles Municipal Code, Section 12.21 A 4, July 2000 edition, revised June 13, 2001.*

TABLE 8-1
THE VILLAGE AT PLAYA VISTA
PARKING CODE AND DEMAND ANALYSIS

Land Use	Size	Specific Plan Requirement		Demand Analysis			
		Parking Ratio [a]	Parking Spaces	Peak Demand Ratio [b]		Non-Auto Discount [c]	Individual Use Peak Demand
				Weekday	Saturday		Weekday Saturday
Residential Components							
Studio & 1-Bedroom Units [d]	853 d.u.	1.5 spaces / 1 d.u.	1,280	1.43 spaces / 1 d.u. [f]	1 d.u. [f]	0%	1,220
2- or More Bedroom Units [d]	1,747 d.u.	2 spaces / 1 d.u.	3,494	1.43 spaces / 1 d.u. [f]	1 d.u. [f]	0%	2,498
Visitor & Guest Parking		1 space / 4 d.u.	650				inc.
Residential Subtotal	2,600 d.u.		5,424				3,718
Total: Residential Uses			5,424				3,718
Non-Residential Components							
Office	175,000 s.f.	2.5 spaces / 1,000 s.f.	438	3.0 spaces / 1,000 s.f.	0.5 spaces / 1,000 s.f.	10%	473
Retail [e]	120,000 s.f.	2.5 spaces / 1,000 s.f.	300	3.8 spaces / 1,000 s.f.	4.0 spaces / 1,000 s.f.	70%	137
Restaurant [e]	30,000 s.f.	2.5 spaces / 1,000 s.f.	75	20.0 spaces / 1,000 s.f.	20.0 spaces / 1,000 s.f.	70%	180
Community-Serving Uses	40,000 s.f.	2.5 spaces / 1,000 s.f.	100	5.0 spaces / 1,000 s.f.	5.0 spaces / 1,000 s.f.	70%	60
Non-Residential Subtotal by Individual Use			913				850
Non-Residential Subtotal With Mixed-Use Shared Parking			762	Peak Demand [h]			751
Project Totals							
Total - All Uses			6,337				4,568
Total - All Uses With Shared Parking			6,186				4,469

Notes:

- Source: City of Los Angeles, *Playa Vista Area D Specific Plan*, Ordinance Nos. 160,523, 170,785 and 173,445, effective 1/13/96.
- Sources (except as noted): Urban Land Institute, *Shared Parking*, 1983; Urban Land Institute, *Parking Requirements for Shopping Centers*, Second Edition, 1999.
- Discount to reflect the urban mixed-use nature of the Proposed Project and anticipated use of non-automotive modes (e.g., use of walk, bicycle or internal Playa Vista shuttle for internal trips between uses within the Proposed Project and the adjacent Playa Vista Phase 1 and use of transit to/from the office component).
- The distribution of housing units shown in this table is an estimate that has been developed for planning purposes only. The actual distribution of housing units (i.e., number of studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom units in each area) that will be constructed may vary from that shown in this table.
Less than 3 habitable rooms defined as studios and 1-bedroom units. 3 habitable rooms defined as 2-bedroom units. More than 3 habitable rooms defined as 2-bedroom+den units.
- The allocation of retail space between retail and restaurant uses shown in this table is an estimate that has been developed for planning purposes only. The actual allocation of retail space that will be constructed may vary from that shown in this table.
- Source: Kaku Associates, *Residential Parking Demand Study*, Southern California Coastal Zone, June 2001. 1.43 spaces per d.u. is maximum observed demand ratio of 10 sites surveyed.
- From Table 3.
- From Table 4.

As indicated in Table 8-1, the estimated code requirement for the proposed non-residential components of the Proposed Project is 913 spaces, when considered on an individual-use basis before adjustment for mixed-use.

For mixed-use developments, however, the *Playa Vista Area D Specific Plan* specifically provides for an adjustment to the required parking whereby time-of-day factors specified in the Specific Plan for three critical peak periods (10 AM, 12 noon, and 7 PM) are applied to the parking requirement as determined for each individual use within the mixed-use development. Table 8-2 lists the time-of-day factors specified in the Specific Plan, while Table 8-3 presents the estimated mixed-use parking requirement for each of the three time periods. As can be seen, the overall peak parking requirement for the non-residential uses using the methodology specified in the Specific Plan is estimated at 762 spaces.

The total code requirement for the Proposed Project, including residential and non-residential components, is estimated at 6,186 spaces after consideration of shared use.

PARKING DEMAND PROJECTIONS FOR PROPOSED PROJECT

Methodology and Assumptions

Parking demand estimates were developed for the Proposed Project separately from the code requirements. These estimates are also presented in Table 8-1. Key assumptions in the parking demand analysis include the following:

- The peak parking demand ratio used for multifamily residential units was obtained from utilization surveys recently conducted at ten multifamily residential developments in the Southern California coastal zone.³ The surveys found a peak demand range of between 0.66 and 1.43 parking spaces per dwelling unit, with the lower values tending to correlate to developments with a higher percentage of smaller units. Since the Proposed Project would provide a mixture of unit sizes, the highest observed value of 1.43 spaces per unit was used in this analysis.

³ *Kaku Associates, Residential Parking Demand Study, Southern California Coastal Zone, June 2001. Eleven apartment and condominium complexes were evaluated in the study, with occupancy surveys completed at ten of the eleven sites.*

TABLE 8--2
PLAYA VISTA AREA D SPECIFIC PLAN
MIXED-USE DEVELOPMENT TIME-OF-DAY FACTORS

TIME	Office	Retail	Restaurant	Church/ Auditorium, etc.
10 a.m.	100%	50%	20%	10%
12 noon	92%	100%	65%	10%
7 p.m.	5%	80%	100%	20%

Source: City of Los Angeles, *Playa Vista Area D Specific Plan*, Ordinance Nos. 160,523, 170,785 and 173,445, effective 1/13/96.

TABLE 8--3
DETERMINATION OF NON-RESIDENTIAL PEAK PARKING REQUIREMENT
USING AREA D SPECIFIC PLAN MIXED-USE DEVELOPMENT FACTORS

<i>Proposed Project</i>					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
10 a.m.	438	150	15	10	613
12 noon	403	300	49	10	762 *
7 p.m.	22	240	75	20	357

Note:

* Denotes peak shared parking requirement.

- The precise mix of the retail uses to be provided in the Proposed Project has not yet been determined. Therefore, an estimated allocation of retail space between retail and restaurant uses was developed for this analysis for planning purposes only. The actual allocation of retail space that will ultimately be constructed may vary from that used in this analysis. To the extent that it does, the parking demands would vary accordingly.
- Parking needs for the office component of the Proposed Project would be reduced 10% as a result of commuter trip reductions related to transit measures being implemented in and around the project area.
- Reflective of the urban mixed-use nature of the Proposed Project, parking needs for the retail and restaurant components of the Proposed Project would be reduced 70% due to the anticipated use of non-automobile modes. For example, patrons from the office component could walk to the retail and restaurant uses. Patrons from the residential components of the Proposed Project and from the residential components of Playa Vista First Phase already under construction could walk, bicycle, or ride the internal Playa Vista shuttle bus system.
- Parking needs for the community-serving uses would also be reduced 70% due to anticipated use of the center by Playa Vista residents who would be able to utilize non-automobile modes (walk, bicycle, internal shuttle) to access the community-serving uses.

Demand Projections

As shown in Table 8-1, the peak parking demand for the 2,600 proposed multifamily residential units is estimated at 3,718 spaces, about 31% less than the estimated city code requirement of 5,424 spaces.

As shown in Table 8-1, the peak parking demand for the proposed non-residential components of the Proposed Project is estimated at a total of 850 spaces on weekdays and 463 spaces on Saturdays if each of the non-residential uses is viewed independently.

The different uses, however, would have different characteristics in terms of the times of day when their respective parking demands would be expected to peak. For example, office uses tend to peak in the late morning hours, while retail uses peak in the mid-afternoon and restaurants peak in the evening. As such, the uses would be able to share the parking supply. Table 8-4 presents the estimated parking demand by hour between 6 AM and 12 midnight for each of the non-residential uses, while Table 8-5 shows the time-of-day factors used in this

TABLE 8--4

**SHARED PARKING DEMAND ESTIMATION - PARKING ACCUMULATION SUMMARY
THE VILLAGE AT PLAYA VISTA NON-RESIDENTIAL COMPONENTS (SCENARIO A)**

WEEKDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	14	0	0	0	14
7 a.m.	95	11	4	0	110
8 a.m.	298	25	9	0	332
9 a.m.	440	58	18	0	516
10 a.m.	473	93	36	0	602
11 a.m.	473	119	54	24	670
12 noon	426	133	90	42	691
1 p.m.	426	137	126	42	731
2 p.m.	459	133	108	51	751 *
3 p.m.	440	130	108	48	726
4 p.m.	364	119	90	30	603
5 p.m.	222	108	126	21	477
6 p.m.	109	112	162	21	404
7 p.m.	33	122	180	60	395
8 p.m.	33	119	180	60	392
9 p.m.	14	84	180	48	326
10 p.m.	14	44	162	30	250
11 p.m.	0	18	126	15	159
12 mid.	0	0	90	0	90

SATURDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	0	0	0	0	0
7 a.m.	16	7	4	0	27
8 a.m.	47	14	5	0	66
9 a.m.	63	43	11	0	117
10 a.m.	63	65	14	0	142
11 a.m.	79	108	18	24	229
12 noon	79	122	54	42	297
1 p.m.	63	137	81	42	323
2 p.m.	47	144	81	51	323
3 p.m.	32	144	81	48	305
4 p.m.	32	130	81	30	273
5 p.m.	16	108	108	21	253
6 p.m.	16	94	162	21	293
7 p.m.	16	86	180	60	342 *
8 p.m.	16	79	180	60	335
9 p.m.	0	58	180	48	286
10 p.m.	0	58	171	30	259
11 p.m.	0	14	153	15	182
12 mid.	0	0	126	0	126

Note:

* Denotes peak shared parking demand.

TABLE 8--5
SHARED PARKING ESTIMATION - HOURLY VARIATION TABLE OF PARKING DEMANDS

TIME	Office [a]		Retail [a]		Restaurant [a]		Community-Serving Uses [b]	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
6 a.m.	3%	0%	0%	0%	0%	0%	0%	0%
7 a.m.	20%	20%	8%	5%	2%	2%	0%	0%
8 a.m.	63%	60%	18%	10%	5%	3%	0%	0%
9 a.m.	93%	80%	42%	30%	10%	6%	0%	0%
10 a.m.	100%	80%	68%	45%	20%	8%	0%	0%
11 a.m.	100%	100%	87%	75%	30%	10%	40%	40%
12 noon	90%	100%	97%	85%	50%	30%	70%	70%
1 p.m.	90%	80%	100%	95%	70%	45%	70%	70%
2 p.m.	97%	60%	97%	100%	60%	45%	85%	85%
3 p.m.	93%	40%	95%	100%	60%	45%	80%	80%
4 p.m.	77%	40%	87%	90%	50%	45%	50%	50%
5 p.m.	47%	20%	79%	75%	70%	60%	35%	35%
6 p.m.	23%	20%	82%	65%	90%	90%	35%	35%
7 p.m.	7%	20%	89%	60%	100%	100%	100%	100%
8 p.m.	7%	20%	87%	55%	100%	100%	100%	100%
9 p.m.	3%	0%	61%	40%	100%	100%	80%	80%
10 p.m.	3%	0%	32%	40%	90%	95%	50%	50%
11 p.m.	0%	0%	13%	10%	70%	85%	25%	25%
12 mid.	0%	0%	0%	0%	50%	70%	0%	0%

Sources:

a. Urban Land Institute, *Shared Parking*.

b. Assumed.

analysis. As can be seen, with consideration of shared use, the peak parking demand for the non-residential uses is estimated at 751 spaces on weekdays (occurring at 2 PM) and 342 spaces on Saturdays (occurring at 7 PM). Figures 8-1 and 8-2 respectively illustrate the estimated weekday and Saturday non-residential shared parking demands by time of day.

The total peak parking demand for the Proposed Project, including residential and non-residential components, is estimated at 4,469 spaces on weekdays and 4,060 spaces on Saturdays after consideration of shared use. For both residential and non-residential uses, the demand for parking is projected to be less than the amount of parking that would be required by direct application of the Specific Plan code requirements.

Based on the above calculations, it may be concluded that the provisions of the Specific Plan would require sufficient parking to meet the anticipated demand. Therefore, the number of parking spaces required to accommodate Project activities would not exceed the number of parking spaces provided, and impact on parking would be less than significant.

PARKING ANALYSIS FOR PROJECT EQUIVALENCY SCENARIOS

Parking code and demand analyses were also conducted for three project equivalency scenarios, as follows:

<u>Land Use</u>	Equivalency Scenario: <u>Retail</u>	Equivalency Scenario: <u>Assisted Living</u>	Equivalency Scenario: <u>Retail/Assisted Living</u>
Residential	2,600 units	2,600 units	2,600 units
Assisted Living	0 units/rooms	200 units/rooms	200 units/rooms
Office	50,000 s.f.	150,900 s.f.	50,000 s.f.
Retail	206,832 s.f.	150,000 s.f.	195,877 s.f.
Community Serving	40,000 s.f.	40,000 s.f.	40,000 s.f.

The parking code and demand analyses for the equivalency scenarios were conducted using the same methodologies as those described previously for the Proposed Project. Tables 8-6a, 8-6b, and 8-6c present the estimated code requirements and peak parking demands for the

