# APPENDIX K-3:
# KAKU ASSOCIATES AND RAJU ASSOCIATES, INC., THE VILLAGE AT PLAYA VISTA TRANSPORTATION PLAN ENVIRONMENTAL IMPACT REPORT , TECHNICAL APPENDIX VOLUME I, JULY 2003

# THE VILLAGE AT PLAYA VISTA PROJECT

## TECHNICAL APPENDIX VOLUME 1

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# THE VILLAGE AT PLAYA VISTA PROJECT

## APPENDIX VOLUME 1A

## MEMORANDUM OF UNDERSTANDING

# SCOPING FOR TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of traffic impact analysis for following project:

Project name **The Village at Playa Vista Project**
Project address **South-east of McConnell Av/Jefferson**
Project description **175,000 sf (net) Office, 2,600 Dwelling Units, 150,000 sf Retail**
**40,000 sf Community Serving**

Geographic Distribution: **Per Emme2 Model** N**24%** S**27%** E**44%** W**5%**
(Attach graphic illustrating project trip distribution percentages at the studied intersections)

Trip Generation Rate(s) Source: **ITE Sixth Edition**

| | Land Use **See Attached** | | Land Use | | Land Use | |
|---|---|---|---|---|---|---|
| | in | out | in | out | in | out |
| AM Trips | | | | | | |
| PM Trips | | | | | | |

Project Buildout Year **Year 2010**
Ambient or CMP Growth Rate **Per Emme2 2010 Travel Demand Model**
Related Projects: **See Attached**

Study Intersections: (Subject to revision after CMP requirement, related projects, trip generation and distribution are determined)

1. **See Attached List**
2.
3.
4.
5.
6.

Trip Credits: (Exact amount of credit subject to approval by LADOT)

| | | |
|---|---|---|
| Transportation Demand Management (TDM) | ____ Yes | X no |
| Existing Active Land Use | ____ Yes | X no |
| Previous Land Use | ____ Yes | X no |
| Internal Trip | X Yes | ____ no |
| Pass By Trip | X Yes | ____ no |
| Transit | ____ Yes | X no |

This analysis must follow latest LADOT traffic study guidelines

| | Consultant | Developer |
|---|---|---|
| Name | **Kaku Associates** | **Playa Capital Company** |
| Address | **1453 Third Street # 400, Santa Monica, CA 90401** | **12555 W. Jefferson Bl, Los Angeles, CA 90066** |
| Phone No. | 310-458-9916 | 310-822-0074 |

Approved by:

Consultant's Representative — 10/15/02 Date

LADOT's Representative — 10/15/02 Date

TABLE 5-2
PLAYA VISTA SECOND PHASE PROJECT
TRIP GENERATION ESTIMATES

| Land Use | Size | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|
| | | | In | Out | Total | In | Out | Total |
| **AREA "D"** | | | | | | | | |
| Office | 175,000 sf | 2,271 | 287 | 39 | 326 | 52 | 253 | 305 |
| Dwelling Units | 2,600 du | 15,236 | 194 | 950 | 1,144 | 941 | 463 | 1,404 |
| Retail (Neighborhood) | 150,000 sf | 6,193 | 87 | 56 | 143 | 276 | 299 | 575 |
| Community Serving Uses | 40,000 sf | 520 | 9 | 4 | 13 | 6 | 12 | 18 |
| **TOTAL PV PHASE II** | | **24,220** | **577** | **1,049** | **1,626** | **1,275** | **1,027** | **2,302** |

Source: ITE "Trip Generation", 6th Edition, 1997.
Retail Trip Generation includes 30% pass-by trip reduction.
Community Serving Uses include uses such as Community Center.
Community Center trip generation includes a 75% internal capture.

TABLE 1C-3
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILE: MPOFFICE IN MPGEN.XLS (1.2 persons per automobile)

| AREA | ZONE(1) | NET SIZE | DAILY | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 20 | 55,000 | 714 | 90 | 12 | 102 | 16 | 80 | 96 |
| D | 21 | 40,000 | 519 | 65 | 9 | 74 | 12 | 58 | 70 |
| D | 22 | 80,000 | 1038 | 131 | 18 | 149 | 24 | 116 | 139 |
| D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project | | 175,000 | 2271 | 287 | 39 | 326 | 52 | 253 | 305 |

(1) - Refer to Figure 5-1 for zone boundaries.
(2) - Office rates increased 15.0% to reflect net usable versus gross leasable square feet.

TABLE 1C-4
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILE: MPRESID IN MPGEN.XLS

| AREA | ZONE(1) | SIZE | DAILY | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| D | 9 | 344 | 2016 | 26 | 126 | 151 | 124 | 61 | 186 |
| D | 10 | 130 | 762 | 10 | 47 | 57 | 47 | 23 | 70 |
| D | 11 | 130 | 762 | 10 | 47 | 57 | 47 | 23 | 70 |
| D | 12 | 312 | 1828 | 23 | 114 | 137 | 113 | 56 | 168 |
| D | 13 | 54 | 316 | 4 | 20 | 24 | 20 | 10 | 29 |
| D | 14 | 68 | 398 | 5 | 25 | 30 | 25 | 12 | 37 |
| D | 15 | 187 | 1096 | 14 | 68 | 82 | 68 | 33 | 101 |
| D | 16 | 48 | 281 | 4 | 18 | 21 | 17 | 9 | 26 |
| D | 17 | 35 | 205 | 3 | 13 | 15 | 13 | 6 | 19 |
| D | 18 | 300 | 1758 | 22 | 110 | 132 | 109 | 53 | 162 |
| D | 19 | 50 | 293 | 4 | 18 | 22 | 18 | 9 | 27 |
| D | 20 | 155 | 908 | 12 | 57 | 68 | 56 | 28 | 84 |
| D | 21 | 80 | 469 | 6 | 29 | 35 | 29 | 14 | 43 |
| D | 22 | 150 | 879 | 11 | 55 | 66 | 54 | 27 | 81 |
| D | 23 | 185 | 1084 | 14 | 68 | 81 | 67 | 33 | 100 |
| D | 24 | 318 | 1863 | 24 | 116 | 140 | 115 | 57 | 172 |
| D | 25 | 54 | 316 | 4 | 20 | 24 | 20 | 10 | 29 |
| Total Project | | 2,600 | 15236 | 194 | 950 | 1144 | 941 | 463 | 1404 |

(1) - Refer to Figure 5-1 for zone boundaries.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| RATE - RESIENTIAL CONDO/TOWNHOUSI | 5.86 | 17% | 83% | 0.44 | 67% | 33% | 0.54 | |

TABLE 1C-5
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILE: MPRETAIL IN MPGEN.XLS

| AREA | ZONE(1) | SIZE | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 19 | 40,000 | 2359 | 33 | 21 | 54 | 105 | 114 | 219 |
| D | 20 | 50,000 | 2949 | 41 | 26 | 68 | 131 | 142 | 274 |
| D | 21 | 20,000 | 1180 | 17 | 11 | 27 | 53 | 57 | 109 |
| D | 22 | 40,000 | 2359 | 33 | 21 | 54 | 105 | 114 | 219 |
| D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project | | 150,000 | 8847 | 124 | 79 | 203 | 394 | 427 | 821 |

(1) - Refer to Figure 5-1 for zone boundaries.

TABLE 1C-6
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
RETAIL PASS BY (Based on LADOT Policy on Pass-By Trips)

| AREA | ZONE(1) | SIZE | DAILY | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL | Pass-By |
|---|---|---|---|---|---|---|---|---|---|---|
| D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30% |
| D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 19 | 40,000 | 708 | 10 | 6 | 16 | 32 | 34 | 66 | 30% |
| D | 20 | 50,000 | 885 | 12 | 8 | 20 | 39 | 43 | 82 | 30% |
| D | 21 | 20,000 | 354 | 5 | 3 | 8 | 16 | 17 | 33 | 30% |
| D | 22 | 40,000 | 708 | 10 | 6 | 16 | 32 | 34 | 66 | 30% |
| D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20% |
| D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| Total Project | | 150,000 | 2654 | 37 | 24 | 61 | 118 | 128 | 246 | |

(1) - Refer to Figure 5-1 for zone boundaries.

TABLE 1C-7
PLAYA VISTA TRIP GENERATION ANALYSIS
YEAR 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILENAME: MPCOMSER.WK1 MPGEN.XLS

| AREA | ZONE(1) | CHILD CARE | COMMUNITY CENTER | COUNTY FACILITY | FIRE STATION | LIBRARY | MEDICAL FACILITY | MUSEUM | PERFORMING ART | POLICE | POST OFFICE | RELIGIOUS | SCHOOL | UNIV. EXT | TOTAL | DAILY TRIPS | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 22 | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 915 | 35 | 18 | 53 | 24 | 46 | 70 |
| | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | 40,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 915 | 35 | 18 | 53 | 24 | 46 | 70 |

(1) - Refer to Figure 5-1 for zone boundaries.