FIGURE 8--1
WEEKDAY SHARED PARKING DEMAND
THE VILLAGE AT PLAYA VISTA NON-RESIDENTIAL COMPONENTS

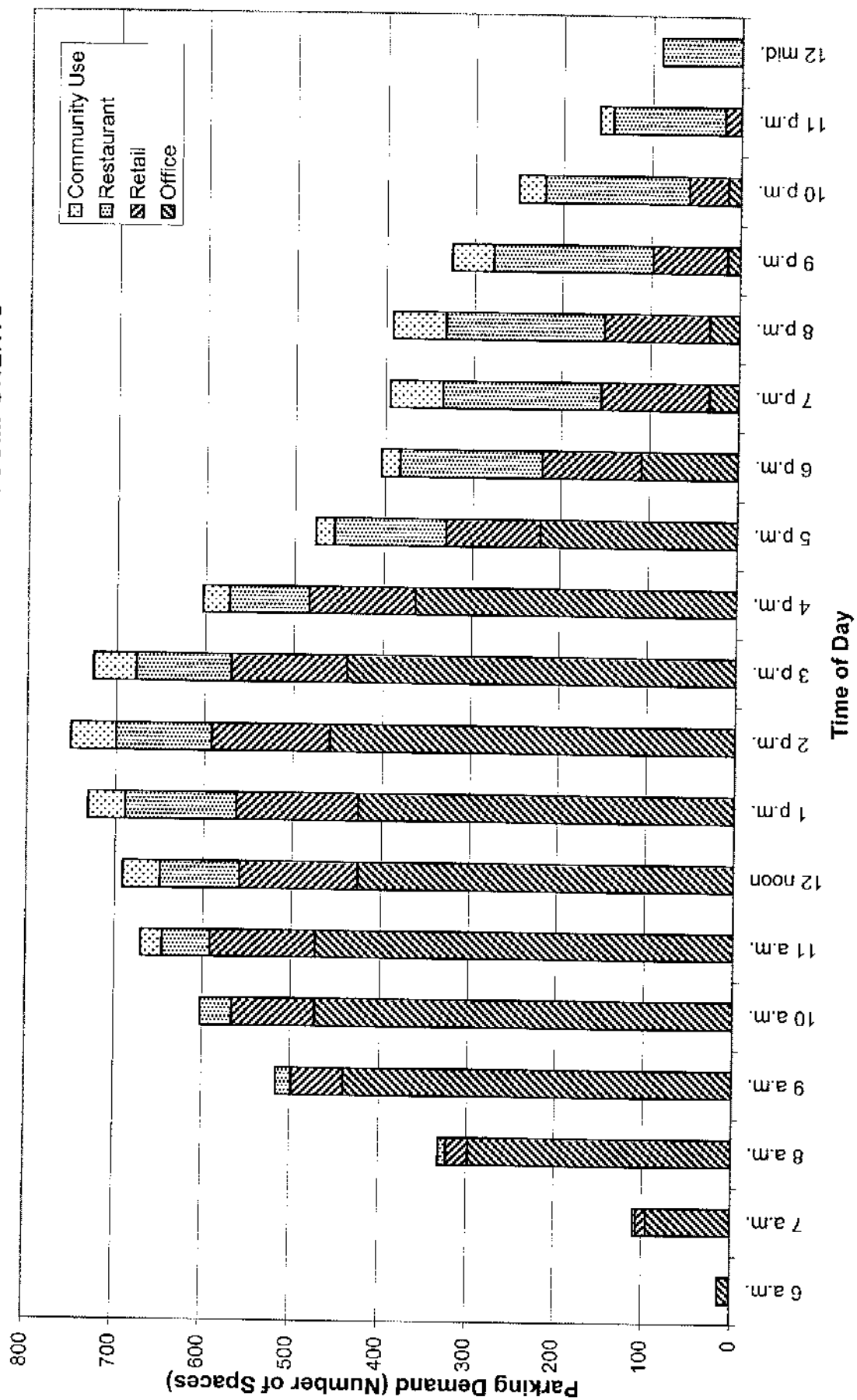


FIGURE 8--2
 SATURDAY SHARED PARKING DEMAND
 THE VILLAGE AT PLAYA VISTA NON-RESIDENTIAL COMPONENTS

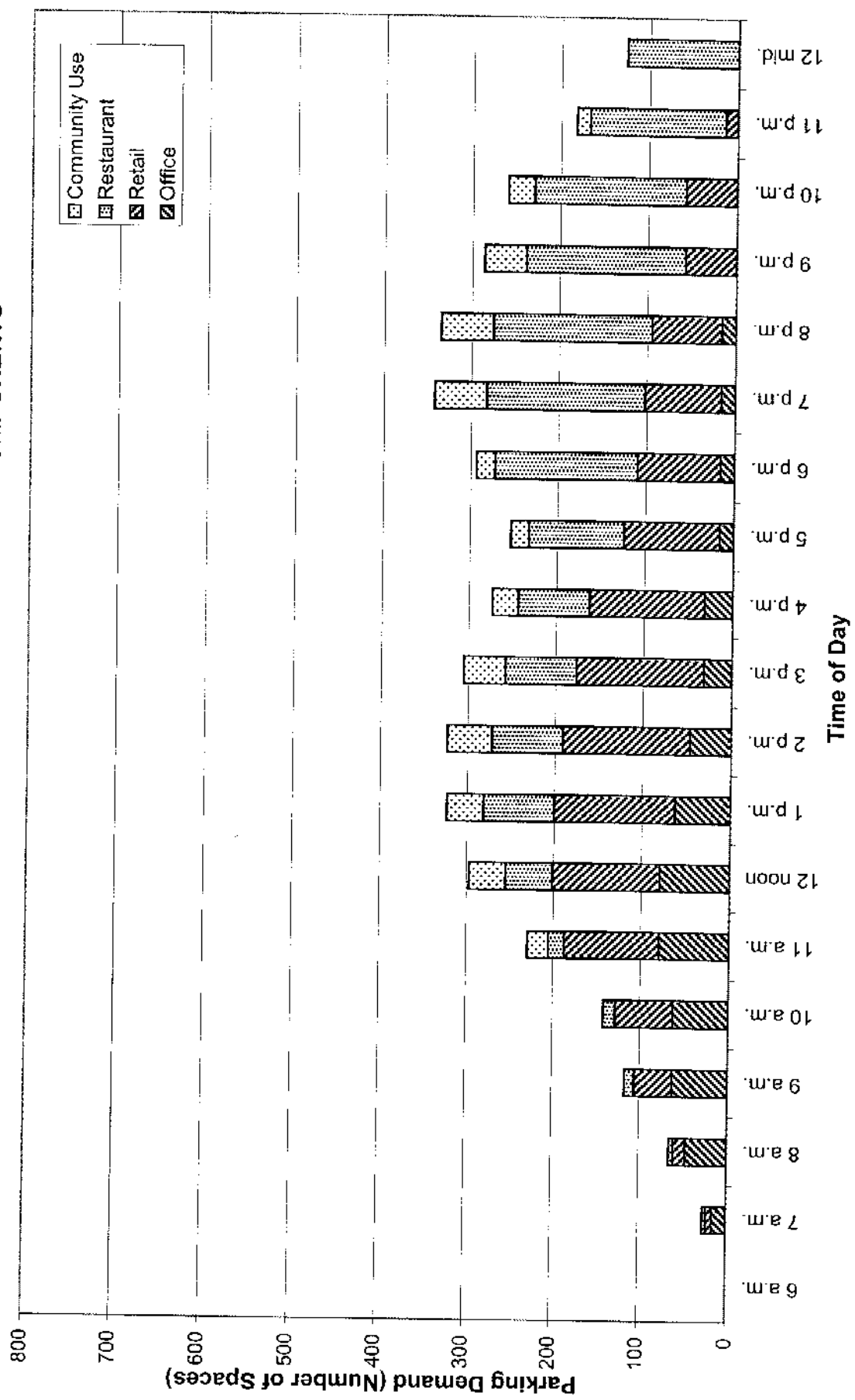


TABLE 8--6a
PARKING CODE AND DEMAND ANALYSIS
THE VILLAGE AT PLAYA VISTA - EQUIVALENCY SCENARIO: RETAIL

Land Use	Size	Specific Plan Requirement		Demand Analysis		
		Parking Ratio [a]	Parking Spaces	Peak Demand Ratio [b]		Non-Auto Discount: [c]
				Weekday	Saturday	
Residential Components						
Studio & 1-Bedroom Units [d]	863 d.u.	1.5 spaces /	1 d.u.	1.43 spaces /	1 d.u. [f]	1,220
2- or More Bedroom Units [d]	1,747 d.u.	2 spaces /	1 d.u.	1.43 spaces /	1 d.u. [f]	2,498
Visitor & Guest Parking		1 space /	4 d.u.			inc.
Residential Subtotal	2,600 d.u.		5,424			3,718
Total: Residential Uses			5,424			3,718
Non-Residential Components						
Office	50,000 s.f.	2.5 spaces / 1,000 s.f.	125	3.0 spaces / 1,000 s.f.	0.5 spaces / 1,000 s.f.	135
Retail [e]	165,466 s.f.	2.5 spaces / 1,000 s.f.	414	3.8 spaces / 1,000 s.f.	4.0 spaces / 1,000 s.f.	189
Restaurant [e]	41,366 s.f.	2.5 spaces / 1,000 s.f.	103	20.0 spaces / 1,000 s.f.	20.0 spaces / 1,000 s.f.	248
Community-Serving Uses	40,000 s.f.	2.5 spaces / 1,000 s.f.	100	5.0 spaces / 1,000 s.f.	5.0 spaces / 1,000 s.f.	60
Non-Residential Total by Individual Use			742			632
Non-Residential Total With Mixed-Use Shared Parking		Peak Requirement [g]	606	Peak Demand [h]		527
Project Totals						
Total - All Uses			6,166			4,350
Total - All Uses With Shared Parking			6,030			4,245
						4,150

Notes:

- Source: City of Los Angeles, *Playa Vista Area D Specific Plan*, Ordinance Nos. 160,523, 170,765 and 173,445, effective 1/13/96.
- Source (except as noted): Urban Land Institute, *Shared Parking*, 1983; Urban Land Institute, *Parking Requirements for Shopping Centers*, Second Edition, 1999.
- Discount to reflect the urban mixed-use nature of the Proposed Project and anticipated use of non-automotive modes (e.g., use of walk, bicycle or internal Playa Vista shuttle for internal trips between uses within the Proposed Project and the adjacent Playa Vista Phase 1 and use of transit to/from the office component).
- The distribution of housing units shown in this table is an estimate that has been developed for planning purposes only. The actual distribution of housing units (i.e., number of studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom units in each area) that will be constructed may vary from that shown in this table.
- Less than 3 habitable rooms defined as studios and 1-bedroom units. 3 habitable rooms defined as 2-bedroom units. More than 3 habitable rooms defined as 2-bedroom+den units.
- The allocation of retail space between retail and restaurant uses shown in this table is an estimate that has been developed for planning purposes only. The actual allocation of retail space that will be constructed may vary from that shown in this table.
- Source: Kaku Associates, *Residential Parking Demand Study*, Southern California Coastal Zone, June 2001. 1.43 spaces per d.u. is maximum observed demand ratio of 10 sites surveyed.
- From Table 8.
- From Table 9a.

TABLE 8-6b
PARKING CODE AND DEMAND ANALYSIS
THE VILLAGE AT PLAYA VISTA - EQUIVALENCY SCENARIO: ASSISTED LIVING

Land Use	Size	Specific Plan Requirement		Demand Analysis			
		Parking Ratio [a]	Parking Spaces	Peak Demand Ratio [b]		Non-Auto Discount [c]	Individual Use Peak Demand
				Weekday	Saturday		Weekday Saturday
Residential Components							
Studio & 1-Bedroom Units [d]	853 d.u.	1.5 spaces / 1 d.u.	1,280	1.43 spaces / 1 d.u. [f]	1 d.u. [f]	0%	1,220
2- or More Bedroom Units [d]	1,747 d.u.	2 spaces / 1 d.u.	3,494	1.43 spaces / 1 d.u. [f]	1 d.u. [f]	0%	2,498
Visitor & Guest Parking		1 space / 4 d.u.	650				inc.
Residential Subtotal	2,600 d.u.		5,424				3,718 3,718
Assisted Living Housing	200 beds	0.2 spaces / 1 bed [g]	40	0.3 spaces / 1 unit [h]	1 unit [h]	0%	60 60
Total: Residential Uses			5,464				3,778 3,778
Non-Residential Components							
Office	150,900 s.f.	2.5 spaces / 1,000 s.f.	377	3.0 spaces / 1,000 s.f.	0.5 spaces / 1,000 s.f.	10%	407 68
Retail [e]	120,000 s.f.	2.5 spaces / 1,000 s.f.	300	3.8 spaces / 1,000 s.f.	4.0 spaces / 1,000 s.f.	70%	137 144
Restaurant [e]	30,000 s.f.	2.5 spaces / 1,000 s.f.	75	20.0 spaces / 1,000 s.f.	20.0 spaces / 1,000 s.f.	70%	180 180
Community-Serving Uses	40,000 s.f.	2.5 spaces / 1,000 s.f.	100	5.0 spaces / 1,000 s.f.	5.0 spaces / 1,000 s.f.	70%	50 60
Non-Residential Total by Individual Use			852				784 452
Non-Residential Total With Mixed-Use Shared Parking		Peak Requirement [i]	706	Peak Demand [j]			687 340
Project Totals							
Total - All Uses			6,316				4,562 4,230
Total - All Uses With Shared Parking			6,170				4,465 4,118

Notes:

- Source: City of Los Angeles, *Playa Vista Area D Specific Plan*, Ordinance Nos. 160,523, 170,785 and 173,445, effective 1/13/96.
- Sources (except as noted): Urban Land Institute, *Shared Parking*, 1983; Urban Land Institute, *Parking Requirements for Shopping Centers*, Second Edition, 1999.
- Discount to reflect the urban mixed-use nature of the Proposed Project and anticipated use of non-automotive modes (e.g., use of walk, bicycle or internal Playa Vista shuttle for internal trips between uses within the Proposed Project and the adjacent Playa Vista Phase 1 and use of transit to/from the office component).
- The distribution of housing units shown in this table is an estimate that has been developed for planning purposes only. The actual distribution of housing units (i.e., number of studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom units in each area) that will be constructed may vary from that shown in this table.
 Less than 3 habitable rooms defined as studios and 1-bedroom units. 3 habitable rooms defined as 2-bedroom units. More than 3 habitable rooms defined as 2-bedroom+der units.
- The allocation of retail space between retail and restaurant uses shown in this table is an estimate that has been developed for planning purposes only. The actual allocation of retail space that will be constructed may vary from that shown in this table.
- Source: Kaku Associates, *Residential Parking Demand Study*, Southern California Coastal Zone, June 2001. 1.43 spaces per d.u. is maximum observed demand ratio of 10 sites surveyed.
- Source: City of Los Angeles, *Los Angeles Municipal Code*, Section 12.21 A 4, July 2000 edition, revised 6/13/01. Used code requirement for convalescent home.
- Unpublished research.
- From Table 8.
- From Table 9b.

TABLE 8-6c
PARKING CODE AND DEMAND ANALYSIS
THE VILLAGE AT PLAYA VISTA - EQUIVALENCY SCENARIO: RETAIL/ASSISTED LIVING

Land Use	Size	Specific Plan Requirement		Demand Analysis			
		Parking Ratio [a]	Parking Spaces	Peak Demand Ratio [b]		Non-Auto Discount [c]	Individual Use Peak Demand
				Weekday	Saturday		Weekday Saturday
Residential Components							
Studio & 1-Bedroom Units [d]	853 d.u.	1.5 spaces / 1 d.u.	1,280	1 d.u. [f]	1 d.u. [f]		1,220
2- or More Bedroom Units [d]	1,747 d.u.	2 spaces / 1 d.u.	3,494	1 d.u. [f]	1 d.u. [f]		2,498
Visitor & Guest Parking		1 space / 4 d.u.	650				inc.
Residential Subtotal	2,600 d.u.		5,424				3,718
Assisted Living Housing	200 beds		40				60
Total: Residential Uses			5,464				3,778
Non-Residential Components							
Office	50,000 s.f.	2.5 spaces / 1,000 s.f.	125	3.0 spaces / 1,000 s.f.	0.5 spaces / 1,000 s.f.	10%	135
Retail [e]	156,702 s.f.	2.5 spaces / 1,000 s.f.	392	3.8 spaces / 1,000 s.f.	4.0 spaces / 1,000 s.f.	70%	179
Restaurant [e]	39,175 s.f.	2.5 spaces / 1,000 s.f.	98	20.0 spaces / 1,000 s.f.	20.0 spaces / 1,000 s.f.	70%	235
Community-Serving Uses	40,000 s.f.	2.5 spaces / 1,000 s.f.	100	5.0 spaces / 1,000 s.f.	5.0 spaces / 1,000 s.f.	70%	60
Non-Residential Total by Individual Use			715				609
Non-Residential Total With Mixed-Use Shared Parking		Peak Requirement [i]	581	Peak Demand [j]			508
Project Totals							
Total - All Uses			6,179				4,387
Total - All Uses With Shared Parking			6,045				4,286
							4,191

Notes:

- Source: City of Los Angeles, *Playa Vista Area D Specific Plan*, Ordinance Nos. 160,523, 170,785 and 173,445, effective 1/13/96.
- Sources (except as noted): Urban Land Institute, *Shared Parking*, 1983; Urban Land Institute, *Parking Requirements for Shopping Centers*, Second Edition, 1999.
- Discount to reflect the urban mixed-use nature of the Proposed Project and anticipated use of non-automotive modes (e.g., use of walk, bicycle or internal Playa Vista shuttle for internal trips between uses within the Proposed Project and the adjacent Playa Vista Phase 1 and use of transit to/from the office component).
- The distribution of housing units shown in this table is an estimate that has been developed for planning purposes only. The actual distribution of housing units (i.e., number of studio, 1-bedroom, 2-bedroom, 3-bedroom, and 4-bedroom units in each area) that will be constructed may vary from that shown in this table. Less than 3 habitable rooms defined as studios and 1-bedroom units. 3 habitable rooms defined as 2-bedroom units. More than 3 habitable rooms defined as 2-bedroom+den units.
- The allocation of retail space between retail and restaurant uses shown in this table is an estimate that has been developed for planning purposes only. The actual allocation of retail space that will be constructed may vary from that shown in this table.
- Source: Kaku Associates, *Residential Parking Demand Study*, Southern California Coastal Zone, June 2001. 1.43 spaces per d.u. is maximum observed demand ratio of 10 sites surveyed.
- Source: City of Los Angeles, *Los Angeles Municipal Code*, Section 12.21 A 4, July 2000 edition, revised 6/13/01. Used code requirement for convalescent home.
- Unpublished research.
- From Table 8.
- From Table 9c.

three equivalency scenarios, respectively, while Tables 8-7, 8-8, 8-9a, 8-9b, and 8-9c present details regarding the mixed-use shared parking analyses.

The following summarizes the results:

	Equivalency Scenario: <u>Retail</u>		Equivalency Scenario: <u>Assisted Living</u>		Equivalency Scenario: <u>Retail/Assisted Living</u>	
	<u>Code Require- ment</u>	<u>Peak Weekday Demand</u>	<u>Code Require- ment</u>	<u>Peak Weekday Demand</u>	<u>Code Require- ment</u>	<u>Peak Weekday Demand</u>
Residential Uses	5,424	3,718	5,464	3,778	5,464	3,778
Non-Residential Uses	742	632	852	784	715	609
<i>By Individual Use</i>	606	527	706	687	581	508
<i>With Shared Parking</i>						
Project Total						
<i>By Individual Use</i>	6,166	4,350	6,316	4,562	6,179	4,387
<i>With Shared Parking</i>	6,030	4,245	6,170	4,465	6,045	4,286

PARKING ANALYSIS SUMMARY AND RECOMMENDATIONS

Key findings and recommendations of the parking analysis are as follows:

- The parking analysis concluded that the *Playa Vista Area D Specific Plan* and the City of Los Angeles *Municipal Code* could require 5,424 parking spaces for the residential components of the Village at Playa Vista project, with the assumed distribution of unit sizes. The peak parking demand for the residential uses, however, is estimated at 3,718 spaces, lower than the code requirements.
- The actual number of spaces to be provided for the residential uses should be determined at such time as the final residential mix (both types and sizes of units) is known.
- The parking analysis concluded that the *Playa Vista Area D Specific Plan* could require approximately 762 parking spaces for the mixed-use non-residential components of the project. The peak parking demand for the non-residential uses is projected at 751 spaces on weekdays and 342 spaces on Saturdays. These estimates could vary, however, depending on the allocation of retail/restaurant space and the make-up of the community-serving uses.