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<br>Retail | 547 units<br>29,000 SF |
| 6 | Howard Hughes Center | Sepulveda / H. Hughes Pkwy | Office<br>incl. Retail<br>incl. Health Club<br>Hotel | 1,467,061 SF<br>100,000 SF<br>64,368 SF<br>600 rooms |
| 7 | Bartlet's Harley Davidson | 4141 Lincoln Bl | Dealer/Retail/Restaurant/Office | 51,470 SF |
| 8 | Wilshire Bl Temple School | Barrington Av / Olympic Bl | Office<br>School<br>Synagogue<br>Gym<br>Dining | 32,000 SF<br>69,150 SF<br>25,150 SF<br>5,500 SF<br>4,250 SF |
| 9 | Westway | 10-100 Jefferson Bl | Flex Office/Light Industrial<br>(2 Buildings) | 123,293 SF<br>119,657 SF |
| 10 | Apartments | Pershing/Manchester | Apartment | 49 units |
| 11 | Tierra Sol y Mar | 1420 2nd St. | Commercial Office<br>Specialty Retail | 11,000 SF<br>11,000 SF |
| 12 | Mixed Used (Residential/ Commrecial) | 1443 6th St. | Residential<br>Speciality Retail | 48 units<br>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<br>Phase 2 - Medical Facility | 475,000 SF<br>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<br>Studio/Office/Multi-Media Uses | 165,000 SF<br>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<br>(Office - Removal) | 309,000 SF<br>(295,000 SF) |
| 24 | West Bluff | 7400 West 80th St | Single Family Homes | 120 homes |
| 25 | LMU Expansion | 7101 West 80th St | Non-Residential<br>Residential | 115,000 SF<br>420,000 SF |
| 26 | Airport Park | Douglass Loop | Park<br>Dog Park<br>Playing Fields<br>(Parking Lot - Removal; approx. 105,000 SF) | 4 acres<br>1 acre<br>1 acre<br>(310 spaces) |
| 27 | High Bay Lab | 901 N. Nash St. | Office | 55,772 SF |

TABLE 3--1
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) | 10 pumps |
| | | | Fast Food | 1,659 SF |
| 29 | Office | 2260 E. El Segundo Bl | Office | 38,000 SF |
| | | | (Industrial - Removal) | (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 | 640,000 SF |
| | | | Hotel | 320 rooms |
| | | | (Office - Removal) | (835,000 SF) |
| 33 | L.A. Airforce Base-Area B | Aviation Bl/El Segundo Bl | Office | 713,500 SF |
| | | | Warehouse | 63,000 SF |
| | | | Base Exchange | 93,750 SF |
| | | | (Office - Removal) | (552,666 SF) |
| | | | (Day Care Center - Removal) | (16,681 SF) |
| | | | (Gas Station - Removal; appox. 6,000 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 | 3,000 ksf |
| | | | Commercial/Retail | 100,000 SF |
| 36 | LAX Northside | Westchester Pkwy / Loyola Bl | Office | 1,305 ksf |
| | | | Airport Related Industrial | 1,036 ksf |
| | | | Office Industrial Park | 1,595 ksf |
| | | | Hotel | 1,050 rooms |
| | | | Restaurant | 55,000 SF |
| | | | Specialty Retail | 65,000 SF |
| 37 | Marina del Rey Development | Marina Del Rey | | |
| | 37a. | Parcel 9U/10R/FF | Hotel (Timeshare) | 288 rooms |
| | | | Residential | 531 units |
| | | | Park | 2 +acres |
| | 37b. | Parcel 44U | Hotel | 226 rooms |
| | | | Retail | 3,000 SF |
| | | | Restaurant | 19,000 SF |
| | 37c. | Parcel 77W | Dry Boat Storage | 306 SF |
| | | | Parking Structure | 645 SF |
| | 37d. | Parcel 55/56S/W Fisherman's Village | Hotel | 144 rooms |
| | | | Restaurant | 20,900 SF |
| | | | Retail | 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/LLS | 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
THE VILLAGE AT PLAYA VISTA PROJECT
LIST OF RELATED PROJECTS

| MAP NUMBER | PROJECT NAME | LOCATION | LAND USE | SIZE |
|---|---|---|---|---|
| 38 | I .A Airforce Base-Hawthorne Property | Marine Bl/Aviaton Bl | Residential<br>(Office - Removal) | 208 units<br>(30,000 SF) |
| 39 | Civic Center/Metlox Development | Valley Dr/Manhattan Beach Bl | Commercial<br>Restaurant<br>Office<br>Retail<br>Hotel | 63,850 SF<br>6,400 SF<br>15,000 SF<br>16,450 SF<br>35 rooms |
| 40 | Playa Vista Phase I | Playa Vista | Residential<br>Office<br>Retail<br>Community Serving Vsps<br>Stages<br>Production & Stage Support | 3,246 units<br>2,077,050 SF<br>35,000 SF<br>120,000 SF<br>332,500 SF<br>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<br>Private School | 57 units<br>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<br>(Warehouse - Removal)<br>Office | 102,000 SF<br>(70,000 SF)<br>68,000 SF |
| 52 | Office/Retail | El Segundo Bl/Hawthorne Bl | Office/Retail | 850,000 SF |
| 53 | Samitaur | 5800 Jefferson Bl | Office<br>Light Industrial | 69,300 SF(Net)<br>161,600 SF(Net) |
| 54 | Mica Site | 3585 Hayden Av | Light Industrial<br>Office<br>Restaurant | 15,000 SF<br>15,000 SF<br>1,000 SF |
| 55 | Pratt Coffee Architects | 9599 Jefferson 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 GLSF |
| 59 | Commercial | 1733 Ocean Av | Retail<br>Restaurant<br>Office | 8,000 SF<br>3,720 SF<br>58,330 SF |
| 60 | Hotel | 1746 Ocean Av | Hotel<br>Restaurant | 175 rooms<br>5,000 SF |
| 61 | 888 N. Sepulveda Bl | Sepulveda Bl, El Segundo | Office | 120,610 SF |
| 62 | Mayfair Theater Site | 210 Santa Monica Bl | Commercial | 45,000 SF |

TABLE 3--1
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<br>(Office - Removal) | 100,000 SF<br>(157,225 SF) |
| 65 | Knowlton Av Senior Housing | Knowlton/La Tijera | Senior Housing | 187 units |
| 66 | Lantana Project | 3030 Olympic Boulevard<br>3131 Exposition Boulevard | Office, Studio<br>Office, Studio | 64,105 SF(Net)<br>152,000 SF(Net) |
| 67 | Retail | 120 Wilshire Bl | Retail | 39,529 SF |
| 68 | Sea Castle Apartments | 1725 The Promemade | 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<br>Office | 40,000 SF<br>8,000 SF |
| 76 | CDC | 2301 Rosecrans | Office | 290,096 SF |
| 77 | Xerox Phase IV | 1951 -1961 El Segundo Bl | Office<br>Hotel | 255,242 SF<br>350 rooms |
| 78 | Pioneer Boulangerie | 2012 & 2029 Main St. | Residential<br>Retail | 133 units<br>19,000 SF |
| 79 | Mattel | 445 & 475 Continental | Research & Dev. Bldg. | 300,000 SF |
| 80 | El Segundo Corporate Campus | 700 N. Nash<br>800 N. Nash | Office<br>Retail<br>Day Care<br>Medical Office<br>Health Club<br>Restaurant<br>Hotel<br>Light Industrial<br>Research & Development | 1,740 KSF<br>75,000 SF<br>7,000 SF<br>7,000 SF<br>19,000 SF<br>75,000 SF<br>100 rooms<br>25,000 SF<br>140,000 SF |
| 81 | Commercial | 155-555 N. Nash | Office | 125,000 SF |
| 82 | Corporate Pointe - I | Slauson Av/SR-90 | Office | 650,000 GSF |
| 83 | Corporate Pointe - II | Slauson Av/SR-90 | Office | 250,000 GSF |
| 84 | Commercial | SW Corner of Douglas & Mariposa | Office<br>Light Industrial<br>Restaurant | 99,450 SF<br>110,000 SF<br>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<br>Light Industrial | 37,900 SF(Net)<br>88,500 SF(Net) |
| 88 | Mixed-Use | 1430 Lincoln Bl | Apartment<br>Retail | 280 units<br>197,000 SF |
| 89 | Mixed-Use Project | 3480 S. La Brea | Office<br>Shopping Center | 20,000 SF<br>79,750 SF |

TABLE 3--1
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 | 74,653 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 |

THE VILLAGE AT PLAYA VISTA PROJECT
ANALYZED INTERSECTION LOCATIONS BY JURISDICTION

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

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 | ** | MESMER 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 | @ | MAXELLA 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 |
| 160 | * | 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 |

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 RAMPS N | @ | SLAUSON AV |
| 39 | | LA CIENEGA BL RAMPS 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 RAMPS 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 RAMPS |
| 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 |

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

# THE VILLAGE AT PLAYA VISTA PROJECT

## APPENDIX VOLUME 1B

## MODEL DEVELOPMENT PROCESS

## APPENDIX 1B
## MODEL DEVELOPMENT PROCESS

A travel demand forecasting model was developed for the Village at Playa Vista Project using the City of Los Angeles General Plan Framework (GPF) Model as the base or starting point. The model was implemented on EMME/2, a transportation modeling software package, in the personal computer environment. This section details this model development process, the overall data flow process and the post-processing techniques utilized in the overall traffic estimation process developed and used for this project study.

### MODEL DEVELOPMENT PROCESS

The Playa Vista Transportation Model is a 'focussed' model based on the City of Los Angeles General Plan Framework Model. The City of Los Angeles GPF Model was enhanced to include greater network detail and a finer or more detailed traffic analysis zone system (TAZs) within the study area to help produce accurate travel forecasts. The various steps involved in the development of mathematical models constituting the Playa Vista Transportation Model are:

- Traffic Analysis Zone System Development
- Highway Network Development
- Trip Table Development including Trip Generation, Trip Distribution, Mode Split and Vehicle Trips Conversion
- Volume Delay Function Development and Traffic Assignment
- Overall Model Validation

#### Traffic Analysis Zone (TAZ) System Development

The TAZ system for the Playa Vista Model was derived from the City of Los Angeles GPF Planning Analysis Zone system. The GPF zones were disaggregated within the project study area to include more detail both in the Playa Vista site as well as in the LAX airport areas. Further, most TAZs on the westside of the City of Los Angeles were also disaggregated to sub-census tract level to provide more detail within the study area. The model's study area is defined

as the area enclosed by the Pacific Ocean to the west, PCH / Sepulveda Boulevard to the south, the I-110 to the east and Wilshire Boulevard to the north. The other areas within the westside of Los Angeles and the other areas of the City of Los Angeles were continued as census tract level areas or bigger, same as those defined in the GPF model. The Playa Vista site was divided into 48 TAZs in all.

## Highway Network Development

Representation of the transportation system supply in the Playa Vista Model was accomplished through the highway network coding process, where a series of links (representing roadway segments) connecting nodes (representing intersections or intermediate access points) were defined. The TAZs were represented by centroids, a specialized version of nodes in the EMME/2-based Playa Vista Model. The centroids were connected to the highway network using centroid connectors. Each link in the base highway network is characterized by a series of physical and operational attributes like link length, link type denoting both functional class and area type, number of lanes and volume delay function code (the function definitions for which include capacities and speeds).

The network development process involved three distinct steps: base network coding and refinement, link characteristics update and network validation. A brief description of each of the above tasks follows:

The network coding and refinement step involved starting with the City's GPF model network and adding the centroids (TAZs) detailed above. Centroid connectors were next added and additional network detail was included such that all collector streets and some local streets within the study area were represented in the base network.

Every link in the base highway network includes key physical and operational attribute data associated with it. Consistency in the representation of these attributes is of critical importance in the traveler's choice of routes in the model. Key attributes included link length, number of lanes and volume delay function code for all the links in the model. Detailed checks were designed within the EMME/2 software package to validate the coded highway network, and discrepancies, if any, were reconciled using the software's network editor.

Network validation checks including network connectivity and shortest path checks were performed. Network connectivity check was performed to ensure that all the centroids or TAZs in the model were properly connected to the highway network. This was performed in the following manner. A unit matrix was assigned using the 'all-or-nothing' technique to the highway network and the output report was examined to make sure that the number of unassigned trips (intra-zonal trips) was equal to the number of TAZs or centroids in the model. The shortest path checks using link lengths and travel times were next performed to ensure that the coded lengths of the facilities added to the network were consistent relative to that of facilities that existed in the network. Further, a comparison of the coded versus computed link lengths was also performed and those with greater than 10% differences were examined and discrepancies resolved.

**Trip Table Development**

The trip table development process used by the City of Los Angeles GPF Model (which Playa Vista Model is identical to) represents a sophisticated process which relates tripmaking to various socio-economic, land use and travel characteristics for the entire modeling region (which in the case of the GPF and Playa Vista models includes the five counties in the SCAG modeling area – Los Angeles, Orange, Ventura, San Bernardino and Riverside). For example, the GPF Trip Generation Model (same as the SCAG's Trip Generation Model) relates trip productions and attractions (P&A) within a given TAZ to socio-economic characteristics such as population, number of multi-family and single-family dwelling units, vehicle ownership, average household income, retail employment, total employment and so on. A brief discussion of the various steps involved in the trip table development process including the base assumptions utilized and the specific structure of the mathematical model formulations is provided in the following section.

The trip table development process involves the following major sub-tasks:

- Trip Generation
- Trip Distribution
- Modal Split and Vehicle Trips Estimation

Trip Generation: The trip generation model predicts the level of trip-making to and from a zone, based on the land-use and socio-economic data for that zone. The trip production and attraction models predict the daily trip ends in production and attraction format by trip purpose. After the trip

productions and attractions are calculated, the attractions are normalized (scaled) by purpose such that the regional trip productions match the regional attractions. The GPF TG Model (and the Playa Vista Model) uses directly the SCAG's current Trip Generation Model set. This model set uses a cross-classification submodel for calculating trip productions and a set of linear regression model formulations for trip attractions. These models were adapted to the GPF (and consequently to the Playa Vista Model) zone system by adding another variable and using the same to allocate the zonal constants used by the regional model set. The trip generation models use the following variables as input: population, number of single family and multi-family dwelling units, income and employment (retail and total). Trip vectors by purpose in production and attraction format on a daily basis are obtained as output from the trip generation model.

Trip Distribution: The same trip distribution model as that used by the SCAG model set was utilized for the GPF and consequently, the Playa Vista Model, i.e., the Gravity Model. The Trip Distribution Model links the trip productions to attractions, by purpose. The productions from each zone are matched to attractions of other zones based on their relative attractiveness (measured by the zone's attractions compared to overall attractions) and their impedance (function of travel time) from the zone of origin. The trip distribution model uses the balanced trip productions and attractions, and zone-to-zone travel impedances as the input to the model, and provides trip interchange matrices, by purpose, as outputs from the model. The functional form of the Gravity Model used for trip distribution is given below:

$$Tij = Pi * ((Aj*Fij*Kij) / \text{Sum over j of } (Aj*Fij*Kij))$$

where:

Tij = Trips from zone I to zone j

Pi = Productions in zone I

Aj = Attractions in zone j

Fij = Friction Factor from zone I to zone j (travel propensity - usually a function of travel time)

Kij = K-factor - a factor to adjust zonal interchange attractiveness

Modal Split and Vehicle Estimation: The GPF mode choice and auto occupancy modules use the mode split and auto occupancy information from the SCAG's mode split and auto occupancy models. The Playa Vista model utilized the information available from the GPF model data set. The next step in the trip table development process is the conversion of the vehicular trip tables by purpose on a daily basis in P&A format to peak hour vehicular trip tables in origin-destination (O-

D) format. This conversion was accomplished utilizing the SCAG's regional conversion factors.

## Volume Delay Function Definition & Traffic Assignment

The volume delay function (vdf) code for each link depends upon the link type or the link's functional class. The definitions for each of the vdf codes generally follow the standard Bureau of Public Roads (BPR) type capacity restraint function formulation detailed below:

Travel Time = X * Free-flow travel time * [1 + Y * (Link Demand / Link Capacity) ^ Z]

where:
X = Calibration factor whose default value is unity
Y = Coefficient with a default value of 0.15 for all facilities
Z = Exponent with a default value of 4 for all facilities

The centroid connectors travel times are computed using just the free-flow travel times (i.e., without the congestion term – the term within parenthesis above).

Traffic assignment is the process by which the model estimates the flows or volume of traffic on each individual link of the transportation system. Alternate paths are developed in the model and trips are assigned to these paths. When all the trips from all the zone pairs are added together, an estimate of total travel on each link is obtained. The traffic assignment process for the Playa Vista model utilized the iterative capacity restrained (equilibrium) assignment technique. This technique recognizes that several routes between any given pair of zones that have nearly equal impedances and therefore, equal use exist. This technique is a reasonable realistic representation of traffic on the network.