TABLE 8--7
PLAYA VISTA AREA D SPECIFIC PLAN
MIXED-USE DEVELOPMENT TIME-OF-DAY FACTORS

TIME	Office	Retail	Restaurant	Church/ Auditorium, etc.
10 a.m.	100%	50%	20%	10%
12 noon	92%	100%	65%	10%
7 p.m.	5%	80%	100%	20%

Source: City of Los Angeles, *Playa Vista Area D Specific Plan*, Ordinance Nos. 160,523, 170,785 and 173,445, effective 1/13/96.

TABLE 8--8
DETERMINATION OF NON-RESIDENTIAL PEAK PARKING REQUIREMENT
USING AREA D SPECIFIC PLAN MIXED-USE DEVELOPMENT FACTORS

<i>Equivalency Scenario: Retail</i>					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
10 a.m.	125	207	21	10	363
12 noon	115	414	67	10	606 *
7 p.m.	6	331	103	20	460
<i>Equivalency Scenario: Assisted Living</i>					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
10 a.m.	377	150	15	10	552
12 noon	347	300	49	10	706 *
7 p.m.	19	240	75	20	354
<i>Equivalency Scenario: Retail/Assisted Living</i>					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
10 a.m.	125	196	20	10	351
12 noon	115	392	64	10	581 *
7 p.m.	6	314	98	20	438

Note:

* Denotes peak shared parking requirement.

TABLE 8--9a

SHARED PARKING DEMAND ESTIMATION - PARKING ACCUMULATION SUMMARY
THE VILLAGE AT PLAYA VISTA NON-RESIDENTIAL COMPONENTS
EQUIVALENCY SCENARIO: RETAIL

WEEKDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	4	0	0	0	4
7 a.m.	27	15	5	0	47
8 a.m.	85	34	12	0	131
9 a.m.	126	79	25	0	230
10 a.m.	135	129	50	0	314
11 a.m.	135	164	74	24	397
12 noon	122	183	124	42	471
1 p.m.	122	189	174	42	527 *
2 p.m.	131	183	149	51	514
3 p.m.	126	180	149	48	503
4 p.m.	104	164	124	30	422
5 p.m.	63	149	174	21	407
6 p.m.	31	155	223	21	430
7 p.m.	9	168	248	60	485
8 p.m.	9	164	248	60	481
9 p.m.	4	115	248	48	415
10 p.m.	4	60	223	30	317
11 p.m.	0	25	174	15	214
12 mid.	0	0	124	0	124

SATURDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	0	0	0	0	0
7 a.m.	5	10	5	0	20
8 a.m.	14	20	7	0	41
9 a.m.	18	60	15	0	93
10 a.m.	18	90	20	0	128
11 a.m.	23	149	25	24	221
12 noon	23	169	74	42	308
1 p.m.	18	189	112	42	361
2 p.m.	14	199	112	51	376
3 p.m.	9	199	112	48	368
4 p.m.	9	179	112	30	330
5 p.m.	5	149	149	21	324
6 p.m.	5	129	223	21	378
7 p.m.	5	119	248	60	432 *
8 p.m.	5	109	248	60	422
9 p.m.	0	80	248	48	376
10 p.m.	0	80	236	30	346
11 p.m.	0	20	211	15	246
12 mid.	0	0	174	0	174

Note:

* Denotes peak shared parking demand.

TABLE 8--9b

SHARED PARKING DEMAND ESTIMATION - PARKING ACCUMULATION SUMMARY
THE VILLAGE AT PLAYA VISTA NON-RESIDENTIAL COMPONENTS
EQUIVALENCY SCENARIO: ASSISTED LIVING

WEEKDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	12	0	0	0	12
7 a.m.	81	11	4	0	96
8 a.m.	256	25	9	0	290
9 a.m.	379	58	18	0	455
10 a.m.	407	93	36	0	536
11 a.m.	407	119	54	24	604
12 noon	366	133	90	42	631
1 p.m.	366	137	126	42	671
2 p.m.	395	133	108	51	687 *
3 p.m.	379	130	108	48	665
4 p.m.	313	119	90	30	552
5 p.m.	191	108	126	21	446
6 p.m.	94	112	162	21	389
7 p.m.	28	122	180	60	390
8 p.m.	28	119	180	60	387
9 p.m.	12	84	180	48	324
10 p.m.	12	44	162	30	248
11 p.m.	0	18	126	15	159
12 mid.	0	0	90	0	90

SATURDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	0	0	0	0	0
7 a.m.	14	7	4	0	25
8 a.m.	41	14	5	0	60
9 a.m.	54	43	11	0	108
10 a.m.	54	65	14	0	133
11 a.m.	68	108	18	24	218
12 noon	68	122	54	42	286
1 p.m.	54	137	81	42	314
2 p.m.	41	144	81	51	317
3 p.m.	27	144	81	48	300
4 p.m.	27	130	81	30	268
5 p.m.	14	108	108	21	251
6 p.m.	14	94	162	21	291
7 p.m.	14	86	180	60	340 *
8 p.m.	14	79	180	60	333
9 p.m.	0	58	180	48	286
10 p.m.	0	58	171	30	259
11 p.m.	0	14	153	15	182
12 mid.	0	0	126	0	126

Note:

* Denotes peak shared parking demand.

TABLE 8--9c

SHARED PARKING DEMAND ESTIMATION - PARKING ACCUMULATION SUMMARY
THE VILLAGE AT PLAYA VISTA NON-RESIDENTIAL COMPONENTS
EQUIVALENCY SCENARIO: RETAIL/ASSISTED LIVING

WEEKDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	4	0	0	0	4
7 a.m.	27	14	5	0	46
8 a.m.	85	32	12	0	129
9 a.m.	126	75	24	0	225
10 a.m.	135	122	47	0	304
11 a.m.	135	156	71	24	386
12 noon	122	174	118	42	456
1 p.m.	122	179	165	42	508 *
2 p.m.	131	174	141	51	497
3 p.m.	126	170	141	48	485
4 p.m.	104	156	118	30	408
5 p.m.	63	141	165	21	390
6 p.m.	31	147	212	21	411
7 p.m.	9	159	235	60	463
8 p.m.	9	156	235	60	460
9 p.m.	4	109	235	48	396
10 p.m.	4	57	212	30	303
11 p.m.	0	23	165	15	203
12 mid.	0	0	118	0	118

SATURDAY					
TIME	PARKING DEMAND				
	Office	Retail	Restaurant	Community Use	Total
6 a.m.	0	0	0	0	0
7 a.m.	5	9	5	0	19
8 a.m.	14	19	7	0	40
9 a.m.	18	56	14	0	88
10 a.m.	18	85	19	0	122
11 a.m.	23	141	24	24	212
12 noon	23	160	71	42	296
1 p.m.	18	179	106	42	345
2 p.m.	14	188	106	51	359
3 p.m.	9	188	106	48	351
4 p.m.	9	169	106	30	314
5 p.m.	5	141	141	21	308
6 p.m.	5	122	212	21	360
7 p.m.	5	113	235	60	413 *
8 p.m.	5	103	235	60	403
9 p.m.	0	75	235	48	358
10 p.m.	0	75	223	30	328
11 p.m.	0	19	200	15	234
12 mid.	0	0	165	0	165

Note:

* Denotes peak shared parking demand.

- The actual number of spaces to be provided for the non-residential uses should be determined at such time as the final amount of office space, retail/restaurant mix, and community-serving uses is known.
- The provisions of the Specific Plan would require sufficient parking to meet the anticipated demand for the Proposed Project and for each of the three equivalency scenarios. Therefore, the number of parking spaces required to accommodate Project activities would not exceed the number of parking spaces to be provided, and impact on parking would be less than significant.

IX. ALTERNATE BASELINE CONDITIONS ANALYSES

This chapter provides an analysis and evaluation of the proposed project's traffic impacts and effectiveness of the proposed mitigation measures with two different sets of future alternate baseline conditions. These future alternate baseline conditions may be the result of the following sets of conditions:

- LAX Alternative D Project approved for LAX Master Plan
- Delay or removal of Playa Vista Drive Bridge Construction

A discussion of each of these conditions follows.

LAX ALTERNATIVE D BASELINE

The Los Angeles World Airports (LAWA) is in the process of evaluating another Alternative D as part of the LAX Master Plan Development Process. This alternative among other changes to existing operations, calls for the removal of public parking from the Central Terminal Area (CTA), removal of certain existing terminals and replacement of the same with a western terminal, development of a Ground Transportation Center (GTC) to focus all passenger activity at this location, development of an Intermodal Transportation/Transfer Center (ITC), development of remote parking facilities, development of a people mover system to connect the remote parking areas, the ITC, the GTC and the terminals, and spreading and lengthening of the existing runways and taxiways to improve safety.

Specific information regarding Alternative D relative to location, intensity of use and consequently trip-making during the peak hours was obtained from the LAWA consultants. This information consisting of highway network and trip table data for both AM and PM peak hours was incorporated in the Playa Vista Transportation Model. Then, traffic condition simulations both with and without the Proposed Village at Playa Vista Project under these changed future

baseline conditions with LAX Alternative D were performed using the model. Intersection traffic forecasts were then developed and capacity analysis was performed. The significant traffic impacts were identified based on the significance criteria established by the City of Los Angeles. Next, the effectiveness of the mitigation measures proposed in Chapter V to alleviate the significant impacts of the Proposed Project was evaluated and residual impacts of the Proposed Project, if any, under these changed baseline conditions were identified. Finally, additional mitigation measures, if required, to mitigate the Proposed Project's significant impacts under future baseline conditions with LAX Alternative D were identified. The traffic volume forecasts are attached in Appendix 2A and the capacity analysis worksheets are included in Appendix 3F.

Table 9-1 presents the results of the traffic impact analysis for the Proposed Project under changed LAX D Baseline Conditions for AM and PM peak hours. It also presents the effectiveness of the Proposed Project's Mitigation Program (listed and described in Chapter V of this Report) under these changed LAX Alternative D Baseline Conditions. From this table, the following observations can be made:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system without the Proposed Project is projected to be 0.841 and 0.872 during AM and PM peak hours, respectively. This V/C ratio will change to 0.850 and 0.886, during the same peak hours with the Proposed Project.
- Approximately 87 and 105 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, under these changed Baseline (LAX Alternative D) Conditions. This would change to 91 and 106 locations operating at unacceptable LOS E or F with the Proposed Project.
- The Proposed Project's Mitigation Program listed in Chapter V was tested to determine if it would be effective in alleviated the traffic impacts of the Project and improving traffic conditions within the Study Area. It was determined that the traffic conditions with the Proposed Project and its mitigation measures would substantially improve the roadway system's operating performance both in terms of reducing peak hour systemwide average V/C ratios and the number of locations operating at unacceptable levels of service. The Future with Proposed Project and mitigation measures will result in average V/C ratios of 0.839 and 0.874 during AM and PM peak hours, respectively, compared to V/C ratios of 0.841 and 0.872 during the same peak hours for the Future with LAX Alternative D Baseline (without the Proposed Project) conditons. Additionally, conditions with the Proposed Project and mitigation measures would result in 81 and 102 locations operating at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 87 and 105 deficiently operating locations under the 2010 LAX Alterative D Baseline Conditions (without the proposed project). Therefore, relative to 2010

TABLE 9--1

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
CITY OF LOS ANGELES											
111TH ST	AM	0.501	A	0.501	A	0.000	N	0.501	A	0.000	N
	PM	0.763	C	0.763	C	0.000	N	0.763	C	0.000	N
12TH ST	AM	0.365	A	0.431	A	0.066	N	0.431	A	0.066	N
	PM	0.403	A	0.515	A	0.112	N	0.515	A	0.112	N
77TH ST/76TH ST	AM	1.070	F	1.079	F	0.009	N	1.022	F	-0.048	N
	PM	0.973	E	1.015	F	0.043	Y	0.960	E	-0.013	N
80TH ST/79TH ST	AM	0.756	C	0.763	C	0.007	N	0.737	C	-0.019	N
	PM	1.014	F	1.034	F	0.020	Y	1.009	F	-0.005	N
83RD ST	AM	1.414	F	1.443	F	0.029	Y	1.333	F	-0.081	N
	PM	1.013	F	1.074	F	0.061	Y	1.005	F	-0.008	N
83RD ST	AM	0.768	C	0.774	C	0.006	N	0.774	C	0.006	N
	PM	0.837	D	0.855	D	0.018	N	0.855	D	0.018	N
86TH ST/LA TIJERA BL	AM	0.896	D	0.900	D	0.004	N	0.873	D	-0.023	N
	PM	0.854	D	0.867	D	0.013	N	0.839	D	-0.015	N
96TH ST	AM	0.419	A	0.427	A	0.008	N	0.427	A	0.008	N
	PM	0.675	B	0.693	B	0.018	N	0.693	B	0.018	N
ABBOTT KINNEY BL	AM	0.739	C	0.742	C	0.003	N	0.742	C	0.003	N
	PM	0.769	C	0.795	C	0.026	N	0.795	C	0.006	N
AIRPORT BL	AM	0.625	B	0.630	B	0.004	N	0.630	B	0.004	N
	PM	0.667	B	0.685	B	0.018	N	0.685	B	0.018	N
AIRPORT BL	AM	0.708	C	0.710	C	0.002	N	0.710	C	0.002	N
	PM	0.662	B	0.684	B	0.002	N	0.684	B	0.002	N
AIRPORT BL	AM	0.677	B	0.679	B	0.002	N	0.679	B	0.002	N
	PM	0.791	C	0.799	C	0.008	N	0.799	C	0.008	N
AIRPORT BL	AM	0.710	C	0.712	C	0.002	N	0.712	C	0.002	N
	PM	0.831	D	0.843	D	0.012	N	0.843	D	0.012	N
ALLA RD	AM	0.605	B	0.637	B	0.032	N	0.637	B	0.032	N
	PM	0.457	A	0.498	A	0.042	N	0.498	A	0.042	N
ARBOR VITAE ST	AM	0.649	B	0.653	B	0.004	N	0.653	B	0.004	N
	PM	0.857	D	0.862	D	0.005	N	0.862	D	0.005	N
AVIATION BL	AM	0.902	E	0.904	E	0.002	N	0.904	E	0.002	N
	PM	0.997	E	1.002	F	0.005	N	1.002	F	0.005	N
AVIATION BL	AM	0.896	D	0.897	D	0.001	N	0.897	D	0.001	N
	PM	1.021	F	1.022	F	0.001	N	1.022	F	0.001	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS--LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
PLAYA VISTA DR	AM	0.451	A	0.456	A	0.005	N	0.456	A	0.005	N
	PM	0.362	A	0.368	A	0.006	N	0.368	A	N/A	N
BEETHOVEN ST	AM	0.389	A	0.419	A	0.030	N	0.419	A	0.030	N
	PM	0.367	A	0.400	A	0.033	N	0.400	A	0.033	N
SAWTELLE BL	AM	0.672	B	0.685	B	0.006	N	0.685	B	0.006	N
	PM	0.752	C	0.759	C	0.007	N	0.759	C	0.007	N
MAIN ST	AM	0.619	B	0.620	B	0.001	N	0.620	B	0.001	N
	PM	0.861	D	0.863	D	0.002	N	0.863	D	0.002	N
BUNDY DR	AM	1.289	F	1.289	F	0.000	N	1.289	F	0.000	N
	PM	1.155	F	1.155	F	0.000	N	1.155	F	0.000	N
BUNDY DR	AM	1.137	F	1.149	F	0.012	Y	1.119	F	-0.018	N
	PM	1.381	F	1.387	F	0.016	Y	1.367	F	-0.014	N
CENTINELA AV	AM	0.907	E	0.920	E	0.013	Y	0.849	D	-0.058	N
	PM	0.871	D	0.889	D	0.018	N	0.835	D	-0.036	N
CENTINELA AV	AM	0.665	B	0.753	C	0.088	Y	0.735	C	0.070	Y
	PM	0.726	C	0.837	D	0.111	Y	0.818	D	0.092	Y
LA CIENEGA BL	AM	1.197	F	1.209	F	0.012	Y	1.179	F	-0.018	N
	PM	1.259	F	1.268	F	0.009	N	1.236	F	-0.021	N
LA TIJERA BL	AM	1.037	F	1.075	F	0.038	Y	0.899	D	-0.138	N
	PM	0.835	D	0.866	D	0.033	Y	0.754	C	-0.081	N
CENTINELA AV	AM	0.412	A	0.474	A	0.062	N	0.474	A	0.062	N
	PM	0.553	A	0.603	B	0.050	N	0.603	B	0.050	N
CENTINELA AV	AM	0.478	A	0.497	A	0.019	N	0.497	A	0.019	N
	PM	0.477	A	0.496	A	0.019	N	0.496	A	0.019	N
CENTINELA AV	AM	0.434	A	0.453	A	0.019	N	0.453	A	0.019	N
	PM	0.390	A	0.429	A	0.039	N	0.429	A	0.039	N
CENTINELA AV	AM	0.637	B	0.651	B	0.014	N	0.651	B	0.014	N
	PM	0.657	B	0.677	B	0.020	N	0.677	B	0.020	N
BUFF CREEK DR	AM	0.496	A	0.535	A	0.039	N	0.535	A	0.039	N
	PM	0.575	A	0.720	C	0.145	Y	0.692	B	0.117	N
CENTINELA AV	AM	1.225	F	1.246	F	0.021	Y	1.200	F	-0.025	N
	PM	1.349	F	1.369	F	0.020	Y	1.254	F	-0.095	N
SEPULVEDA BL	AM	0.749	C	0.758	C	0.010	N	0.729	C	-0.020	N
	PM	0.969	E	0.978	E	0.010	Y	0.949	E	-0.020	N
CRENSHAW BL	AM	0.795	C	0.797	C	0.002	N	0.797	C	0.002	N
	PM	0.679	D	0.881	D	0.002	N	0.881	D	0.002	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			W/ Mitigation Program	LOS		
CRENSHAW BL @ SLAUSON AV	AM PM	1.053 1.292	F F	1.055 1.295	F F	0.002 0.003	N N	1.055 1.295	F F	0.002 0.003	N N
CRENSHAW BL @ STOCKER ST	AM PM	0.790 0.801	C D	0.796 0.805	C D	0.006 0.004	N N	0.796 0.805	C D	0.006 0.004	N N
INGLEWOOD BL @ CULVER BL	AM PM	0.803 1.011	D F	0.847 1.089	D F	0.044 0.078	Y Y	0.566 0.856	B D	-0.137 -0.155	N N
CULVER BL @ JEFFERSON BL	AM PM	0.907 0.815	E D	0.924 0.836	E D	0.017 0.021	Y Y	0.896 0.808	D D	-0.011 -0.007	N N
CULVER BL @ MARINA EXWY EB RAMP	AM PM	0.767 0.621	C B	0.773 0.625	C B	0.006 0.004	N N	0.773 0.625	C B	0.006 0.004	N N
CULVER BL @ MARINA EXWY WB RAMP	AM PM	1.052 1.027	F F	1.052 1.036	F F	0.000 0.009	N N	1.052 1.036	F F	0.000 0.009	N N
CULVER BL @ NICHOLSON ST	AM PM	1.057 0.769	F C	1.067 0.790	F C	0.010 0.021	Y N	1.041 0.765	F C	-0.016 -0.004	N N
PLAYA VISTA DR @ CULVER BL	AM PM	0.749 0.522	C A	0.750 0.526	C A	0.001 0.004	N N	0.750 0.526	C A	0.001 N/A	N N
CULVER BL @ VENICE BL	AM PM	1.034 1.012	F F	1.038 1.016	F F	0.004 0.004	N N	1.038 1.016	F F	0.004 0.004	N N
CULVER BL @ VISTA DEL MAR	AM PM	0.881 0.587	D A	0.897 0.608	D B	0.016 0.021	N N	0.897 0.608	D B	0.016 0.021	N N
LINCOLN BL RAMP @ CULVER BL (SOUTHEAST)	AM PM	0.520 0.263	A A	0.520 0.263	A A	0.000 0.000	N N	0.520 0.263	A A	0.000 0.000	N N
LA CIENEGA BL @ FAIRFAX AV	AM PM	1.109 0.948	F E	1.117 0.957	F E	0.008 0.009	N N	1.117 0.957	F E	0.008 0.009	N N
FAIRFAX AV @ WASHINGTON BL	AM PM	1.218 0.689	F B	1.225 0.694	F B	0.007 0.005	N N	1.225 0.694	F B	0.007 0.005	N N
FALMOUTH AV @ MANCHESTER AV	AM PM	0.645 0.799	B C	0.654 0.807	B D	0.009 0.008	N N	0.654 0.807	B D	0.009 0.008	N N
GLENCOE AV @ MAXELLA AV	AM PM	0.319 0.567	A A	0.319 0.568	A A	0.000 0.001	N N	0.319 0.568	A A	0.000 0.001	N N
VISTA DEL MAR @ GRAND AV	AM PM	0.809 0.529	D A	0.815 0.536	D A	0.006 0.007	N N	0.815 0.536	D A	0.006 0.007	N N
SEPULVEDA BL @ HOWARD HUGHES PKWY	AM PM	0.883 0.947	D E	0.901 0.893	E E	0.018 0.046	Y Y	0.854 0.948	D E	-0.029 0.001	N N
LINCOLN BL @ HUGHES TER	AM PM	0.546 0.774	B C	0.567 0.816	B D	0.021 0.044	N Y	0.657 0.793	B C	0.011 0.016	N N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
LA BREA AV	AM PM	0.573 0.687	A B		0.574 0.688	A B		0.001 0.001	N N	0.574 0.688	A B		0.001 0.001	N N
LA CIENEGA BL	AM PM	0.801 0.788	D C		0.802 0.789	D C		0.001 0.001	N N	0.802 0.789	D C		0.001 0.001	N N
WASHINGTON BL	AM PM	0.545 0.660	A B		0.560 0.667	A B		0.015 0.007	N N	0.560 0.667	A B		0.015 0.007	N N
LA BREA AV	AM PM	0.656 0.642	B B		0.657 0.642	B B		0.001 0.000	N N	0.657 0.642	B B		0.001 0.000	N N
WASHINGTON BL	AM PM	0.521 0.570	A A		0.526 0.576	A A		0.005 0.006	N N	0.526 0.576	A A		0.005 0.006	N N
SEPULVEDA BL	AM PM	1.179 1.276	F F		1.189 1.300	F F		0.010 0.024	Y Y	1.169 1.270	F F		-0.020 -0.006	N N
I-405 NB RAMPS	AM PM	0.705 1.147	C F		0.719 1.157	C F		0.014 0.010	N Y	0.657 0.923	B E		-0.048 -0.224	N N
I-405 NB RAMPS	AM PM	0.680 0.758	B C		0.680 0.758	B C		0.000 0.000	N N	0.680 0.758	B C		0.000 0.000	N N
I-405 SB RAMPS	AM PM	0.614 0.691	B B		0.614 0.692	B B		0.000 0.001	N N	0.614 0.692	B B		0.000 0.001	N N
LA CIENEGA BL	AM PM	0.946 0.816	E D		0.947 0.819	E D		0.001 0.001	N N	0.947 0.819	E D		0.001 0.001	N N
LA CIENEGA BL	AM PM	0.451 0.385	A A		0.451 0.386	A A		0.000 0.001	N N	0.451 0.386	A A		0.000 0.001	N N
LA CIENEGA BL	AM PM	0.574 0.593	A A		0.575 0.593	A A		0.001 0.003	N N	0.575 0.593	A A		0.001 0.003	N N
LA CIENEGA BL	AM PM	0.489 0.475	A A		0.489 0.476	A A		0.000 0.001	N N	0.489 0.476	A A		0.000 0.001	N N
PERSHING DR	AM PM	1.202 0.672	F B		1.203 0.673	F B		0.001 0.001	N N	1.203 0.673	F B		0.001 0.001	N N
SEPULVEDA BL	AM PM	0.961 1.118	E F		0.965 1.153	E F		0.004 0.035	N Y	0.935 1.123	E F		-0.026 0.005	N N
VISTA DEL MAR	AM PM	1.208 0.463	F A		1.216 0.470	F A		0.008 0.007	N N	1.216 0.470	F A		0.008 0.007	N N
INGLEWOOD BL/CENTINE LA AV	AM PM	0.772 0.835	C D		0.802 0.871	D D		0.030 0.036	Y Y	0.770 0.848	C D		-0.002 0.013	N N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS	F	V/C	LOS	F			V/C	LOS	F		
LA CIENEGA BL	@	JEFFERSON BL	AM	1.312	F	1.320	F	0.008	N	1.320	F	1.320	0.008	N
			PM	1.202	F	1.209	F	0.007	N	1.209	F	1.209	0.007	N
LINCOLN BL	@	JEFFERSON BL	AM	1.047	F	1.055	F	0.018	Y	1.030	F	1.030	-0.017	N
			PM	1.029	F	1.084	F	0.055	Y	1.033	F	1.033	0.004	N
McCONNELL AV	@	JEFFERSON BL	AM	1.80.4	F	0.457	A	N/A	N	0.457	A	0.457	N/A	N
			PM	1.650.7	F	0.379	A	N/A	N	0.379	A	0.379	N/A	N
MESMER AV	@	JEFFERSON BL	AM	0.460	A	0.486	A	0.026	N	0.486	A	0.486	0.026	N
			PM	0.459	A	0.508	A	0.049	N	0.508	A	0.508	0.049	N
JEFFERSON BL	@	NATIONAL BL	AM	0.453	A	0.456	A	0.003	N	0.456	A	0.456	0.003	N
			PM	0.555	A	0.563	A	0.008	N	0.563	A	0.563	0.008	N
PLAYA VISTA DR	@	JEFFERSON BL	AM	0.717	C	0.734	C	0.017	N	0.734	C	0.734	0.017	N
			PM	0.743	C	0.770	C	0.027	N	0.770	C	0.770	0.027	N
JEFFERSON BL	@	RODEO RD	AM	0.814	D	0.825	D	0.011	N	0.825	D	0.825	0.011	N
			PM	0.857	D	0.866	D	0.009	N	0.866	D	0.866	0.009	N
WESTLAWN AV	@	JEFFERSON BL	AM	0.455	A	0.505	A	0.050	N	0.505	A	0.505	0.050	N
			PM	0.469	A	0.570	A	0.101	N	0.570	A	0.570	0.101	N
LA CIENEGA BL	@	LA TIJERA BL	AM	0.893	D	0.899	D	0.006	N	0.899	D	0.899	0.006	N
			PM	0.776	C	0.786	C	0.010	N	0.786	C	0.786	0.010	N
LA CIENEGA BL	@	RODEO RD	AM	1.167	F	1.176	F	0.009	N	1.176	F	1.176	0.009	N
			PM	1.255	F	1.264	F	0.009	N	1.264	F	1.264	0.009	N
LA CIENEGA BL	@	VENICE BL	AM	1.169	F	1.170	F	0.001	N	1.170	F	1.170	0.001	N
			PM	1.061	F	1.062	F	0.001	N	1.062	F	1.062	0.001	N
LINCOLN BL	@	LA TIJERA BL	AM	0.619	D	0.841	D	0.022	Y	0.811	D	0.811	-0.008	N
			PM	0.871	D	0.902	E	0.031	Y	0.872	D	0.872	0.001	N
LA TIJERA BL	@	MANCHESTER AV	AM	0.777	C	0.781	C	0.004	N	0.781	C	0.781	0.004	N
			PM	0.817	D	0.825	D	0.008	N	0.825	D	0.825	0.008	N
LINCOLN BL	@	LOYOLA BL	AM	0.766	C	0.789	C	0.023	N	0.789	C	0.789	0.023	N
			PM	0.678	B	0.713	C	0.034	N	0.713	C	0.713	0.034	N
LINCOLN BL	@	MANCHESTER AV	AM	1.356	F	1.385	F	0.029	Y	1.355	F	1.355	-0.001	N
			PM	1.217	F	1.256	F	0.039	Y	1.226	F	1.226	0.009	N
LINCOLN BL	@	MARINA EXWY	AM	1.038	F	1.054	F	0.016	Y	1.046	F	1.046	0.008	N
			PM	1.064	F	1.080	F	0.016	Y	1.072	F	1.072	0.008	N
LINCOLN BL	@	MAXELLA AV	AM	0.876	D	0.889	D	0.013	N	0.881	D	0.881	0.005	N
			PM	0.944	E	0.956	E	0.012	Y	0.948	E	0.948	0.004	N
LINCOLN BL	@	ROSE AV	AM	0.919	E	0.928	E	0.009	N	0.928	E	0.928	0.009	N
			PM	0.885	D	0.884	D	0.009	N	0.894	D	0.894	0.009	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
SEPULVEDA BL @ LINCOLN BL	AM PM	0.571 0.817	A D	0.581 0.839	A D	0.010 0.022	N Y	0.551 0.809	A D	-0.020 -0.008	N N
LINCOLN BL @ BLUFF CREEK DR (HUGHES WAY)	AM PM	0.795 0.821	C D	0.826 0.866	D D	0.031 0.045	Y Y	0.810 0.833	D D	0.015 0.012	N N
LINCOLN BL @ VENICE BL	AM PM	1.091 1.091	F F	1.104 1.101	F F	0.013 0.010	Y Y	1.091 1.088	F F	0.000 -0.003	N N
LINCOLN BL @ WASHINGTON BL	AM PM	1.168 1.253	F F	1.178 1.274	F F	0.010 0.021	Y Y	1.166 1.262	F F	-0.002 0.009	N N
MAIN ST @ ROSE AV	AM PM	0.505 0.911	A E	0.506 0.913	A E	0.001 0.002	N N	0.505 0.913	A E	0.001 0.002	N N
PERSHING DR @ MANCHESTER AV	AM PM	0.472 0.413	A A	0.473 0.416	A A	0.001 0.003	N N	0.473 0.416	A A	0.001 0.003	N N
SEPULVEDA BL @ MANCHESTER AV	AM PM	0.995 1.209	E F	1.004 1.260	F F	0.009 0.051	N Y	0.947 1.209	E F	-0.048 0.000	N N
MINDANAO WY @ MARINA EXWY EB RAMPS	AM PM	0.808 0.882	D D	0.809 0.889	D D	0.001 0.007	N N	0.809 0.889	D D	0.001 0.007	N N
MINDANAO WY @ MARINA EXWY WB RAMPS	AM PM	0.570 0.630	A B	0.573 0.631	A B	0.003 0.001	N N	0.573 0.631	A B	0.003 0.001	N N
MCCONNELL AV @ BLUFF CREEK DR	AM PM	N/A N/A	- -	0.310 0.465	A A	N/A N/A	N N	0.310 0.465	A A	N/A N/A	N N
MOTOR AV @ VENICE BL	AM PM	0.969 1.014	E F	0.971 1.023	E F	0.002 0.009	N N	0.971 1.023	E F	0.002 0.009	N N
OCEAN AV/VIA MARINA @ WASHINGTON BL	AM PM	1.216 1.303	F F	1.220 1.307	F F	0.004 0.004	N N	1.220 1.307	F F	0.004 0.004	N N
OVERLAND AV @ PALMS BL	AM PM	0.913 1.122	E F	0.915 1.127	E F	0.002 0.005	N N	0.915 1.127	E F	0.002 0.005	N N
OVERLAND AV @ VENICE BL	AM PM	1.119 1.150	F F	1.122 1.157	F F	0.003 0.007	N N	1.122 1.157	F F	0.003 0.007	N N
PACIFIC AV @ WASHINGTON BL	AM PM	0.674 0.721	B C	0.675 0.723	B C	0.001 0.002	N N	0.675 0.723	B C	0.001 0.002	N N
PALAWAN WAY @ WASHINGTON BL	AM PM	0.930 0.955	E E	0.930 0.955	E E	0.000 0.000	N N	0.930 0.955	E E	0.000 0.000	N N
PERSHING DR @ WESTCHESTER PKWY	AM PM	0.524 0.389	A A	0.525 0.380	A A	0.001 0.001	N N	0.525 0.390	A A	0.001 0.001	N N
PLAYA VISTA DR @ BLUFF CREEK DR	AM PM	0.533 0.455	A A	0.620 0.510	B A	0.037 0.055	N N	0.620 0.510	B A	0.037 0.055	N N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS	F	V/C	LOS	F			V/C	LOS	F		
SEPULVEDA BL	AM	1.104	F	1.109	F	1.109	F	0.005	N	1.091	F	1.091	-0.013	N
	PM	1.160	F	1.215	F	1.215	F	0.055	Y	1.162	F	1.162	0.002	N
WALGROVE AV	AM	0.844	D	0.846	D	0.846	D	0.002	N	0.846	D	0.846	0.002	N
	PM	1.064	F	1.069	F	1.069	F	0.005	N	1.069	F	1.069	0.005	N
COUNTY OF LOS ANGELES														
ADMIRALTY WAY	AM	0.764	C	0.768	C	0.768	C	0.004	N	0.768	C	0.768	0.004	N
	PM	1.065	F	1.072	F	1.072	F	0.007	N	1.072	F	1.072	0.007	N
ADMIRALTY WAY	AM	0.509	A	0.513	A	0.513	A	0.004	N	0.513	A	0.513	0.004	N
	PM	0.656	B	0.679	B	0.679	B	0.013	N	0.679	B	0.679	0.013	N
ADMIRALTY WAY	AM	0.887	D	0.890	D	0.890	D	0.003	N	0.882	D	0.882	-0.005	N
	PM	1.131	F	1.143	F	1.143	F	0.012	Y	1.135	F	1.135	0.004	N
PALAWAN WAY	AM	0.815	D	0.821	D	0.821	D	0.006	N	0.755	C	0.755	-0.060	N
	PM	1.037	F	1.098	F	1.098	F	0.011	Y	0.973	E	0.973	-0.114	N
VIA MARINA	AM	0.917	E	0.923	E	0.923	E	0.006	N	0.923	E	0.923	0.006	N
	PM	1.107	F	1.114	F	1.114	F	0.007	N	1.114	F	1.114	0.007	N
ALVERN ST	AM	0.712	C	0.733	C	0.733	C	0.021	N	0.733	C	0.733	0.021	N
	PM	0.725	C	0.753	C	0.753	C	0.028	N	0.753	C	0.753	0.028	N
LINCOLN BL	AM	0.811	D	0.822	D	0.822	D	0.011	N	0.812	D	0.812	0.001	N
	PM	1.057	F	1.073	F	1.073	F	0.016	Y	1.063	F	1.063	0.005	N
SHERBOURNE DR	AM	0.771	C	0.792	C	0.792	C	0.021	N	0.762	C	0.762	-0.009	N
	PM	0.693	B	0.717	C	0.717	C	0.024	N	0.687	B	0.687	-0.006	N
I-405 NB OFF RAMP	AM	1.049	F	1.051	F	1.051	F	0.002	N	1.051	F	1.051	0.002	N
	PM	0.633	B	0.635	B	0.635	B	0.002	N	0.635	B	0.635	0.002	N
CORNING AV	AM	0.860	D	0.865	D	0.865	D	0.005	N	0.865	D	0.865	0.005	N
	PM	0.681	B	0.687	B	0.687	B	0.006	N	0.687	B	0.687	0.006	N
FAIRFAX AV	AM	1.081	F	1.084	F	1.084	F	0.003	N	1.084	F	1.084	0.003	N
	PM	1.009	F	1.017	F	1.017	F	0.008	N	1.017	F	1.017	0.008	N
LINCOLN BL	AM	0.774	C	0.787	C	0.787	C	0.013	N	0.769	C	0.769	-0.005	N
	PM	0.873	D	0.895	D	0.895	D	0.022	Y	0.877	D	0.877	0.004	N
HAWTHORNE BL	AM	0.516	A	0.516	A	0.516	A	0.000	N	0.515	A	0.515	0.000	N
	PM	0.604	B	0.604	B	0.604	B	0.000	N	0.604	B	0.604	0.000	N
HAWTHORNE BL	AM	0.629	B	0.629	B	0.629	B	0.000	N	0.629	B	0.629	0.000	N
	PM	0.825	D	0.825	D	0.825	D	0.000	N	0.825	D	0.825	0.000	N
INGLEWOOD AV	AM	0.787	C	0.788	C	0.788	C	0.001	N	0.788	C	0.788	0.001	N
	PM	0.865	D	0.866	D	0.866	D	0.001	N	0.866	D	0.866	0.001	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
KINGS RD	AM	0.549	A		0.549	A		0.000	N	0.549	A		0.000	N
	PM	0.573	A		0.585	A		0.012	N	0.585	A		0.012	N
LA BREA AV	AM	1.095	F		1.100	F		0.005	N	1.100	F		0.005	N
	PM	1.093	F		1.101	F		0.008	N	1.101	F		0.008	N
LA BREA AV/OVERHILL DR	AM	0.946	E		0.949	E		0.003	N	0.949	E		0.003	N
	PM	1.180	F		1.184	F		0.004	N	1.184	F		0.004	N
LA CIENEGA BL	AM	0.368	A		0.371	A		0.003	N	0.371	A		0.003	N
	PM	0.454	A		0.458	A		0.004	N	0.458	A		0.004	N
LA CIENEGA BL	AM	1.319	F		1.325	F		0.007	N	1.326	F		0.007	N
	PM	1.215	F		1.223	F		0.008	N	1.223	F		0.008	N
LA CIENEGA BL RAMPS N	AM	0.907	E		0.910	E		0.003	N	0.910	E		0.003	N
	PM	0.669	B		0.673	B		0.004	N	0.673	B		0.004	N
LA CIENEGA BL RAMPS S	AM	0.792	C		0.801	D		0.009	N	0.801	D		0.009	N
	PM	0.749	C		0.766	C		0.017	N	0.766	C		0.017	N
LA TIJERA BL	AM	0.609	B		0.611	B		0.002	N	0.611	B		0.002	N
	PM	0.729	C		0.739	C		0.010	N	0.739	C		0.010	N
LINCOLN BL	AM	1.021	F		1.038	F		0.017	Y	1.026	F		0.005	N
	PM	1.161	F		1.180	F		0.019	Y	1.168	F		0.007	N
SHENANDOAH AV	AM	0.747	C		0.754	C		0.007	N	0.754	C		0.007	N
	PM	0.635	B		0.643	B		0.007	N	0.643	B		0.007	N
CITY OF CULVER CITY OVERLAND AV	AM	0.871	D		0.886	D		0.015	N	0.886	D		0.015	N
	PM	0.961	E		0.970	E		0.009	N	0.970	E		0.009	N
SEPULVEDA BL	AM	0.867	D		0.869	D		0.002	N	0.869	D		0.002	N
	PM	0.910	E		0.915	E		0.005	N	0.915	E		0.005	N
BRISTOL PKWY	AM	0.601	B		0.622	B		0.021	N	0.622	B		0.021	N
	PM	0.575	A		0.622	B		0.047	N	0.622	B		0.047	N
BRISTOL PKWY	AM	0.719	C		0.725	C		0.006	N	0.725	C		0.006	N
	PM	0.655	B		0.674	B		0.009	N	0.674	B		0.009	N
BUCKINGHAM PKWY	AM	0.786	C		0.791	C		0.005	N	0.791	C		0.005	N
	PM	0.771	C		0.781	C		0.010	N	0.781	C		0.010	N
GREEN VALLEY CIR	AM	0.881	D		0.901	E		0.020	Y	0.721	C		-0.160	N
	PM	0.662	B		0.692	B		0.030	N	0.672	B		0.010	N
SEPULVEDA BL	AM	1.238	F		1.272	F		0.034	Y	1.170	F		-0.068	N
	PM	1.174	F		1.245	F		0.071	Y	1.176	F		0.002	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	W/ Mitigation Program V/C	2010 w/Project LOS		V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS					V/C	LOS		
CENTINELA AV	AM	0.885	D		0.902	E		0.017	Y	0.889	D		0.004	N
	PM	0.896	E		1.016	F		0.018	Y	0.903	F		0.005	N
CENTINELA AV	AM	0.911	E		0.927	E		0.016	Y	0.864	D		-0.047	N
	PM	0.964	E		0.979	E		0.015	Y	0.901	E		-0.063	N
CULVER BL	AM	1.084	F		1.082	F		0.008	N	1.092	F		0.008	N
	PM	0.886	D		0.891	D		0.005	N	0.891	D		0.005	N
OVERLAND AV	AM	0.969	E		0.969	E		0.020	Y	0.902	E		-0.067	N
	PM	0.950	E		0.973	E		0.023	Y	0.896	D		-0.052	N
SAWTELLE BL	AM	0.910	E		0.918	E		0.008	N	0.843	D		-0.067	N
	PM	1.031	F		1.054	F		0.023	Y	0.922	E		-0.109	N
SEPULVEDA BL	AM	0.983	E		0.963	E		0.010	Y	0.979	E		-0.004	N
	PM	0.908	E		0.918	E		0.010	Y	0.904	E		-0.004	N
JEFFERSON BL	AM	0.954	E		0.962	E		0.008	N	0.909	E		-0.045	N
	PM	1.011	F		1.022	F		0.011	Y	0.968	E		-0.043	N
GLENCOE AV/COSTCO DWY	AM	0.672	B		0.673	B		0.001	N	0.673	B		0.001	N
	PM	0.955	E		0.956	E		0.001	N	0.956	E		0.001	N
SEPULVEDA BL	AM	0.682	B		0.663	B		0.001	N	0.683	B		0.001	N
	PM	0.757	C		0.759	C		0.002	N	0.759	C		0.002	N
HANNUM AV	AM	0.884	D		0.912	E		0.028	Y	0.899	D		0.015	N
	PM	0.769	C		0.764	C		0.015	N	0.774	C		0.002	N
HANNUM AV	AM	0.555	A		0.565	A		0.000	N	0.555	A		0.000	N
	PM	0.521	A		0.527	A		0.006	N	0.527	A		0.006	N
SEPULVEDA BL	AM	1.015	F		1.021	F		0.006	N	1.021	F		0.006	N
	PM	0.978	E		0.987	E		0.009	N	0.987	E		0.009	N
SAWTELLE BL	AM	0.555	A		0.568	A		0.003	N	0.558	A		0.003	N
	PM	0.510	A		0.517	A		0.007	N	0.517	A		0.007	N
INGLEWOOD BL	AM	0.835	D		0.845	D		0.010	N	0.805	D		-0.030	N
	PM	0.970	E		0.992	E		0.022	Y	0.952	E		-0.018	N
JEFFERSON BL	AM	0.999	E		1.028	F		0.029	Y	1.001	F		0.002	N
	PM	0.897	D		0.922	E		0.025	Y	0.895	D		-0.002	N
JEFFERSON BL	AM	1.078	F		1.082	F		0.004	N	1.054	F		-0.024	N
	PM	0.986	E		0.987	E		0.011	Y	0.965	E		-0.021	N
JEFFERSON BL	AM	0.571	A		0.587	A		0.016	N	0.587	A		0.016	N
	PM	0.631	B		0.667	B		0.036	N	0.667	B		0.036	N
LA CIENEGA BL	AM	1.051	F		1.052	F		0.001	N	1.052	F		0.001	N
	PM	0.814	D		0.815	D		0.001	N	0.815	D		0.001	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	W/ Mitigation Program V/C	2010 w/Project		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS				V/C	LOS		
MARINA FWY	AM PM	0.568 0.738	B C	0.687 0.751	B C	0.019 0.013	N N	0.587 0.751	B C	0.587 0.751	0.019 0.013	N N
SAWTELLE BL	AM PM	1.117 1.071	F F	1.119 1.073	F F	0.002 0.008	N N	1.119 1.079	F F	1.119 1.079	0.002 0.008	N N
MOTOR AV	AM PM	1.001 0.950	F E	1.004 0.959	F E	0.003 0.009	N N	1.004 0.959	F E	1.004 0.959	0.003 0.009	N N
OVERLAND AV	AM PM	1.002 1.236	F F	1.010 1.243	F F	0.008 0.007	N N	1.010 1.243	F F	1.010 1.243	0.008 0.007	N N
SEPULVEDA BL	AM PM	0.875 0.523	D E	0.908 0.960	E E	0.033 0.037	Y Y	0.887 0.932	D E	0.887 0.932	0.012 0.009	N N
REDWOOD AV	AM PM	0.649 0.715	B C	0.651 0.718	B C	0.002 0.003	N N	0.651 0.718	B C	0.651 0.718	0.002 0.003	N N
SEPULVEDA BL	AM PM	1.078 0.986	F E	1.082 0.997	F E	0.004 0.011	N Y	1.054 0.965	F E	1.054 0.965	-0.024 -0.021	N N
SAWTELLE BL	AM PM	1.201 1.243	F F	1.204 1.248	F F	0.003 0.005	N N	1.204 1.243	F F	1.204 1.243	0.003 0.005	N N
SAWTELLE BL	AM PM	0.851 0.985	D E	0.855 0.994	D E	0.004 0.009	N N	0.855 0.994	D E	0.855 0.994	0.004 0.009	N N
SAWTELLE BL	AM PM	0.889 1.086	D F	0.891 1.089	D F	0.002 0.003	N N	0.891 1.089	D F	0.891 1.089	0.002 0.003	N N
SEPULVEDA BL	AM PM	1.115 1.038	F F	1.121 1.061	F F	0.006 0.013	N Y	1.083 1.069	F F	1.083 1.069	-0.035 -0.029	N N
SEPULVEDA BL	AM PM	1.134 1.165	F F	1.137 1.169	F F	0.003 0.004	N N	1.137 1.169	F F	1.137 1.169	0.003 0.004	N N
SEPULVEDA BL	AM PM	0.864 0.982	D E	0.871 0.991	D E	0.007 0.009	N N	0.871 0.991	D E	0.871 0.991	0.007 0.009	N N
SEPULVEDA BL	AM PM	1.005 1.027	F F	1.007 1.035	F F	0.002 0.008	N N	1.007 1.035	F F	1.007 1.035	0.002 0.008	N N
WALGROVE AV	AM PM	0.793 0.953	C E	0.794 0.960	C E	0.001 0.002	N N	0.794 0.960	C E	0.794 0.960	0.001 0.002	N N
CITY OF SANTA MONICA 23RD ST	AM PM	1.086 1.256	F F	1.088 1.260	F F	0.002 0.004	N N	1.088 1.260	F F	1.088 1.260	0.002 0.004	N N
23RD ST	AM PM	0.725 0.969	C E	0.727 0.972	C E	0.002 0.003	N N	0.727 0.972	C E	0.727 0.972	0.002 0.003	N N