The equilibrium traffic assignment technique employs the following approach: starting with speeds on each link which approximate the free-flow speed, the minimum travel time (impedance) paths between zones are determined by the model and zone-to-zone trips are assigned to these paths. After all trips have been assigned, the model adjusts speeds and travel impedances to reflect the flows on each link using a series of functions (called volume delay functions) that relate volume and delay or travel time. As minimum time paths change between zones as a result of these adjustments, the model determines new routes and performs a new allocation of trips. This

process continues for a number of iterations until an approximate equilibrium is reached whereby all potential paths between each zone pair have equal minimum impedances. In other words, no path or route between each zone pair with impedance less than that calculated at equilibrium can be found.

The 1995/96 trip tables for AM and PM peak hours synthesized as described above were next converted to the detailed focussed Playa Vista Transportation Model zone system and then assigned to the respective highway networks within the Playa Vista Transportation Model database. A comparison of the flows with the actual ground counts was next performed in the model validation step.

## Playa Vista Transportation Model Validation

The purpose of the model calibration and validation process is to adjust the model such that it produces traffic volume assignments that closely resemble ground counts on streets and highways within the study area. The overall Playa Vista Model Validation was performed at two different levels of abstraction – across screenlines and across cutlines. Screenlines are imaginary lines drawn across the network. Traffic volumes (counted or model produced) are recorded at points where lines intersect the network. These volumes are then totalled to allow a comparison of the total traffic volume that crosses the wide corridor covered by the screenline in the model assignment versus the ground counts. Cutlines are specific locations along certain regional roadway facilities where model volumes were compared to ground counts along these individual facilities. The criteria for model validation were set for screenlines and cutlines as follows – screenline differences to be less than or equal to 10% across all screenlines and cutline differences to be within one-half of a lane's capacity of that facility.

The assigned Playa Vista Transportation Model volumes were compared to the observed ground counts and the need for calibration adjustments evaluated. Calibration is typically achieved by modifying one or more of the following in order to affect the model's assignment of traffic flows:

- Trip Table adjustment
- Centroid connector location / addition
- Volume Delay Function adjustment
- Link speed and / or capacity adjustment

The characteristics to be modified depend upon whether the differences between simulated volumes and ground counts are systemwide or local. For example, if the assigned volumes are consistently high or low across all the screenlines, then adjustment of the trip table may be necessary. However, if the assigned volumes generally match ground counts on an overall basis but differ for individual links across or within screenlines, modification of centroid connector locations, volume delay function definition modifications, and link speeds and/or capacity modifications may be appropriate.

As part of the Playa Vista Transportation Model Validation, numerous model runs were performed with adjustments to various model parameters in response to observed dicrepancies in the initial model assignments. The required adjustments of the model parameters ranged from adjustments to volume delay function definitions (including modifications to link capacity and speed values), centroid connector additions / modifications and link calibration factors.

In many instances, centroid connectors were moved from their initial locations and additional connectors were provided to the network to better represent trips accessing the traffic anlaysis zones. These adjustments were made in locations where inspection of the assigned volumes revealed that traffic to and from a particular zone was overloading certain streets adjacent to the zone while under utilizing certain other adjacent streets. These changes were made based on actual available access points or driveways or local streets in the roadway system.

The validation of the Playa Vista Transportation Model was performed at two levels for both the AM and PM peak hours. To validate the model on an overall basis, nine screenlines or corridors were evaluated and approximately 1,200 individual locations were evaluated to determine if they were being under- or over-simulated by more than half a lane's worth of traffic capacity.

Five east-west and four north-south screenlines were identified for the Village at Playa Vista Project study area. The model assigned traffic volumes were compared against existing base year traffic counts across all the screenlines after each set of simulation runs and adjustments made until final validation runs were identified. In addition to meeting the specified validation criteria detailed above, the Playa Vista Transportation Model was utilized to project future year 2010 traffic volumes to obtain logical comparisons to existing conditions forecasts. These initial future forecasts assisted in completing the model validation process by verifying and identifying the behavior of the model as logical under assumptions of specific future conditions.

The Playa Vista Transportation Model screenlines were:

North-South Screenlines

I. West of Aviation Boulevard
II. West of La Brea Avenue / Hawthorne Boulevard
III. West of La Cienega Boulevard
IV. East of Lincoln Boulevard

East-West Screenlines

I. South of Manchester Boulevard
II. South of Imperial Highway
III. South of Jefferson Boulevard / Slauson Avenue
IV. North of Rosecrans Avenue
V. South of Venice Boulevard

Tables 1B –1 and 1B – 2 summarize the screenline analysis for the final AM and PM peak hour model calibration runs. It can be observed that in the AM peak hour, the overall model assignment was within 2% of the ground counts at all the screenlines and that in the PM peak hour, the model assignment was within 1% of the observed ground counts at all the screenlines. Further, differences at the cutlines were also examined to make sure that most of the were less than one-half a lane's capacity while still maintaining the screenline standards. At a few locations where the differences along certain facilities were outside the threshold defined above, these differences were reconciled in the post-processing step of the overall data processing for the Study. However, this was conducted only after ensuring that a consistent under- or over-simulation along a certain facility did not occur for any appreciable length of that facility. A number of plots showing these differences were created and discrepancies resolved with the City of Los Angeles Department of Transportation staff as well as the Los Angeles County Department of Public Works staff prior to proceeding with the data post-processing step.

TABLE 1B-1

**Playa Vista Master Plan**
*AM Peak Hour Model Calibration*

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 & 22 | Manchester Blvd | | | | | | | | | | | | | | | | |
| | 1 Vista Del Mar | s/o | Manchester | 12390 | 99609 | 1374 | 1531 | 157 | | 192 | 145 | -47 | | 1566 | 1676 | 110 | |
| | 2 Pershing Dr | s/o | Manchester | 99770 | 10209 | 906 | 961 | 55 | | 354 | 332 | -22 | | 1260 | 1293 | 33 | |
| | 3 Falmouth Av | s/o | Manchester | 99769 | 50118 | 233 | 357 | 124 | | 128 | 214 | 86 | | 361 | 571 | 210 | |
| | 4 Lincoln Blvd | s/o | Manchester | 50026 | 10211 | 1922 | 1962 | 40 | | 1181 | 1253 | 72 | | 3103 | 3215 | 112 | |
| | 5 Emerson Av | s/o | Manchester | 16690 | 10213 | 172 | 28 | -144 | | 165 | 289 | 124 | | 337 | 317 | -20 | |
| | 6 Sepulveda Blvd | s/o | Manchester | 99379 | 10214 | 1967 | 2023 | 56 | | 1172 | 1141 | -31 | | 3139 | 3164 | 25 | |
| | 7 La Tijera Blvd | s/o | Manchester | 99624 | 10215 | 456 | 208 | -248 | | 441 | 603 | 162 | | 897 | 811 | -86 | |
| | 8 Wiley Post | s/o | Manchester | 99495 | 99496 | 22 | 15 | -7 | | 7 | 247 | 240 | | 29 | 262 | 233 | |
| | 9 Airport Blvd | s/o | Manchester | 99690 | 10216 | 689 | 496 | -93 | | 808 | 665 | -143 | | 1397 | 1161 | -236 | |
| | Screenline Total | | | | | 7641 | 7581 | -60 | -1% | 4446 | 4889 | 441 | 10% | 12089 | 12470 | 381 | 3% |
| 23 & 24 | Aviation Blvd | | | | | | | | | | | | | | | | |
| | 1 Arbor Vitae St | w/o | Aviation | 15702 | 10332 | 578 | 721 | -157 | | 792 | 741 | -51 | | 1570 | 1462 | -208 | |
| | 2 Century Blvd | w/o | Aviation | 3714 | 10369 | 1358 | 1375 | -13 | | 2188 | 2660 | 472 | | 3576 | 4035 | 459 | |
| | 3 Imperial Hwy | w/o | Aviation | 99317 | 10435 | 696 | 933 | 337 | | 978 | 1078 | 100 | | 1572 | 2009 | 437 | |
| | Screenline Total | | | | | 2662 | 3029 | 167 | 6% | 3956 | 4477 | 621 | 13% | 6618 | 7506 | 888 | 10% |
| 25 & 29 | Imperial Hwy | | | | | | | | | | | | | | | | |
| | 1 Vista Del Mar | s/o | Imperial | 99846 | 10431 | 1948 | 1947 | -1 | | 369 | 173 | -196 | | 2317 | 2120 | -197 | |
| | 2 Sheldon St | s/o | Imperial | 10486 | 15804 | 632 | 678 | 46 | | 471 | 514 | 43 | | 1103 | 1192 | 89 | |
| | 3 Sepulveda Blvd | s/o | Imperial | 10487 | 50120 | 2757 | 2886 | 129 | | 1764 | 1678 | -86 | | 4521 | 4564 | 43 | |
| | 4 Nash St | s/o | Imperial | 13405 | 50121 | 464 | 323 | -141 | | 596 | 736 | 139 | | 1060 | 1058 | -2 | |
| | 5 Douglas St | s/o | Imperial | 13408 | 99847 | 418 | 273 | -145 | | 362 | 193 | -169 | | 780 | 466 | -314 | |
| | Screenline Total | | | | | 6219 | 6107 | -112 | -2% | 3562 | 3293 | -269 | -8% | 9781 | 9400 | -381 | -4% |
| 31 & 32 | Jefferson Blvd/Slauson Av | | | | | | | | | | | | | | | | |
| | 1 Culver Blvd | s/o | Jefferson Blvd | 10273 | 10196 | 2432 | 2457 | 25 | | 572 | 658 | 86 | | 3004 | 3115 | 111 | |
| | 2 Lincoln Blvd | s/o | Jefferson Blvd | 99850 | 10199 | 2336 | 2536 | 198 | | 1623 | 1480 | -143 | | 3961 | 4016 | 55 | |
| | 3 Centinela Av | w/o | Sepulveda Blvd | 10078 | 50101 | 1189 | 1224 | 35 | | 695 | 777 | 79 | | 1887 | 2001 | 114 | |
| | 4 Sepulveda Blvd | s/o | Slauson Av | 99586 | 9963 | 2666 | 2279 | -387 | | 1090 | 991 | -99 | | 3756 | 3270 | -486 | |
| | 5 Hannum Av (West) | s/o | Slauson Av | 50094 | 6718 | 384 | 407 | 23 | | 299 | 38 | -261 | | 683 | 445 | -238 | |
| | 6 Bristol Pkwy | s/o | Slauson Av | 50096 | 15710 | 64 | 0 | -64 | | 250 | 37 | -213 | | 314 | 37 | -277 | |
| | 7 Hannum Av (East) | s/o | Slauson Av | 50095 | 9964 | 356 | 274 | -82 | | 494 | 208 | -286 | | 850 | 482 | -368 | |
| | 8 Wooster Av | s/o | Slauson Av | 99668 | 99670 | 88 | 0 | -88 | | 56 | 0 | -56 | | 144 | 0 | -144 | |
| | 9 Sherbourne Dr | s/o | Slauson Av | 99668 | 99749 | 137 | 173 | 36 | | 144 | 71 | -73 | | 281 | 244 | -37 | |
| | 10 La Cienega Blvd | s/o | Slauson Av | 10154 | 15637 | 3235 | 3395 | 160 | | 2721 | 2417 | -304 | | 5956 | 5812 | -144 | |
| | 11 Kings Rd | s/o | Slauson Av | 99614 | 99674 | 68 | 245 | 177 | | 41 | 410 | 369 | | 109 | 655 | 546 | |
| | 12 La Tijera Blvd | s/o | Slauson Av | 99613 | 9966 | 142 | 333 | 191 | | 93 | 49 | -44 | | 236 | 382 | 147 | |
| | 13 Fairfax Av | s/o | Slauson Av | 99617 | 99676 | 596 | 516 | -80 | | 182 | 282 | 100 | | 778 | 798 | 20 | |
| | Surface streets | | | | | 10895 | 10839 | 144 | 1% | 8263 | 7418 | -845 | -10% | 21958 | 21257 | -701 | -3% |