1
2
3

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project W/Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
26TH ST @ WILSHIRE BL	AM PM	0.952 0.970	E E	0.953 0.970	E E	0.001 0.000	N N	0.953 0.970	E E	0.001 0.000	N N
4TH ST @ COLORADO AV	AM PM	0.892 0.902	B E	0.892 0.903	B E	0.000 0.001	N N	0.892 0.903	B E	0.000 0.001	N N
4TH ST @ OCEAN PARK BL N	AM PM	0.471 0.551	A A	0.473 0.552	A A	0.002 0.001	N N	0.473 0.552	A A	0.002 0.001	N N
4TH ST @ OCEAN PARK BL S	AM PM	0.454 0.493	A A	0.455 0.495	A A	0.001 0.002	N N	0.455 0.495	A A	0.001 0.002	N N
4TH ST @ PICO BL	AM PM	1.031 1.021	F F	1.035 1.023	F F	0.004 0.002	N N	1.035 1.023	F F	0.004 0.002	N N
4TH ST @ WILSHIRE BL	AM PM	0.659 0.726	B C	0.660 0.726	B C	0.001 0.003	N N	0.660 0.726	B C	0.001 0.003	N N
CLOVERFIELD BL @ I-10 EB ON RAMP	AM PM	0.888 1.116	D F	0.888 1.116	D F	0.000 0.000	N N	0.888 1.116	D F	0.000 0.000	N N
CLOVERFIELD BL @ I-10 WB OFF RAMP	AM PM	0.951 0.919	E E	0.953 0.920	E E	0.002 0.001	N N	0.953 0.920	E E	0.002 0.001	N N
CLOVERFIELD BL @ OCEAN PARK BL	AM PM	0.727 0.819	C D	0.729 0.823	C D	0.002 0.004	N N	0.729 0.823	C D	0.002 0.004	N N
CLOVERFIELD BL @ PICO BL	AM PM	0.931 0.916	E E	0.933 0.917	E E	0.002 0.001	N N	0.933 0.917	E E	0.002 0.001	N N
LINCOLN BL @ I-10 EB ON RAMP	AM PM	1.208 1.039	F F	1.212 1.041	F F	0.004 0.002	N N	1.212 1.041	F F	0.004 0.002	N N
LINCOLN BL @ I-10 WB OFF RAMP	AM PM	0.971 1.156	E F	0.971 1.159	E F	0.000 0.003	N N	0.971 1.159	E F	0.000 0.003	N N
LINCOLN BL @ OCEAN PARK BL	AM PM	1.248 1.369	F F	1.252 1.372	F F	0.004 0.003	N N	1.252 1.372	F F	0.004 0.003	N N
LINCOLN BL @ PICO BL	AM PM	1.240 1.228	F F	1.243 1.252	F F	0.003 0.004	N N	1.243 1.232	F F	0.003 0.004	N N
LINCOLN BL @ WILSHIRE BL	AM PM	0.897 0.910	D E	0.899 0.912	D E	0.002 0.002	N N	0.899 0.912	D E	0.002 0.002	N N
MAIN ST @ OCEAN PARK BL	AM PM	0.958 1.022	E F	0.958 1.023	E F	0.000 0.001	N N	0.958 1.023	E F	0.000 0.001	N N
MAIN ST @ PICO BL	AM PM	0.775 0.945	C E	0.775 0.945	C E	0.000 0.000	N N	0.775 0.945	C E	0.000 0.000	N N
NEILSON WAY @ OCEAN PARK BL	AM PM	0.726 0.775	C C	0.727 0.776	C C	0.001 0.001	N N	0.727 0.776	C C	0.001 0.001	N N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT

INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	W/ Mitigation Program V/C	2010 w/Project		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS				V/C	LOS		
OCEAN AV @ PALISADES BEACH RD RAMPS	AM	0.642	B	0.642	B	0.000	N	0.642	0.542	B	0.000	N
	PM	0.943	E	0.943	E	0.000	N	0.943	0.943	E	0.000	N
OCEAN AV @ WILSHIRE BL	AM	0.726	C	0.728	C	0.000	N	0.728	0.728	C	0.000	N
	PM	0.694	B	0.695	B	0.001	N	0.695	0.595	B	0.001	N
OCEAN AV/NEILSON WAY @ PICO BL	AM	0.726	C	0.727	C	0.001	N	0.727	0.727	C	0.001	N
	PM	0.905	E	0.905	E	0.000	N	0.905	0.905	E	0.000	N
CITY OF INGLEWOOD												
LA CIENEGA BL @ ARBOR VITAE ST	AM	0.809	D	0.812	D	0.003	N	0.812	0.812	D	0.003	N
	PM	1.015	F	1.017	F	0.002	N	1.017	1.017	F	0.002	N
CENTINELA AV @ FLORENCE AV	AM	0.596	A	0.605	B	0.009	N	0.605	0.605	B	0.009	N
	PM	0.839	D	0.847	D	0.008	N	0.847	0.847	D	0.008	N
LA BREA AV @ CENTINELA AV	AM	1.393	F	1.409	F	0.016	Y	1.309	1.309	F	-0.084	N
	PM	1.188	F	1.197	F	0.009	N	1.152	1.152	F	-0.036	N
FLORENCE AV/AVIATION BL @ MANCHESTER BL	AM	1.045	F	1.047	F	0.002	N	1.017	1.017	F	-0.028	N
	PM	0.921	E	0.939	E	0.018	Y	0.909	0.909	E	-0.012	N
LA BREA AV @ MANCHESTER BL	AM	1.028	F	1.029	F	0.001	N	1.029	1.029	F	0.001	N
	PM	1.111	F	1.112	F	0.001	N	1.112	1.112	F	0.001	N
LA CIENEGA BL @ MANCHESTER BL	AM	1.195	F	1.199	F	0.004	N	1.199	1.199	F	0.004	N
	PM	1.039	F	1.040	F	0.001	N	1.040	1.040	F	0.001	N
SOUTH BAY CITIES [1]												
SEPULVEDA BL/PCH @ ARTESIA BL	AM	0.850	D	0.854	D	0.004	N	0.854	0.854	D	0.004	N
	PM	1.228	F	1.231	F	0.003	N	1.231	1.231	F	0.003	N
AVIATION BL @ ROSECRANS AV	AM	0.978	E	0.978	E	0.000	N	0.978	0.978	E	0.000	N
	PM	1.043	F	1.043	F	0.000	N	1.043	1.043	F	0.000	N
DOUGLAS ST @ IMPERIAL HWY	AM	0.811	D	0.811	D	0.000	N	0.811	0.811	D	0.000	N
	PM	0.510	A	0.513	A	0.003	N	0.513	0.513	A	0.003	N
SEPULVEDA BL @ EL SEGUNDO BL	AM	1.055	F	1.057	F	0.002	N	1.057	1.057	F	0.002	N
	PM	1.353	F	1.360	F	0.007	N	1.360	1.360	F	0.007	N
SEPULVEDA BL @ GRAND AV	AM	1.084	F	1.092	F	0.008	N	1.092	1.092	F	0.008	N
	PM	1.322	F	1.327	F	0.005	N	1.327	1.327	F	0.005	N
HIGHLAND AV @ MANHATTAN BEACH BL	AM	0.786	C	0.789	C	0.003	N	0.789	0.789	C	0.003	N
	PM	0.639	B	0.640	B	0.001	N	0.640	0.640	B	0.001	N
I-405 NB RAMPS @ IMPERIAL HWY	AM	0.390	A	0.390	A	0.000	N	0.390	0.390	A	0.000	N
	PM	0.497	A	0.498	A	0.001	N	0.498	0.498	A	0.001	N
I-105 WB OFF RAMP/NASH ST @ IMPERIAL HWY	AM	0.724	C	0.726	C	0.002	N	0.726	0.726	C	0.002	N
	PM	0.387	A	0.390	A	0.003	N	0.390	0.390	A	0.003	N

TABLE 9--1 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - LAX ALTERNATIVE D BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
MAIN ST	AM	0.872	D	0.876	D	0.004	N	0.876	D	0.004	N
	PM	0.959	E	0.960	E	0.001	N	0.960	E	0.001	N
SEPULVEDA BL	AM	1.180	F	1.182	F	0.002	N	1.182	F	0.002	N
	PM	1.345	F	1.347	F	0.002	N	1.347	F	0.002	N
SEPULVEDA BL	AM	0.853	D	0.857	D	0.004	N	0.857	D	0.004	N
	PM	1.077	F	1.081	F	0.004	N	1.081	F	0.004	N
SEPULVEDA BL	AM	1.080	F	1.083	F	0.003	N	1.083	F	0.003	N
	PM	1.337	F	1.340	F	0.003	N	1.340	F	0.003	N
SEPULVEDA BL	AM	0.927	E	0.930	E	0.003	N	0.930	E	0.003	N
	PM	1.066	F	1.069	F	0.003	N	1.069	F	0.003	N
SEPULVEDA BL	AM	1.030	F	1.032	F	0.002	N	1.032	F	0.002	N
	PM	1.444	F	1.447	F	0.003	N	1.447	F	0.003	N
VISTA DEL MAR/HIGHLAND AV	AM	1.320	F	1.323	F	0.003	N	1.323	F	0.003	N
	PM	0.876	D	0.880	D	0.004	N	0.880	D	0.004	N

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

LAX Alternative D base conditions, the project with its mitigation measures results in improved overall operating conditions.

- The Proposed Project would cause significant traffic impacts at 32 and 48 of the 218 analyzed locations during the AM and PM peak hours, respectively under changed LAX Alternate D Baseline conditions.
- The Proposed Project and its mitigation measures simulations show that residual significant impacts remain at one intersection – Centinela Avenue and Jefferson Boulevard during both AM and PM peak hours. However, it is worth noting that this location was substantially improved by the Playa Vista First Phase Project resulting in excess capacity (LOS C and D during AM and PM peak hours in the future with Proposed Project). If this excess capacity were taken into consideration, the impacts at this location would be mitigated.

FUTURE CONDITIONS WITHOUT PLAYA VISTA DRIVE BRIDGE

The Playa Vista Bridge over Ballona Channel and connection to Culver Boulevard is a proposed secondary arterial facility running parallel to Lincoln Boulevard between Bluff Creek Drive and Culver Boulevard. This facility would provide relief to the heavily-traveled Lincoln Boulevard corridor and connect the residential component of the Playa Vista First Phase Project to and from the Marina Freeway and the rest of the regional transportation system.

This facility is a mitigation measure for the Playa Vista First Phase Project. In the event that the provision of this improvement is delayed due to some reason beyond the future year 2010, or never built due to inability to obtain the required permits, the future year 2010 baseline conditions would be substantially different. A set of simulations representing network conditions without the Playa Vista Drive Bridge and connection to Culver Boulevard both with and without the Proposed Project was performed using the Playa Vista Transportation Model and intersection traffic forecasts for these scenarios were developed. Both AM and PM peak hour simulations were evaluated. The traffic volume forecasts are attached in Appendix 2A and the capacity calculation worksheets are included in Appendix 3G.

Table 9-2 presents the results of the traffic impact analysis for the Proposed Project under changed Future Year 2010 Baseline Conditions without Playa Vista Drive Bridge for AM and PM peak hours. It also presents the effectiveness of the Proposed Project's Mitigation Program

TABLE 9-2

THE VILLAGE AT PLAYA VISTA PROJECT
 INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
<u>CITY OF LOS ANGELES</u> 111TH ST	AM	0.273	A		0.273	A		0.000	N	0.273	A		0.000	N
	PM	0.531	A		0.532	A		0.001	N	0.532	A		0.001	N
12TH ST	AM	0.338	A		0.401	A		0.065	N	0.401	A		0.065	N
	PM	0.421	A		0.529	A		0.108	N	0.529	A		0.108	N
77TH ST/76TH ST	AM	1.048	F		1.056	F		0.008	N	0.999	E		-0.049	N
	PM	1.000	E		1.034	F		0.034	Y	0.977	E		-0.023	N
80TH ST/79TH ST	AM	0.761	C		0.767	C		0.006	N	0.741	C		-0.020	N
	PM	1.005	F		1.022	F		0.017	Y	0.997	E		-0.008	N
83RD ST	AM	1.339	F		1.366	F		0.027	Y	1.265	F		-0.074	N
	PM	1.021	F		1.083	F		0.062	Y	1.011	F		-0.010	N
83RD ST	AM	0.738	C		0.742	C		0.004	N	0.742	C		0.004	N
	PM	0.859	D		0.873	D		0.014	N	0.873	D		0.014	N
88TH ST/LA TIJERA BL	AM	0.843	D		0.847	D		0.004	N	0.819	D		-0.024	N
	PM	0.913	E		0.932	E		0.019	Y	0.905	E		-0.008	N
96TH ST	AM	0.419	A		0.427	A		0.008	N	0.427	A		0.008	N
	PM	0.672	B		0.698	B		0.016	N	0.688	B		0.016	N
ABBOTT KINNEY BL	AM	0.707	C		0.710	C		0.003	N	0.710	C		0.003	N
	PM	0.764	C		0.777	C		0.007	N	0.771	C		0.007	N
AIRPORT BL	AM	0.626	B		0.631	B		0.005	N	0.631	B		0.005	N
	PM	0.652	B		0.659	B		0.007	N	0.659	B		0.007	N
AIRPORT BL	AM	0.742	C		0.743	C		0.001	N	0.743	C		0.001	N
	PM	0.715	C		0.715	C		0.000	N	0.715	C		0.000	N
AIRPORT BL	AM	0.752	C		0.757	C		0.005	N	0.757	C		0.005	N
	PM	0.870	D		0.878	D		0.008	N	0.878	D		0.008	N
AIRPORT BL	AM	0.707	C		0.707	C		0.000	N	0.707	C		0.000	N
	PM	0.819	D		0.825	D		0.006	N	0.825	D		0.006	N
ALLA RD	AM	0.722	C		0.755	C		0.033	N	0.755	C		0.033	N
	PM	0.525	A		0.563	A		0.038	N	0.563	A		0.038	N
ARBOR VITAE ST	AM	0.667	B		0.670	B		0.003	N	0.670	B		0.003	N
	PM	0.802	D		0.807	D		0.005	N	0.807	D		0.005	N
AVIATION BL	AM	0.885	D		0.888	D		0.002	N	0.888	D		0.002	N
	PM	0.972	E		0.981	E		0.009	N	0.981	E		0.009	N
AVIATION BL	AM	0.855	D		0.865	D		0.000	N	0.865	D		0.000	N
	PM	0.908	E		0.908	E		0.000	N	0.908	E		0.000	N

TABLE 9-2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project W/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
PLAYA VISTA DR	AM PM	N/A N/A	- -		N/A N/A	- -		N/A N/A	- -	N/A N/A	- -		N/A N/A	N N
BEETHOVEN ST	AM PM	0.520 0.495	A A		0.552 0.530	A A		0.032 0.035	N N	0.552 0.530	A A		0.032 0.035	N N
SAWTELLE BL	AM PM	0.699 0.753	B C		0.703 0.758	C C		0.004 0.005	N N	0.703 0.758	C C		0.004 0.005	N N
MAIN ST	AM PM	0.610 0.858	B D		0.611 0.860	B D		0.001 0.002	N N	0.611 0.860	B D		0.001 0.002	N N
BUNDY DR	AM PM	1.297 1.169	F F		1.297 1.169	F F		0.000 0.000	N N	1.297 1.169	F F		0.000 0.000	N N
BUNDY DR	AM PM	1.085 1.332	F F		1.098 1.348	F F		0.012 0.015	Y Y	1.088 1.318	F F		-0.018 -0.014	N N
CENTINELA AV	AM PM	0.916 0.857	E D		0.931 0.878	E D		0.015 0.021	Y Y	0.889 0.867	D D		-0.027 0.010	N N
CENTINELA AV	AM PM	1.070 0.883	F D		1.160 0.986	F E		0.090 0.103	Y Y	1.141 0.958	F E		0.071 0.085	Y Y
LA CIENEGA BL	AM PM	1.201 1.253	F F		1.211 1.262	F F		0.010 0.009	Y N	1.181 1.232	F F		-0.020 -0.021	N N
LA TIJERA BL	AM PM	1.048 0.872	F D		1.089 0.902	F E		0.041 0.030	Y Y	0.914 0.798	E C		-0.134 -0.074	N N
CENTINELA AV	AM PM	0.450 0.571	A B		0.506 0.707	A C		0.056 0.036	N N	0.505 0.707	A C		0.056 0.036	N N
CENTINELA AV	AM PM	0.592 0.534	A A		0.611 0.565	B A		0.019 0.031	N N	0.611 0.565	B A		0.019 0.031	N N
MESMER AV	AM PM	0.444 0.413	A A		0.462 0.453	A A		0.018 0.040	N N	0.462 0.453	A A		0.018 0.040	N N
CENTINELA AV	AM PM	0.690 0.634	B B		0.693 0.653	B B		0.013 0.019	N N	0.693 0.653	B B		0.013 0.019	N N
BLUFF CREEK DR	AM PM	0.484 0.609	A B		0.522 0.744	A C		0.038 0.135	N Y	0.522 0.674	A B		0.038 0.065	N N
CENTINELA AV	AM PM	1.228 1.332	F F		1.248 1.350	F F		0.020 0.018	Y Y	1.199 1.251	F F		-0.029 -0.081	N N
SEPULVEDA BL	AM PM	0.651 0.887	B D		0.696 0.895	B D		0.007 0.008	N N	0.598 0.895	B D		0.007 0.008	N N
CRENSHAW BL	AM PM	0.815 0.873	D D		0.817 0.875	D D		0.002 0.002	N N	0.917 0.875	D D		0.002 0.002	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS--NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS	F	V/C	LOS	F			V/C	LOS	F		
CRENSHAW BL @ SLAUSON AV	AM PM	1.057 1.289	F F	1.059 1.292	F F	1.059 1.292	F F	0.002 0.003	N N	1.059 1.292	F F	1.059 1.292	0.002 0.003	N N
CRENSHAW BL @ STOCKER ST	AM PM	0.793 0.794	C C	0.799 0.799	C C	0.799 0.799	C C	0.006 0.005	N N	0.799 0.799	C C	0.799 0.799	0.006 0.005	N N
INGLEWOOD BL @ CULVER BL	AM PM	0.828 0.966	D E	0.967 1.040	D F	0.967 1.040	D F	0.039 0.074	Y Y	0.681 0.821	B D	0.681 0.821	-0.147 -0.145	N N
CULVER BL @ JEFFERSON BL	AM PM	0.802 0.806	D D	0.821 0.827	D D	0.821 0.827	D D	0.019 0.021	N Y	0.793 0.799	C C	0.793 0.799	-0.009 -0.007	N N
CULVER BL @ MARINA EXWY EB RAMP	AM PM	0.715 0.618	C B	0.715 0.625	C B	0.715 0.625	C B	0.000 0.007	N N	0.715 0.625	C B	0.715 0.625	0.000 0.007	N N
CULVER BL @ MARINA EXWY WB RAMP	AM PM	0.832 0.864	D D	0.833 0.873	D D	0.833 0.873	D D	0.001 0.009	N N	0.833 0.873	D D	0.833 0.873	0.001 0.009	N N
CULVER BL @ NICHOLSON ST	AM PM	0.917 0.739	E C	0.933 0.765	E C	0.933 0.765	E C	0.016 0.026	Y N	0.907 0.739	E C	0.907 0.739	-0.010 0.000	N N
PLAYA VISTA DR @ CULVER BL	AM PM	N/A N/A	- -	N/A N/A	- -	N/A N/A	- -	N/A N/A	- -	N/A N/A	- -	N/A N/A	N/A N/A	N N
CULVER BL @ VENICE BL	AM PM	1.035 0.994	F E	1.039 0.997	F E	1.039 0.997	F E	0.004 0.003	N N	1.039 0.997	F E	1.039 0.997	0.004 0.003	N N
CULVER BL @ VISTA DEL MAR	AM PM	0.883 0.599	D A	0.896 0.618	D B	0.896 0.618	D B	0.013 0.019	N N	0.896 0.618	D B	0.896 0.618	0.013 0.019	N N
LINCOLN BL RAMP @ CULVER BL (SOUTHEAST)	AM PM	0.513 0.227	A A	0.513 0.227	A A	0.513 0.227	A A	0.000 0.000	N N	0.513 0.227	A A	0.513 0.227	0.000 0.000	N N
LA CIENEGA BL @ FAIRFAX AV	AM PM	1.113 0.829	F E	1.121 0.936	F E	1.121 0.936	F E	0.008 0.009	N N	1.121 0.936	F E	1.121 0.936	0.008 0.009	N N
FAIRFAX AV @ WASHINGTON BL	AM PM	1.225 0.693	F B	1.233 0.700	F B	1.233 0.700	F B	0.008 0.007	N N	1.233 0.700	F B	1.233 0.700	0.008 0.007	N N
FALMOUTH AV @ MANCHESTER AV	AM PM	0.455 0.594	A A	0.463 0.597	A A	0.463 0.597	A A	0.003 0.003	N N	0.463 0.597	A A	0.463 0.597	0.003 0.003	N N
GLENCOE AV @ MAXELLA AV	AM PM	0.323 0.571	A A	0.323 0.572	A A	0.323 0.572	A A	0.000 0.001	N N	0.323 0.572	A A	0.323 0.572	0.000 0.001	N N
VISTA DEL MAR @ GRAND AV	AM PM	0.803 0.540	D A	0.809 0.548	D A	0.809 0.548	D A	0.005 0.008	N N	0.809 0.548	D A	0.809 0.548	0.005 0.008	N N
SEPULVEDA BL @ HOWARD HUGHES PKWY	AM PM	0.966 0.969	E E	0.990 1.018	E F	0.990 1.018	E F	0.022 0.049	Y Y	0.944 0.973	E E	0.944 0.973	-0.024 0.004	N N
LINCOLN BL @ HUGHES TER	AM PM	0.585 0.780	A C	0.605 0.824	B D	0.605 0.824	B D	0.020 0.044	N Y	0.594 0.798	A C	0.594 0.798	0.009 0.018	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			Significant Impact	2010 w/Project W/Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS			V/C	LOS			
LA BREA AV	@ 10 EB OFF RAMP AM PM	0.585 0.689	A B		0.586 0.691	A B		N N	0.586 0.691	A B		0.001 0.002	N N
LA CIENEGA BL	@ 10 EB OFF RAMP AM PM	0.814 0.765	D C		0.815 0.766	D C		N N	0.815 0.766	D C		0.001 0.001	N N
WASHINGTON BL	@ 10 EB ON-RAMP AM PM	0.551 0.681	A B		0.563 0.667	A B		N N	0.563 0.667	A B		0.012 0.006	N N
LA BREA AV	@ 10 WB OFF RAMP AM PM	0.639 0.639	B B		0.639 0.639	B B		N N	0.639 0.639	B B		0.000 0.000	N N
WASHINGTON BL	@ 10 WB OFF RAMP/APPLE ST AM PM	0.531 0.577	A A		0.536 0.583	A A		N N	0.536 0.583	A A		0.005 0.008	N N
SEPULVEDA BL	@ 105 WB OFF RAMP AM PM	1.237 1.237	F F		1.246 1.256	F F		N Y	1.216 1.226	F F		-0.021 -0.011	N N
1405 NB RAMPS	@ JEFFERSON BL AM PM	0.906 1.362	E F		0.948 1.372	E F		Y Y	0.977 1.163	D F		-0.031 -0.169	N N
1405 NB RAMPS	@ LA TIJERA BL AM PM	0.693 0.763	B C		0.693 0.763	B C		N N	0.693 0.763	B C		0.000 0.000	N N
1405 SB RAMPS	@ JEFFERSON BL AM PM	0.769 0.811	C D		0.824 0.833	D D		Y Y	0.768 0.830	C D		-0.001 0.019	N N
1405 SB RAMPS	@ LA TIJERA BL AM PM	0.668 0.703	B C		0.668 0.703	B C		N N	0.668 0.703	B C		0.000 0.000	N N
LA CIENEGA BL	@ 1405 SB RAMPS N/O CENTURY BL AM PM	0.633 0.620	B B		0.634 0.623	B B		N N	0.634 0.623	B B		0.001 0.003	N N
LA CIENEGA BL	@ 1405 SB RAMPS N/O IMPERIAL HWY AM PM	0.453 0.306	A A		0.454 0.307	A A		N N	0.454 0.307	A A		0.001 0.001	N N
LA CIENEGA BL	@ 1405 SB RAMPS S/O CENTURY BL AM PM	0.541 0.506	A A		0.543 0.508	A A		N N	0.543 0.508	A A		0.002 0.002	N N
LA CIENEGA BL	@ IMPERIAL HWY AM PM	0.645 0.464	B A		0.645 0.464	B A		N N	0.645 0.464	B A		0.000 0.000	N N
PERSHING DR	@ IMPERIAL HWY AM PM	0.955 0.521	E A		0.957 0.525	E A		N N	0.957 0.525	E A		0.002 0.004	N N
SEPULVEDA BL	@ IMPERIAL HWY AM PM	0.969 1.230	E F		0.974 1.255	E F		N Y	0.944 1.225	E F		-0.025 -0.035	N N
VISTA DEL MAR	@ IMPERIAL HWY AM PM	1.092 0.463	F A		1.100 0.490	F A		N N	1.100 0.490	F A		0.008 0.007	N N
INGLEWOOD BL/CENTINELA AV	@ JEFFERSON BL AM PM	0.864 0.826	D D		0.913 0.868	E D		Y Y	0.882 0.845	D D		-0.002 0.019	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS--NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			Significant Impact	2010 w/Project w/ Mitigation Program			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS			V/C	LOS			
LA CIENEGA BL	AM PM	1.308 1.178	F F		1.316 1.185	F F		N N	1.316 1.185	F F		0.008 0.007	N N
LINCOLN BL	AM PM	0.997 1.053	E F		1.031 1.098	F F		Y Y	0.995 1.052	E F		-0.002 0.005	N N
McCONNELL AV	AM PM	[a] 304.5 [a]**	F F		0.591 0.513	A A		N N	0.591 0.513	A A		N/A N/A	N N
MESMER AV	AM PM	0.468 0.501	A A		0.494 0.551	A A		N N	0.494 0.551	A A		0.026 0.050	N N
JEFFERSON BL	AM PM	0.466 0.535	A B		0.469 0.646	A B		N N	0.469 0.646	A B		0.003 0.011	N N
PLAYA VISTA DR	AM PM	0.619 0.581	B A		0.649 0.614	B B		N N	0.649 0.596	B A		0.030 0.015	N N
JEFFERSON BL	AM PM	0.806 0.878	D D		0.818 0.886	D D		N N	0.818 0.886	D D		0.012 0.008	N N
WESTLAWN AV	AM PM	0.583 0.594	A A		0.635 0.674	B B		N N	0.635 0.674	B B		0.052 0.080	N N
LA CIENEGA BL	AM PM	0.898 0.789	D C		0.904 0.799	E C		N N	0.904 0.799	E C		0.006 0.010	N N
LA CIENEGA BL	AM PM	1.161 1.253	F F		1.170 1.262	F F		N N	1.170 1.262	F F		0.009 0.009	N N
LA CIENEGA BL	AM PM	1.176 1.064	F F		1.178 1.065	F F		N N	1.178 1.065	F F		0.002 0.001	N N
LINCOLN BL	AM PM	0.799 0.888	C D		0.818 0.894	D D		N Y	0.788 0.864	C D		-0.011 -0.004	N N
LA TIJERA BL	AM PM	0.747 0.769	C C		0.752 0.777	C C		N N	0.752 0.777	C C		0.005 0.008	N N
LINCOLN BL	AM PM	0.723 0.699	C B		0.744 0.728	C C		N N	0.744 0.728	C C		0.021 0.029	N N
LINCOLN BL	AM PM	1.264 1.203	F F		1.291 1.237	F F		Y Y	1.261 1.207	F F		-0.003 0.004	N N
LINCOLN BL	AM PM	1.039 1.096	F F		1.056 1.113	F F		Y Y	1.048 1.105	F F		0.009 0.009	N N
LINCOLN BL	AM PM	0.897 0.952	D E		0.909 0.963	E E		Y Y	0.901 0.955	E E		0.004 0.003	N N
LINCOLN BL	AM PM	0.929 0.894	E D		0.938 0.902	E E		N N	0.938 0.902	E E		0.009 0.006	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base			2010 w/Project			V/C Increase	Significant Impact	2010 w/Project			V/C Increase	Residual Impact
		V/C	LOS		V/C	LOS				V/C	LOS			
SEPULVEDA BL	AM PM	0.595 0.819	A D		0.603 0.836	B D		0.008 0.017	N N	0.603 0.836	B D		0.008 0.017	N N
LINCOLN BL	AM PM	0.710 0.874	C D		0.737 0.927	C E		0.027 0.053	N Y	0.730 0.893	C D		0.020 0.019	N N
LINCOLN BL	AM PM	1.087 1.060	F F		1.100 1.071	F F		0.013 0.011	Y Y	1.088 1.065	F F		-0.001 0.005	N N
LINCOLN BL	AM PM	1.153 1.241	F F		1.163 1.254	F F		0.010 0.013	Y Y	1.151 1.242	F F		-0.002 0.001	N N
MAIN ST	AM PM	0.510 0.900	A D		0.511 0.903	A E		0.001 0.003	N N	0.511 0.903	A E		0.001 0.003	N N
PERSHING DR	AM PM	0.443 0.411	A A		0.445 0.416	A A		0.002 0.008	N N	0.445 0.419	A A		0.002 0.008	N N
SEPULVEDA BL	AM PM	1.001 1.178	F F		1.006 1.235	F F		0.007 0.057	N Y	0.950 1.184	E F		-0.051 0.006	N N
MINDANAO WY	AM PM	0.604 0.889	D D		0.604 0.893	D D		0.000 0.004	N N	0.604 0.893	D D		0.000 0.004	N N
MINDANAO WY	AM PM	0.560 0.635	A B		0.562 0.635	A B		0.002 0.000	N N	0.562 0.635	A B		0.002 0.000	N N
MCCONNELL AV	AM PM	N/A N/A	N/A N/A		0.315 0.485	A A		N/A N/A	N N	0.315 0.485	A A		N/A N/A	N N
MOTOR AV	AM PM	0.991 1.019	E F		0.993 1.028	E F		0.002 0.009	N N	0.993 1.028	E F		0.002 0.009	N N
OCEAN AV/VIA MARINA	AM PM	1.233 1.311	F F		1.236 1.314	F F		0.003 0.003	N N	1.236 1.314	F F		0.003 0.003	N N
OVERLAND AV	AM PM	0.913 1.106	E F		0.915 1.111	E F		0.002 0.005	N N	0.915 1.111	E F		0.002 0.005	N N
OVERLAND AV	AM PM	1.124 1.145	F F		1.126 1.151	F F		0.002 0.006	N N	1.126 1.151	F F		0.002 0.006	N N
PACIFIC AV	AM PM	0.673 0.697	B B		0.674 0.699	B B		0.001 0.002	N N	0.674 0.699	B B		0.001 0.002	N N
PALAWAN WAY	AM PM	1.009 0.948	F E		1.009 0.948	F E		0.000 0.000	N N	1.009 0.948	F E		0.000 0.000	N N
PERSHING DR	AM PM	0.432 0.368	A A		0.434 0.392	A A		0.002 0.004	N N	0.434 0.392	A A		0.002 0.004	N N
PLAYA VISTA DR	AM PM	0.439 0.563	A A		0.473 0.613	A B		0.034 0.060	N N	0.473 0.613	A B		0.034 0.060	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS--NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project W/Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
SEPULVEDA BL @ WESTCHESTER PKWY	AM PM	1.056 1.200	F F	1.062 1.239	F F	0.006 0.039	N Y	1.009 1.185	F F	-0.047 -0.015	N N
WALGROVE AV @ VENICE BL	AM PM	0.864 1.079	D F	0.866 1.082	D F	0.002 0.003	N N	0.866 1.082	D F	0.002 0.003	N N
COUNTY OF LOS ANGELES											
ADMIRALTY WAY @ BALI WAY	AM PM	0.771 1.069	C F	0.775 1.078	C F	0.004 0.009	N N	0.775 1.078	C F	0.004 0.009	N N
ADMIRALTY WAY @ FIJI WAY	AM PM	0.473 0.647	A B	0.477 0.659	A B	0.004 0.012	N N	0.477 0.659	A B	0.004 0.012	N N
ADMIRALTY WAY @ MINDANAO WAY	AM PM	0.903 1.132	E F	0.906 1.145	E F	0.003 0.013	N Y	0.898 1.138	D F	-0.005 0.006	N N
PALAWAN WAY @ ADMIRALTY WAY	AM PM	0.865 1.132	D F	0.871 1.145	D F	0.006 0.013	N Y	0.793 1.079	C F	-0.072 -0.113	N N
VIA MARINA @ ADMIRALTY WAY	AM PM	0.912 1.119	E F	0.918 1.127	E F	0.006 0.008	N N	0.918 1.127	E F	0.006 0.008	N N
ALVERN ST @ CENTINELA AV	AM PM	0.741 0.752	C C	0.762 0.781	C C	0.021 0.029	N N	0.762 0.781	C C	0.021 0.029	N N
LINCOLN BL @ BALI WAY	AM PM	0.833 1.018	D F	0.844 1.034	D F	0.011 0.016	N Y	0.834 1.024	D F	0.001 0.006	N N
SHERBOURNE DR @ CENTINELA AV	AM PM	0.785 0.700	C B	0.807 0.724	D C	0.022 0.024	Y N	0.777 0.694	C B	-0.008 -0.006	N N
I-405 NB OFF RAMP @ CENTURY BL	AM PM	1.114 0.600	F A	1.115 0.601	F B	0.001 0.001	N N	1.115 0.601	F B	0.001 0.001	N N
CORNING AV @ SLAUSON AV	AM PM	0.859 0.691	D B	0.864 0.696	D B	0.005 0.005	N N	0.864 0.696	D B	0.005 0.005	N N
FAIRFAX AV @ SLAUSON AV	AM PM	1.091 1.008	E F	1.092 1.015	F F	0.001 0.007	N N	1.092 1.015	F F	0.001 0.007	N N
LINCOLN BL @ FIJI WAY	AM PM	0.779 0.903	C E	0.792 0.927	C E	0.013 0.024	N Y	0.774 0.910	C E	-0.005 0.007	N N
HAWTHORNE BL @ I-105 EB OFF RAMP	AM PM	0.519 0.600	A A	0.519 0.600	A A	0.000 0.000	N N	0.519 0.600	A A	0.000 0.000	N N
HAWTHORNE BL @ LENNOX BL	AM PM	0.662 0.840	B D	0.662 0.841	B D	0.000 0.001	N N	0.662 0.841	B D	0.000 0.001	N N
INGLEWOOD AV @ LENNOX BL	AM PM	0.825 0.920	D E	0.827 0.921	D E	0.002 0.001	N N	0.827 0.921	D E	0.002 0.001	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
KINGS RD @ SLAUSON AV	AM PM	0.558 0.575	A A	0.559 0.586	A A	0.001 0.011	N N	0.559 0.586	A A	0.001 0.011	N N
LA BREA AV @ SLAUSON AV	AM PM	1.132 1.081	F F	1.139 1.090	F F	0.007 0.009	N N	1.139 1.093	F F	0.007 0.009	N N
LA BREA AV/OVERHILL DR @ STOCKER ST	AM PM	0.953 1.168	E F	0.956 1.174	E F	0.003 0.006	N N	0.956 1.174	E F	0.003 0.006	N N
LA CIENEGA BL @ LENNOX BL	AM PM	0.402 0.516	A A	0.405 0.519	A A	0.003 0.003	N N	0.405 0.519	A A	0.003 0.003	N N
LA CIENEGA BL @ STOCKER ST	AM PM	1.335 1.218	F F	1.341 1.225	F F	0.006 0.007	N N	1.341 1.225	F F	0.006 0.007	N N
LA CIENEGA BL RAMPS N @ SLAUSON AV	AM PM	0.926 0.625	E B	0.926 0.629	E B	0.000 0.004	N N	0.926 0.629	E B	0.000 0.004	N N
LA CIENEGA BL RAMPS S @ SLAUSON AV	AM PM	0.795 0.758	C C	0.804 0.773	D C	0.009 0.015	N N	0.804 0.773	D C	0.009 0.015	N N
LA TIJERA BL @ SLAUSON AV	AM PM	0.616 0.734	B C	0.617 0.743	B C	0.001 0.009	N N	0.617 0.743	B C	0.001 0.009	N N
LA TIJERA BL @ LINCOLN BL	AM PM	0.996 1.152	E F	1.013 1.171	F F	0.017 0.019	Y Y	1.001 1.159	F F	0.005 0.007	N N
SHENANDOAH AV @ SLAUSON AV	AM PM	0.753 0.641	C B	0.759 0.646	C B	0.006 0.007	N N	0.759 0.648	C B	0.006 0.007	N N
CITY OF CULVER CITY OVERLAND AV @ BRADDOCK DR	AM PM	0.881 0.965	D E	0.897 0.974	D E	0.015 0.009	N N	0.897 0.974	D E	0.015 0.009	N N
SEPULVEDA BL @ BRADDOCK DR	AM PM	0.847 0.966	D E	0.849 0.974	D E	0.002 0.006	N N	0.849 0.974	D E	0.002 0.006	N N
BRISTOL PKWY @ CENTINELA AV	AM PM	0.603 0.571	B A	0.625 0.620	B B	0.022 0.049	N N	0.625 0.620	B B	0.022 0.049	N N
BRISTOL PKWY @ SLAUSON AV	AM PM	0.725 0.675	C B	0.730 0.684	C B	0.006 0.009	N N	0.730 0.684	C B	0.006 0.009	N N
BUCKINGHAM PKWY @ SLAUSON AV	AM PM	0.792 0.792	C C	0.795 0.801	C D	0.004 0.009	N N	0.795 0.801	C D	0.004 0.009	N N
GREEN VALLEY CIR @ CENTINELA AV	AM PM	0.895 0.670	D B	0.915 0.699	E B	0.021 0.029	Y N	0.735 0.681	C B	-0.160 0.011	N N
SEPULVEDA BL @ CENTINELA AV	AM PM	1.240 1.201	F F	1.270 1.271	F F	0.030 0.070	Y Y	1.169 1.208	F F	-0.071 0.007	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
CENTINELA AV @ WASHINGTON BL	AM PM	0.862 0.973	D E	0.901 0.991	E E	0.019 0.018	Y Y	0.889 0.978	D E	0.007 0.005	N N
CENTINELA AV @ WASHINGTON PL	AM PM	0.918 0.941	E E	0.929 0.955	E E	0.011 0.014	Y Y	0.861 0.879	D D	-0.057 -0.062	N N
CULVER BL @ MAIN ST/WASHINGTON BL	AM PM	1.084 0.881	F D	1.097 0.885	F D	0.007 0.004	N N	1.091 0.885	F D	0.007 0.004	N N
OVERLAND AV @ CULVER BL	AM PM	0.971 0.945	E E	0.980 0.968	E E	0.019 0.021	Y Y	0.901 0.913	E E	-0.070 -0.032	N N
SAWTELLE BL @ CULVER BL	AM PM	0.889 1.006	D F	0.897 1.025	D F	0.008 0.019	N Y	0.825 0.932	D E	-0.064 -0.074	N N
SEPULVEDA BL @ CULVER BL	AM PM	0.993 0.925	E E	1.003 0.937	F E	0.010 0.011	Y Y	0.990 0.923	E E	-0.003 -0.003	N N
JEFFERSON BL @ DUQUESNE AV	AM PM	0.984 0.976	E E	0.971 0.987	E E	0.007 0.011	N Y	0.917 0.934	E E	-0.047 -0.042	N N
GLENCOE AV/COSTCO DWY @ WASHINGTON BL	AM PM	0.678 0.968	B E	0.679 0.969	B E	0.001 0.001	N N	0.679 0.969	B E	0.001 0.001	N N
SEPULVEDA BL @ GREEN VALLEY CIR	AM PM	0.679 0.740	B C	0.679 0.741	B C	0.000 0.001	N N	0.679 0.741	B C	0.000 0.001	N N
HANNUM AV @ PLAYA ST	AM PM	0.869 0.788	D C	0.897 0.799	D C	0.028 0.011	Y N	0.884 0.786	D C	0.015 -0.002	N N
HANNUM AV @ SLAUSON AV	AM PM	0.551 0.536	A A	0.551 0.541	A A	0.000 0.005	N N	0.551 0.541	A A	0.000 0.005	N N
SEPULVEDA BL @ I-405 NB RAMPS S/O VENICE BL	AM PM	1.002 0.977	F E	1.007 0.985	F E	0.005 0.008	N N	1.007 0.985	F E	0.005 0.008	N N
SAWTELLE BL @ I-405 SB OFF RAMP N/O CULVER BL	AM PM	0.495 0.481	A A	0.499 0.485	A A	0.004 0.004	N N	0.499 0.485	A A	0.004 0.004	N N
INGLEWOOD BL @ WASHINGTON BL	AM PM	0.808 0.993	D E	0.818 1.014	D F	0.010 0.021	N Y	0.781 0.974	C E	-0.027 -0.019	N N
JEFFERSON BL @ OVERLAND AV	AM PM	1.006 0.874	F D	1.035 0.897	F D	0.029 0.023	Y Y	1.007 0.870	F D	0.001 -0.004	N N
JEFFERSON BL @ SEPULVEDA BL (N)	AM PM	1.079 0.986	F E	1.086 0.996	F E	0.007 0.010	N Y	1.067 0.974	F E	-0.012 -0.012	N N
JEFFERSON BL @ SLAUSON AV	AM PM	0.577 0.654	A B	0.591 0.691	A B	0.014 0.037	N N	0.591 0.691	A B	0.014 0.037	N N
LA CIENEGA BL @ WASHINGTON BL	AM PM	1.032 0.816	F D	1.034 0.817	F D	0.002 0.001	N N	1.034 0.817	F D	0.002 0.001	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	W/ Mitigation Program V/C	2010 w/Project LOS	V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS						
MARINA FWY	AM PM	0.672 0.747	B C	0.692 0.760	B C	0.020 0.013	N N	0.692 0.760	B C	0.020 0.013	N N
SAWTELLE BL	AM PM	1.126 1.081	F F	1.129 1.087	F F	0.003 0.006	N N	1.129 1.087	F F	0.003 0.006	N N
MOTOR AV	AM PM	1.004 0.922	F E	1.006 0.931	F E	0.002 0.009	N N	1.006 0.931	F E	0.002 0.009	N N
OVERLAND AV	AM PM	1.011 1.213	F F	1.020 1.221	F F	0.009 0.008	N N	1.020 1.221	F F	0.009 0.008	N N
SEPULVEDA BL	AM PM	0.865 0.925	D E	0.898 0.963	D E	0.033 0.028	Y Y	0.877 0.925	D E	0.012 0.000	N N
REDWOOD AV	AM PM	0.657 0.713	B C	0.657 0.714	B C	0.000 0.001	N N	0.657 0.714	B C	0.000 0.001	N N
SEPULVEDA BL	AM PM	1.079 0.986	F E	1.086 0.986	F E	0.007 0.010	N Y	1.067 0.974	F E	-0.012 -0.012	N N
SAWTELLE BL	AM PM	1.161 1.238	F F	1.164 1.242	F F	0.003 0.004	N N	1.164 1.242	F F	0.003 0.004	N N
SAWTELLE BL	AM PM	0.771 0.981	C E	0.775 0.987	C E	0.004 0.006	N N	0.775 0.987	C E	0.004 0.006	N N
SEPULVEDA BL	AM PM	1.068 1.029	F F	1.073 1.042	F F	0.005 0.013	N Y	1.032 1.001	F F	-0.036 -0.028	N N
SEPULVEDA BL	AM PM	1.152 1.124	F F	1.155 1.127	F F	0.003 0.003	N N	1.155 1.127	F F	0.003 0.003	N N
SEPULVEDA BL	AM PM	0.891 1.026	D F	0.898 1.035	D F	0.007 0.009	N N	0.898 1.035	D F	0.007 0.009	N N
SEPULVEDA BL	AM PM	1.027 1.107	F F	1.029 1.113	F F	0.002 0.006	N N	1.029 1.113	F F	0.002 0.006	N N
WALGROVE AV	AM PM	0.781 0.955	C E	0.791 0.957	C E	0.000 0.002	N N	0.792 0.957	C E	0.001 0.002	N N
CITY OF SANTA MONICA 23RD ST	AM PM	1.095 1.308	F F	1.097 1.311	F F	0.002 0.003	N N	1.097 1.311	F F	0.002 0.003	N N
23RD ST	AM PM	0.730 0.988	C E	0.732 0.990	C E	0.002 0.002	N N	0.732 0.990	C E	0.002 0.002	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
26TH ST @ WILSHIRE BL	AM PM	0.962 0.970	E E	0.953 0.970	E E	0.001 0.000	N N	0.953 0.970	E E	0.001 0.000	N N
4TH ST @ COLORADO AV	AM PM	0.692 0.902	B E	0.692 0.903	B E	0.000 0.001	N N	0.692 0.903	B E	0.000 0.001	N N
4TH ST @ OCEAN PARK BL N	AM PM	0.471 0.551	A A	0.473 0.552	A A	0.002 0.001	N N	0.473 0.552	A A	0.002 0.001	N N
4TH ST @ OCEAN PARK BL S	AM PM	0.454 0.493	A A	0.455 0.495	A A	0.001 0.002	N N	0.455 0.495	A A	0.001 0.002	N N
4TH ST @ PICO BL	AM PM	1.031 1.021	F F	1.035 1.023	F F	0.004 0.002	N N	1.035 1.023	F F	0.004 0.002	N N
4TH ST @ WILSHIRE BL	AM PM	0.659 0.726	B C	0.660 0.726	B C	0.001 0.000	N N	0.660 0.725	B C	0.001 0.000	N N
CLOVERFIELD BL @ I-10 EB ON RAMP	AM PM	0.838 1.116	D F	0.888 1.116	D F	0.000 0.000	N N	0.888 1.116	D F	0.000 0.000	N N
CLOVERFIELD BL @ I-10 WB OFF RAMP	AM PM	0.951 0.919	E E	0.953 0.920	E E	0.002 0.001	N N	0.953 0.920	E E	0.002 0.001	N N
CLOVERFIELD BL @ OCEAN PARK BL	AM PM	0.727 0.619	C D	0.729 0.623	C D	0.002 0.004	N N	0.729 0.623	C D	0.002 0.004	N N
CLOVERFIELD BL @ PICO BL	AM PM	0.931 0.915	E E	0.933 0.917	E E	0.002 0.001	N N	0.933 0.917	E E	0.002 0.001	N N
LINCOLN BL @ I-10 EB ON RAMP	AM PM	1.208 1.039	F F	1.212 1.041	F F	0.004 0.002	N N	1.212 1.041	F F	0.004 0.002	N N
LINCOLN BL @ I-10 WB OFF RAMP	AM PM	0.971 1.138	E F	0.971 1.141	E F	0.000 0.003	N N	0.971 1.141	E F	0.000 0.003	N N
LINCOLN BL @ OCEAN PARK BL	AM PM	1.248 1.369	F F	1.252 1.372	F F	0.004 0.003	N N	1.252 1.372	F F	0.004 0.003	N N
LINCOLN BL @ PICO BL	AM PM	1.240 1.228	F F	1.243 1.232	F F	0.003 0.004	N N	1.243 1.232	F F	0.003 0.004	N N
LINCOLN BL @ WILSHIRE BL	AM PM	0.897 0.910	D E	0.899 0.912	D E	0.002 0.002	N N	0.899 0.912	D E	0.002 0.002	N N
MAIN ST @ OCEAN PARK BL	AM PM	0.958 1.022	E F	0.958 1.023	E F	0.000 0.001	N N	0.958 1.023	E F	0.000 0.001	N N
MAIN ST @ PICO BL	AM PM	0.775 0.945	C E	0.775 0.945	C E	0.000 0.000	N N	0.775 0.945	C E	0.000 0.000	N N
NEILSON WAY @ OCEAN PARK BL	AM PM	0.726 0.775	C C	0.727 0.776	C C	0.001 0.001	N N	0.727 0.776	C C	0.001 0.001	N N