TABLE 1B-1

**Playa Vista Master Plan**
**AM Peak Hour Model Calibration**

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 14 I-405 NB | n/o | La Tijera | 6796 | 99715 | 8193 | 8055 | -138 | | 0 | 0 | 0 | | 8193 | 8055 | -138 | |
| | 15 I-405 SB | n/o | La Tijera | 6797 | 6790 | 0 | 0 | 0 | | 8341 | 9165 | 824 | | 8341 | 9165 | 824 | |
| | Screenline Total | | | | | 21888 | 21694 | 6 | 0% | 16604 | 16583 | -21 | -0% | 38492 | 38477 | -15 | -0% |
| 33 & 34 | La Brea Av/Hawthorne Blvd | | | | | | | | | | | | | | | | |
| | 1 S Fairfax Av | w/o | La Brea | 99617 | 10201 | 313 | 282 | -31 | | 234 | 516 | 282 | | 547 | 798 | 251 | |
| | 2 Centinela Av | w/o | La Brea | 10081 | 10082 | 796 | 1103 | 307 | | 1272 | 1453 | 181 | | 2068 | 2556 | 488 | |
| | 3 Florence Av | w/o | La Brea | 15623 | 10220 | 966 | 792 | -173 | | 688 | 563 | -125 | | 1653 | 1355 | -298 | |
| | 4 Manchester Blvd | w/o | La Brea | 15622 | 10276 | 911 | 780 | -131 | | 1246 | 1253 | 7 | | 2157 | 2033 | -124 | |
| | 5 Arbor Vitae | w/o | La Brea | 15618 | 10335 | 438 | 385 | -53 | | 560 | 642 | 82 | | 998 | 1027 | 29 | |
| | 6 Century Blvd | w/o | Hawthorne | 15617 | 10372 | 869 | 807 | 148 | | 1237 | 1423 | 186 | | 1896 | 2230 | 334 | |
| | 7 Lennox Blvd | w/o | Hawthorne | 15751 | 10401 | 371 | 212 | -159 | | 417 | 433 | 16 | | 788 | 645 | -143 | |
| | 8 Imperial Hwy | w/o | Hawthorne | 10437 | 10438 | 649 | 711 | 62 | | 786 | 941 | 155 | | 1435 | 1652 | 217 | |
| | 9 120th St | w/o | Hawthorne | 15791 | 10491 | 389 | 313 | -76 | | 406 | 423 | 17 | | 795 | 736 | -59 | |
| | 10 El Segundo Blvd | w/o | Hawthorne | 99540 | 10528 | 767 | 696 | -71 | | 931 | 1170 | 239 | | 1698 | 1866 | 168 | |
| | 11 136th St | w/o | Hawthorne | 15759 | 10553 | 87 | 128 | 41 | | 74 | 68 | -6 | | 161 | 196 | 35 | |
| | Surface streets | | | | | 6346 | 6209 | -136 | -2% | 7851 | 8885 | 1034 | 13% | 14196 | 16094 | 898 | 6% |
| | 12 I-105 EB | e/o | Van Ness Av | 26034 | 26049 | 8368 | 8630 | 262 | | 0 | 0 | 0 | | 8368 | 8630 | 262 | |
| | 13 I-105 WB | e/o | Van Ness Av | 26035 | 26050 | 0 | 0 | 0 | | 8811 | 8915 | 104 | | 8811 | 8915 | 104 | |
| | Screenline Total | | | | | 12713 | 12839 | 126 | 1% | 16662 | 17800 | 1138 | 7% | 29375 | 30639 | 1264 | 4% |
| 35 & 36 | Rosecrans Av | | | | | | | | | | | | | | | | |
| | 1 Vista Del Mar | e/o | Grand | 10519 | 99648 | 2051 | 2075 | 24 | | 392 | 272 | -120 | | 2443 | 2347 | -96 | |
| | 2 Sepulveda Blvd | n/o | Rosecrans | 10568 | 99648 | 3460 | 3519 | 59 | | 1109 | 805 | -304 | | 4569 | 4324 | -235 | |
| | 3 Aviation Blvd | n/o | Rosecrans | 10567 | 99628 | 1736 | 1957 | 221 | | 651 | 624 | -27 | | 2387 | 2581 | 194 | |
| | 4 Inglewood Av | n/o | Rosecrans | 10589 | 99629 | 873 | 946 | 73 | | 585 | 459 | -126 | | 1458 | 1405 | -53 | |
| | Surface streets | | | | | 5113 | 5497 | 387 | 5% | 2737 | 2160 | -577 | -21% | 13847 | 10657 | -190 | -2% |
| | 5 I-405 NB | e/o | Rosecrans | 7105 | 7007 | 9504 | 9441 | -63 | | 0 | 0 | 0 | | 9504 | 9441 | -63 | |
| | 6 I-405 SB | e/o | Rosecrans | 7108 | 7009 | 0 | 0 | 0 | | 7220 | 6997 | -223 | | 7220 | 6997 | -223 | |
| | Screenline Total | | | | | 17614 | 17938 | 324 | 2% | 9957 | 9157 | -800 | -8% | 27571 | 27095 | -476 | -2% |