TABLE 9--2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		V/C Increase	Significant Impact	2010 w/Project w/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS			V/C	LOS		
OCEAN AV	AM PM	0.621 0.968	B E	0.622 0.959	B E	0.001 0.001	N N	0.622 0.959	B E	0.001 0.001	N N
@ PALISADES BEACH RD RAMP S											
OCEAN AV	AM PM	0.717 0.684	C B	0.717 0.684	C B	0.000 0.000	N N	0.717 0.684	C B	0.000 0.000	N N
@ WILSHIRE BL											
OCEAN AV/NEILSON WAY	AM PM	0.729 0.888	C D	0.730 0.889	C D	0.001 0.001	N N	0.730 0.889	C D	0.001 0.001	N N
@ PICO BL											
CITY OF INGLEWOOD											
LA CIENEGA BL	AM PM	0.678 0.731	B C	0.679 0.734	B C	0.001 0.003	N N	0.679 0.734	B C	0.001 0.003	N N
@ ARBOR VITAE ST											
CENTINELA AV	AM PM	0.613 0.825	B D	0.622 0.832	B D	0.009 0.007	N N	0.622 0.832	B D	0.009 0.007	N N
@ FLORENCE AV											
LA BREA AV	AM PM	1.395 1.192	F F	1.412 1.201	F F	0.017 0.009	Y N	1.304 1.132	F F	-0.091 -0.060	N N
@ CENTINELA AV											
FLORENCE AV/AVIATION BL	AM PM	1.143 0.887	F D	1.147 0.921	F E	0.004 0.034	N Y	1.117 0.891	F D	-0.026 0.004	N N
@ MANCHESTER BL											
LA BREA AV	AM PM	1.070 1.123	F F	1.071 1.124	F F	0.001 0.001	N N	1.071 1.124	F F	0.001 0.001	N N
@ MANCHESTER BL											
LA CIENEGA BL	AM PM	0.899 0.940	D E	0.902 0.942	E E	0.003 0.002	N N	0.902 0.942	E E	0.003 0.002	N N
SOUTH BAY CITIES (1)											
SEPULVEDA BL/PCH	AM PM	0.869 1.220	D F	0.873 1.222	D F	0.004 0.002	N N	0.873 1.222	D F	0.004 0.002	N N
@ ARTESIA BL											
AVIATION BL	AM PM	1.001 1.064	F F	1.003 1.064	F F	0.002 0.000	N N	1.003 1.064	F F	0.002 0.000	N N
@ ROSECRANS AV											
DOUGLAS ST	AM PM	0.770 0.590	C A	0.771 0.593	C A	0.001 0.003	N N	0.771 0.593	C A	0.001 0.003	N N
@ IMPERIAL HWY											
SEPULVEDA BL	AM PM	1.074 1.297	F F	1.076 1.303	F F	0.002 0.006	N N	1.076 1.303	F F	0.002 0.006	N N
@ EL SEGUNDO BL											
SEPULVEDA BL	AM PM	1.026 1.305	F F	1.034 1.310	F F	0.003 0.005	N N	1.034 1.310	F F	0.003 0.005	N N
@ GRAND AV											
HIGHLAND AV	AM PM	0.787 0.620	C B	0.790 0.621	C B	0.003 0.001	N N	0.790 0.621	C B	0.003 0.001	N N
@ MANHATTAN BEACH BL											
I-405 NB RAMP S	AM PM	0.415 0.497	A A	0.416 0.498	A A	0.001 0.001	N N	0.416 0.498	A A	0.001 0.001	N N
@ IMPERIAL HWY											
I-105 WB OFF RAMP/NASH ST	AM PM	0.796 0.425	C A	0.799 0.427	C A	0.003 0.002	N N	0.799 0.427	C A	0.003 0.002	N N
@ IMPERIAL HWY											

TABLE 9-2 continued

THE VILLAGE AT PLAYA VISTA PROJECT
INTERSECTION OPERATING CONDITIONS--FUTURE 2010 WITH PROJECT & MITIGATIONS - NO PLAYA VISTA DRIVE BRIDGE BASELINE

Intersection	Peak Hour	2010 Base		2010 w/Project		Significant Impact	2010 w/Project W/ Mitigation Program		V/C Increase	Residual Impact
		V/C	LOS	V/C	LOS		V/C	LOS		
MAIN ST	AM PM	1.007 0.904	F E	1.011 0.906	F E	N N	1.011 0.906	F E	0.004 0.002	N N
SEPULVEDA BL	AM PM	1.189 1.335	F F	1.193 1.337	F F	N N	1.193 1.337	F F	0.004 0.002	N N
SEPULVEDA BL	AM PM	0.827 1.075	D F	0.831 1.078	D F	N N	0.831 1.078	D F	0.004 0.003	N N
SEPULVEDA BL	AM PM	1.103 1.330	F F	1.105 1.332	F F	N N	1.105 1.332	F F	0.002 0.002	N N
SEPULVEDA BL	AM PM	0.898 1.074	D F	0.901 1.077	E F	N N	0.901 1.077	E F	0.003 0.003	N N
SEPULVEDA BL	AM PM	1.020 1.397	F F	1.023 1.400	F F	N N	1.023 1.400	F F	0.003 0.003	N N
VISTA DEL MAR/HIGHLAND AV	AM PM	1.278 0.893	F D	1.281 0.897	F D	N N	1.281 0.897	F D	0.003 0.004	N N

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

(listed and described in Chapter V of this Report) under these changed No Playa Vista Drive Bridge Baseline Conditions. From Table 9-2, the following observations can be made:

- The average volume to capacity (V/C) ratio (or demand to capacity ratio) of the system without the Proposed Project (Future Baseline without the Playa Vista Drive Bridge) is projected to be 0.841 and 0.873 during AM and PM peak hours, respectively. This V/C ratio will change to 0.850 and 0.887, during the same peak hours with the Proposed Project.
- Approximately 86 and 103 of the 218 analyzed intersection locations are projected to operate at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, under these changed Baseline (No Playa Vista Drive Bridge and connection to Culver Boulevard) Conditions. This would change to 92 and 108 locations operating at unacceptable LOS E or F with the Proposed Project.
- The Proposed Project's Mitigation Program listed in Chapter V was tested to determine if it would be effective in alleviated the traffic impacts of the Project and improving traffic conditions within the Study Area. It was determined that the traffic conditions with the Proposed Project and its mitigation measures would substantially improve the roadway system's operating performance both in terms of reducing peak hour systemwide average V/C ratios and the number of locations operating at unacceptable levels of service. The Future with Proposed Project and mitigation measures will result in average V/C ratios of 0.839 and 0.876 during AM and PM peak hours, respectively, compared to V/C ratios of 0.841 and 0.873 during the same peak hours for the Future with LAX Alternative D Baseline (without the Proposed Project) conditons. Additionally, conditions with the Proposed Project and mitigation measures would result in 85 and 103 locations operating at unacceptable levels of service (LOS E or F) during AM and PM peak hours, respectively, compared to 86 and 103 deficiently operating locations under the 2010 No Playa Vista Drive Bridge Baseline Conditions (without the proposed project). Therefore, relative to 2010 No Playa Drive Bridge Baseline conditions, the project with its mitigation measures results in improved overall operating conditions.
- The Proposed Project would cause significant traffic impacts at 31 and 48 of the 218 analyzed locations during the AM and PM peak hours, respectively under changed No Playa Vista Drive Bridge Baseline conditions.
- The Proposed Project and its mitigation measures simulations show that residual significant impacts at one intersection – Centinela Avenue and Jefferson Boulevard would remain during both AM and PM peak hours. However, it is worth noting that this location was substantially improved by the Playa Vista First Phase Project resulting in excess capacity credit. If this excess capacity credit were taken into consideration, the impacts at this location would be mitigated.