TABLE 18-1

**Playa Vista Master Plan**
**AM Peak Hour Model Calibration**

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 & 42 | Venice Blvd | | | | | | | | | | | | | | | | |
| | 1 Pacific Av | s/o | Venice | 12380 | 3656 | 798 | 1062 | 264 | | 585 | 783 | 198 | | 1383 | 1825 | 462 | |
| | 2 Abbot Kinney Blvd | s/o | Venice | 9945 | 50078 | 568 | 820 | 252 | | 297 | 150 | -147 | | 865 | 970 | 105 | |
| | 3 Lincoln Blvd | s/o | Venice | 12367 | 50077 | 1633 | 1693 | 60 | | 1456 | 1533 | 77 | | 3289 | 3426 | 137 | |
| | 4 Walgrove Av | s/o | Venice | 99570 | 9947 | 613 | 699 | 86 | | 317 | 350 | 33 | | 930 | 1049 | 119 | |
| | 5 Beethoven | s/o | Venice | 12431 | 9948 | 132 | 132 | 0 | | 440 | 368 | -72 | | 572 | 500 | -72 | |
| | 6 Centinela Av | s/o | Venice | 12432 | 8519 | 1008 | 1179 | 171 | | 724 | 742 | 18 | | 1732 | 1921 | 189 | |
| | 7 Inglewood Blvd | s/o | Venice | 12433 | 8520 | 500 | 169 | -331 | | 157 | 332 | 175 | | 657 | 501 | -156 | |
| | 8 McLaughlin Av | s/o | Venice | 99577 | 8521 | 458 | 66 | -392 | | 158 | 339 | 181 | | 616 | 405 | -211 | |
| | 9 Sawtelle Av | s/o | Venice | 3698 | 3532 | 1110 | 1201 | 91 | | 861 | 1032 | 171 | | 1971 | 2233 | 262 | |
| | 10 Sepulveda Bl | s/o | Venice | 8658 | 8522 | 1876 | 1557 | -119 | | 975 | 1063 | 88 | | 2851 | 2620 | -31 | |
| | 11 Overland Av | s/o | Venice | 8560 | 8523 | 828 | 567 | -261 | | 774 | 678 | -96 | | 1602 | 1243 | -359 | |
| | 12 Motor Av | s/o | Venice | 3706 | 8524 | 815 | 729 | -86 | | 501 | 648 | 147 | | 1316 | 1377 | 61 | |
| | 13 Hughes Av | s/o | Venice | 8561 | 8526 | 199 | 194 | -5 | | 394 | 403 | 9 | | 593 | 597 | 4 | |
| | 14 Culver Blvd | s/o | Venice | 12515 | 99803 | 336 | 384 | 49 | | 368 | 693 | 325 | | 703 | 1077 | 374 | |
| | 15 Higuera Bl | s/o | Venice | 12518 | 8528 | 69 | 222 | 153 | | 83 | 537 | 454 | | 152 | 759 | 607 | |
| | 16 La Cienega | s/o | Jefferson | 12519 | 8563 | 445 | 864 | 206 | | 732 | 882 | 150 | | 1180 | 1536 | 356 | |
| | 17 S. Fairfax | s/o | Jefferson | 8726 | 99802 | 569 | 842 | 273 | | 719 | 708 | -11 | | 1288 | 1550 | 262 | |
| | Surface streets | | | | | 11959 | 12370 | 411 | 3% | 9551 | 11249 | 1698 | 18% | 21510 | 23619 | 2109 | 10% |
| | 18 I-405 NB | s/o | Venice | 3701 | 6297 | 9484 | 9385 | -99 | | 0 | 0 | 0 | | 9484 | 9385 | -99 | |
| | 19 I-405 SB | s/o | Venice | 6655 | 6298 | 0 | 0 | 0 | | 8346 | 8929 | 583 | | 8346 | 8929 | 583 | |
| | Screenline Total | | | | | 21443 | 21755 | 312 | 1% | 17897 | 20178 | 2281 | 13% | 39340 | 41933 | 2593 | 7% |
| 43 & 44 | La Cienega Blvd | | | | | | | | | | | | | | | | |
| | 1 Rodeo Rd | w/o | La Cienega | 8726 | 8727 | 632 | 725 | 93 | | 1204 | 1093 | -111 | | 1836 | 1818 | -18 | |
| | 2 Slauson Av | w/o | La Cienega | 99749 | 15633 | 1780 | 1691 | -89 | | 2541 | 2459 | -82 | | 4321 | 4150 | -171 | |
| | Screenline Total | | | | | 2412 | 2416 | 4 | 0% | 3745 | 3552 | -193 | -5% | 6157 | 5968 | -189 | -3% |

TABLE 1B-1

**Playa Vista Master Plan**
**AM Peak Hour Model Calibration**

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 & 52 | Lincoln Blvd | | | | | | | | | | | | | | | | |
| | 1 Venice Blvd | e/o | Lincoln | 50077 | 9947 | 671 | 1075 | 204 | | 0 | 0 | 0 | | 671 | 1075 | 204 | |
| | 2 Venice Blvd | e/o | Lincoln | 9948 | 12370 | 0 | 0 | 0 | | 965 | 1148 | 183 | | 965 | 1148 | 183 | |
| | 3 Van Buren Av | e/o | Lincoln | 12387 | 99466 | 35 | 506 | 471 | | 83 | 72 | -11 | | 118 | 578 | 460 | |
| | 4 Washington Blvd | e/o | Lincoln | 9953 | 99486 | 1307 | 1486 | 179 | | 755 | 788 | 33 | | 2062 | 2274 | 212 | |
| | 5 Maxella Av | e/o | Lincoln | 50016 | 99467 | 272 | 442 | 170 | | 374 | 133 | -241 | | 646 | 575 | -71 | |
| | 6 Ball Wy | e/o | Lincoln | 12384 | 99393 | 39 | 99 | 60 | | 0 | 31 | 31 | | 39 | 130 | 91 | |
| | 7 Mindanao Wy | e/o | Lincoln | 10192 | 50007 | 1019 | 1009 | -10 | | 523 | 661 | 138 | | 1542 | 1670 | 128 | |
| | 8 Fiji Wy | e/o | Lincoln | 50005 | 50006 | 171 | 112 | -59 | | 171 | 14 | -157 | | 342 | 126 | -216 | |
| | 9 Culver Blvd | e/o | Lincoln | 99707 | 99818 | 1720 | 1442 | -278 | | 334 | 397 | 63 | | 2054 | 1839 | -215 | |
| | 10 Jefferson Blvd | e/o | Lincoln | 10199 | 12440 | 1188 | 981 | -207 | | 488 | 578 | 90 | | 1676 | 1559 | -117 | |
| | 11 Teale St | e/o | Lincoln | 99550 | 50013 | 12 | 0 | -12 | | 15 | 0 | -15 | | 27 | 0 | -27 | |
| | 12 Hughes Ter | e/o | Lincoln | 99463 | 99464 | 310 | 79 | -231 | | 58 | 34 | -24 | | 368 | 113 | -255 | |
| | 13 83rd St | e/o | Lincoln | 10227 | 99606 | 307 | 276 | -31 | | 382 | 337 | -45 | | 689 | 613 | -76 | |
| | 14 Manchester Av | e/o | Lincoln | 10211 | 99607 | 925 | 760 | -165 | | 788 | 782 | -6 | | 1713 | 1542 | -171 | |
| | Surface streets | | | | | 8178 | 8267 | 91 | 1% | 4938 | 4975 | 39 | 1% | 13112 | 13242 | 130 | 1% |
| | 15 Marina Expy EB | e/o | Lincoln | 50014 | 50015 | 737 | 703 | -34 | | 0 | 0 | 0 | | 737 | 703 | -34 | |
| | 16 Marina Expy WB | e/o | Lincoln | 10047 | 50013 | 0 | 0 | 0 | | 861 | 739 | -122 | | 861 | 739 | -122 | |
| | Screenline Total | | | | | 8913 | 8970 | 57 | 1% | 5797 | 5714 | -83 | -1% | 14710 | 14684 | -26 | -0% |
| | Overall Total | | | | | 109615 | 111026 | 1211 | 1% | 85365 | 87803 | 2438 | 3% | 195160 | 198829 | 3649 | 2% |

# TABLE 1B-2

**Playa Vista Master Plan**
PM Peak Hour Model Calibration

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 & 22 | Manchester Blvd | | | | | | | | | | | | | | | | |
| | 1 Vista Del Mar | s/o | Manchester | 12390 | 99609 | 407 | 472 | 65 | | 1269 | 1166 | -103 | | 1696 | 1658 | -38 | |
| | 2 Pershing Dr | s/o | Manchester | 99770 | 10209 | 553 | 706 | 153 | | 740 | 829 | 89 | | 1293 | 1535 | 242 | |
| | 3 Falmouth Av | s/o | Manchester | 99789 | 50116 | 176 | 133 | -43 | | 186 | 141 | -45 | | 362 | 274 | -88 | |
| | 4 Lincoln Blvd | s/o | Manchester | 50026 | 10211 | 1489 | 1640 | 151 | | 1500 | 1592 | 92 | | 2969 | 3232 | 243 | |
| | 5 Emerson Av | s/o | Manchester | 15690 | 10213 | 199 | 375 | 176 | | 108 | 151 | 43 | | 307 | 526 | 219 | |
| | 6 Sepulveda Blvd | s/o | Manchester | 99379 | 10214 | 1801 | 1617 | -184 | | 1687 | 1798 | 211 | | 3388 | 3415 | 27 | |
| | 7 La Tijera Blvd | s/o | Manchester | 99824 | 10215 | 748 | 1140 | 392 | | 444 | 536 | 92 | | 1192 | 1676 | 484 | |
| | 8 Wiley Post | s/o | Manchester | 99496 | 99496 | 29 | 203 | 174 | | 24 | 68 | 44 | | 53 | 271 | 218 | |
| | 9 Airport Blvd | s/o | Manchester | 99690 | 10218 | 1042 | 1039 | -3 | | 622 | 541 | -81 | | 1664 | 1580 | -84 | |
| | Screenline Total | | | | | 6444 | 7326 | 881 | 14% | 6500 | 6842 | 342 | 5% | 12944 | 14167 | 1223 | 9% |
| 23 & 24 | Aviation Blvd | | | | | | | | | | | | | | | | |
| | 1 Arbor Vitae St | w/o | Aviation | 15702 | 10332 | 1073 | 751 | -322 | | 530 | 584 | 46 | | 1703 | 1335 | -368 | |
| | 2 Century Blvd | w/o | Aviation | 3714 | 10368 | 2397 | 2630 | 133 | | 1357 | 1562 | 175 | | 3754 | 4092 | 306 | |
| | 3 Imperial Hwy | w/o | Aviation | 99017 | 10435 | 1837 | 2094 | 257 | | 637 | 908 | 271 | | 2374 | 3002 | 628 | |
| | Screenline Total | | | | | 5307 | 5375 | 68 | 1% | 2554 | 3054 | 500 | 20% | 7861 | 8429 | 568 | 7% |
| 25 & 26 | Imperial Hwy | | | | | | | | | | | | | | | | |
| | 1 Vista Del Mar | s/o | Imperial | 99545 | 10431 | 577 | 496 | -81 | | 1278 | 1274 | -4 | | 1855 | 1770 | -85 | |
| | 2 Sheldon St | s/o | Imperial | 10486 | 15604 | 676 | 907 | 232 | | 588 | 691 | 103 | | 1263 | 1598 | 335 | |
| | 3 Sepulveda Blvd | s/o | Imperial | 10487 | 50120 | 2274 | 2404 | 130 | | 2747 | 2755 | 8 | | 5021 | 5159 | 138 | |
| | 4 Nash St | s/o | Imperial | 13405 | 50121 | 345 | 42 | -303 | | 412 | 210 | -202 | | 757 | 252 | -505 | |
| | 5 Douglas St | s/o | Imperial | 13408 | 99547 | 504 | 732 | 228 | | 376 | 357 | -19 | | 880 | 1089 | 209 | |
| | Screenline Total | | | | | 4375 | 4581 | 206 | 5% | 5401 | 5287 | -114 | -2% | 9776 | 9868 | 92 | 1% |
| 31 & 32 | Jefferson Blvd/Slauson Av | | | | | | | | | | | | | | | | |
| | 1 Culver Blvd | s/o | Jefferson Blvd | 10273 | 10198 | 1163 | 1259 | 96 | | 2288 | 2120 | -168 | | 3451 | 3379 | -72 | |
| | 2 Lincoln Blvd | s/o | Jefferson Blvd | 99550 | 10199 | 2624 | 2475 | -49 | | 2436 | 2380 | -56 | | 4959 | 4855 | -104 | |
| | 3 Centinela Av | w/o | Sepulveda Blvd | 10078 | 50101 | 975 | 1026 | 51 | | 1405 | 1144 | -261 | | 2380 | 2170 | -210 | |
| | 4 Sepulveda Blvd | s/o | Slauson Av | 99556 | 9963 | 1721 | 1741 | 20 | | 1896 | 1433 | -463 | | 3617 | 3174 | -443 | |
| | 5 Hannum Av (West) | s/o | Slauson Av | 50094 | 9718 | 583 | 303 | -280 | | 449 | 420 | -29 | | 1032 | 723 | -309 | |
| | 6 Bristol Pkwy | s/o | Slauson Av | 50096 | 15710 | 140 | 0 | -140 | | 152 | 106 | -46 | | 292 | 106 | -186 | |
| | 7 Hannum Av (East) | s/o | Slauson Av | 50096 | 9964 | 540 | 463 | -77 | | 423 | 213 | -210 | | 963 | 676 | -287 | |
| | 8 Wooster Av | s/o | Slauson Av | 99666 | 99670 | 86 | 95 | 29 | | 68 | 59 | -9 | | 134 | 154 | 20 | |
| | 9 Sherbourne Dr | s/o | Slauson Av | 99665 | 99749 | 86 | 11 | -74 | | 139 | 82 | -57 | | 224 | 93 | -131 | |
| | 10 La Cienega Blvd | s/o | Slauson Av | 10154 | 15637 | 3019 | 3322 | 303 | | 3581 | 3216 | -466 | | 6700 | 6538 | -162 | |
| | 11 Kings Rd | s/o | Slauson Av | 99614 | 99674 | 61 | 74 | 23 | | 77 | 296 | 219 | | 128 | 370 | 242 | |
| | 12 La Tijera Blvd | s/o | Slauson Av | 99613 | 9966 | 149 | 415 | 266 | | 156 | 107 | -49 | | 305 | 522 | 217 | |
| | 13 Fairfax Av | s/o | Slauson Av | 99617 | 99676 | 388 | 388 | 0 | | 482 | 438 | -44 | | 870 | 826 | -44 | |
| | Surface streets | | | | | 11404 | 11572 | 168 | 1% | 13651 | 12014 | -1637 | -12% | 26056 | 23588 | -1469 | -6% |

TABLE 1B-2

**Playa Vista Master Plan**
**PM Peak Hour Model Calibration**

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 14 I-405 NB | n/o | La Tijera | 6799 | 99715 | 9207 | 8943 | -264 | | 0 | 0 | 0 | | 9207 | 8943 | -264 | |
| | 15 I-405 SB | n/o | La Tijera | 6797 | 6790 | 0 | 0 | 0 | | 8584 | 8714 | 130 | | 8584 | 8714 | 130 | |
| | Screenline Total | | | | | 20611 | 20516 | -96 | -0% | 22235 | 20728 | -1507 | -7% | 42846 | 41243 | -1603 | -4% |
| 33 & 34 | La Brea Av/Hawthorne Blvd | | | | | | | | | | | | | | | | |
| | 1 S Fairfax Av | w/o | La Brea | 99617 | 10201 | 310 | 438 | 128 | | 441 | 388 | -53 | | 751 | 826 | 75 | |
| | 2 Centinela Av | w/o | La Brea | 10081 | 10082 | 1427 | 1616 | 89 | | 1095 | 1135 | 40 | | 2522 | 2651 | 129 | |
| | 3 Florence Av | w/o | La Brea | 16623 | 10220 | 713 | 872 | 159 | | 578 | 799 | 221 | | 1291 | 1671 | 380 | |
| | 4 Manchester Blvd | w/o | La Brea | 15622 | 10276 | 1301 | 1228 | -73 | | 1031 | 1148 | 117 | | 2332 | 2376 | 44 | |
| | 5 Arbor Vitae | w/o | La Brea | 15615 | 10335 | 597 | 615 | 18 | | 553 | 602 | 49 | | 1150 | 1217 | 67 | |
| | 6 Century Blvd | w/o | Hawthorne | 15617 | 10372 | 981 | 1294 | 313 | | 983 | 1393 | 410 | | 1964 | 2687 | 723 | |
| | 7 Lennox Blvd | w/o | Hawthorne | 16751 | 10401 | 533 | 554 | 21 | | 542 | 520 | -22 | | 1076 | 1074 | -1 | |
| | 8 Imperial Hwy | w/o | Hawthorne | 10437 | 10436 | 1095 | 1304 | 209 | | 755 | 464 | -291 | | 1850 | 1768 | -82 | |
| | 9 120th St | w/o | Hawthorne | 15791 | 10491 | 536 | 558 | 22 | | 512 | 600 | 88 | | 1048 | 1158 | 110 | |
| | 10 El Segundo Blvd | w/o | Hawthorne | 99540 | 10528 | 1045 | 1222 | 174 | | 873 | 1393 | 520 | | 1921 | 2615 | 694 | |
| | 11 136th St | w/o | Hawthorne | 16789 | 10563 | 60 | 339 | 279 | | 105 | 146 | 41 | | 165 | 485 | 320 | |
| | Surface streets | | | | | 8601 | 9940 | 1339 | 16% | 7468 | 8588 | 1120 | 15% | 16069 | 18528 | 2459 | 15% |
| | 12 I-105 EB | e/o | Van Ness Av | 26034 | 26049 | 8165 | 8181 | 16 | | 0 | 0 | 0 | | 8165 | 8181 | 16 | |
| | 13 I-105 WB | e/o | Van Ness Av | 26036 | 26050 | 0 | 0 | 0 | | 8407 | 8591 | 184 | | 8407 | 8591 | 184 | |
| | Screenline Total | | | | | 16766 | 18121 | 1355 | 8% | 15875 | 17179 | 1304 | 8% | 32641 | 35300 | 2659 | 8% |
| 35 & 36 | Rosecrans Av | | | | | | | | | | | | | | | | |
| | 1 Vista Del Mar | e/o | Grand | 10619 | 99845 | 645 | 639 | -6 | | 1439 | 1273 | -166 | | 2084 | 1912 | -172 | |
| | 2 Sepulveda Blvd | n/o | Rosecrans | 10586 | 99846 | 1607 | 1759 | 152 | | 3847 | 3824 | -23 | | 5454 | 5613 | 159 | |
| | 3 Aviation Blvd | n/o | Rosecrans | 10587 | 99528 | 1294 | 1267 | -27 | | 2190 | 2207 | 17 | | 3484 | 3474 | -10 | |
| | 4 Inglewood Av | n/o | Rosecrans | 10589 | 99529 | 771 | 997 | 226 | | 966 | 697 | -269 | | 1737 | 1694 | -43 | |
| | Surface streets | | | | | 4317 | 4692 | 375 | 9% | 8442 | 8001 | -441 | -5% | 12759 | 12693 | -66 | -1% |
| | 5 I-405 NB | s/o | Rosecrans | 7105 | 7007 | 8079 | 8168 | 89 | | 0 | 0 | 0 | | 8079 | 8168 | 89 | |
| | 6 I-405 SB | s/o | Rosecrans | 7108 | 7009 | 0 | 0 | 0 | | 9976 | 10269 | 293 | | 9976 | 10269 | 293 | |
| | Screenline Total | | | | | 12396 | 12860 | 464 | 4% | 18418 | 18270 | -148 | -1% | 30814 | 31130 | 316 | 1% |

TABLE 1B-2

**Playa Vista Master Plan**
**PM Peak Hour Model Calibration**

| Screenline Number | Screenline Description | | | From Node | To Node | 1995 Count NB/EB | Model Vol NB/EB | Diff | % | 1995 Count SB/WB | Model Vol SB/WB | Diff | % | 1995 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 & 42 | Venice Blvd | | | | | | | | | | | | | | | | |
| | 1 Pacific Av | s/o | Venice | 12380 | 3656 | 805 | 426 | -80 | | 1133 | 1093 | -40 | | 1638 | 1518 | -120 | |
| | 2 Abbot Kinney Blvd | s/o | Venice | 9946 | 50078 | 596 | 583 | -12 | | 328 | 337 | 11 | | 921 | 920 | -1 | |
| | 3 Lincoln Blvd | s/o | Venice | 12367 | 50077 | 1418 | 1362 | -56 | | 1832 | 1714 | -118 | | 3250 | 3076 | -174 | |
| | 4 Walgrove Av | s/o | Venice | 99570 | 9947 | 444 | 371 | -73 | | 796 | 579 | -217 | | 1240 | 950 | -290 | |
| | 5 Lyceum Av | s/o | Venice | 12431 | 9948 | 161 | 340 | 179 | | 461 | 338 | -123 | | 622 | 678 | 56 | |
| | 6 Centinela Av | s/o | Venice | 12432 | 8519 | 809 | 750 | -59 | | 1446 | 1469 | 24 | | 2254 | 2219 | -35 | |
| | 7 Inglewood Blvd | s/o | Venice | 12433 | 8520 | 316 | 345 | 30 | | 471 | 122 | -349 | | 785 | 467 | -319 | |
| | 8 McLaughlin Av | s/o | Venice | 99577 | 8521 | 195 | 312 | 116 | | 433 | 174 | -259 | | 629 | 486 | -143 | |
| | 9 Sawtelle Av | s/o | Venice | 3698 | 3532 | 975 | 694 | -281 | | 1509 | 1468 | -41 | | 2484 | 2162 | -322 | |
| | 10 Sepulveda Bl | s/o | Venice | 8658 | 8522 | 1510 | 1795 | -15 | | 1625 | 1458 | -167 | | 3435 | 3253 | -182 | |
| | 11 Overland Av | s/o | Venice | 8660 | 8523 | 777 | 411 | -366 | | 872 | 649 | -223 | | 1649 | 1060 | -589 | |
| | 12 Motor Av | s/o | Venice | 3706 | 8524 | 502 | 370 | -132 | | 560 | 718 | 38 | | 1182 | 1088 | -94 | |
| | 13 Hughes Av | s/o | Venice | 8661 | 8525 | 324 | 332 | 68 | | 395 | 203 | -192 | | 719 | 585 | -134 | |
| | 14 Culver Blvd | s/o | Venice | 12515 | 99803 | 366 | 710 | 345 | | 552 | 400 | -152 | | 947 | 1110 | 163 | |
| | 15 Higuera St | s/o | Venice | 12516 | 8526 | 114 | 506 | 392 | | 165 | 359 | 194 | | 279 | 865 | 586 | |
| | 16 La Cienega | s/o | Jefferson | 12519 | 8563 | 645 | 699 | 54 | | 609 | 849 | 240 | | 1254 | 1548 | 294 | |
| | 17 S. Fairfax | s/o | Jefferson | 8726 | 99802 | 592 | 616 | 24 | | 1233 | 1272 | 39 | | 1826 | 1888 | 63 | |
| | Surface streets | | | | | 10547 | 10671 | 124 | 1% | 14567 | 13202 | -1366 | -9% | 25114 | 23873 | -1241 | -5% |
| | 18 I-405 NB | s/o | Venice | 3701 | 6297 | 9492 | 8955 | -537 | | 0 | 0 | 0 | | 9492 | 8966 | -537 | |
| | 19 I-405 SB | s/o | Venice | 6655 | 6296 | 0 | 0 | 0 | | 8024 | 7859 | -165 | | 8024 | 7859 | -165 | |
| | Screenline Total | | | | | 20039 | 19626 | -413 | -2% | 22591 | 21061 | -1530 | -7% | 42630 | 40687 | -1943 | -5% |
| 43 & 44 | La Cienega Blvd | | | | | | | | | | | | | | | | |
| | 1 Rodeo Rd | w/o | La Cienega | 8726 | 8727 | 1374 | 1292 | -82 | | 787 | 779 | -8 | | 2161 | 2071 | -90 | |
| | 2 Slauson Av | w/o | La Cienega | 99749 | 15838 | 1892 | 1974 | 82 | | 1530 | 1549 | 19 | | 3422 | 3523 | 101 | |
| | Screenline Total | | | | | 3266 | 3266 | 0 | 0% | 2317 | 2328 | 11 | 0% | 5583 | 5594 | 11 | 0% |

TABLE 1B-2

**Playa Vista Master Plan**
**PM Peak Hour Model Calibration**

| Screenline Number | Screenline Description | | | From Node | To Node | 1996 Count NB/EB | Model Vol NB/EB | Diff | % | 1996 Count SB/WB | Model Vol SB/WB | Diff | % | 1996 Count 2-Way | Model Vol 2-Way | Diff | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 & 52 | Lincoln Blvd | | | | | | | | | | | | | | | | |
| | 1 Venice Blvd | e/o | Lincoln | 60077 | 9947 | 871 | 1107 | 236 | | 0 | 0 | 0 | | 871 | 1107 | 236 | |
| | 2 Venice Blvd | e/o | Lincoln | 9946 | 12370 | 0 | 0 | 0 | | 1312 | 1426 | 114 | | 1312 | 1426 | 114 | |
| | 3 Van Buren Av | e/o | Lincoln | 12387 | 99465 | 109 | 134 | 25 | | 111 | 223 | 112 | | 220 | 357 | 137 | |
| | 4 Washington Blvd | e/o | Lincoln | 9953 | 99466 | 1375 | 1257 | -118 | | 1030 | 1146 | 116 | | 2405 | 2403 | -2 | |
| | 5 Marella Av | e/o | Lincoln | 60018 | 99467 | 364 | 398 | 44 | | 723 | 752 | 29 | | 1077 | 1150 | 73 | |
| | 6 Bali Wy | e/o | Lincoln | 12384 | 99393 | 83 | 61 | -22 | | 0 | 0 | 0 | | 83 | 61 | -22 | |
| | 7 Mindanao Wy | e/o | Lincoln | 10192 | 60007 | 950 | 979 | 29 | | 816 | 942 | 126 | | 1766 | 1921 | 155 | |
| | 8 Fiji Wy | e/o | Lincoln | 60006 | 60006 | 171 | 50 | -121 | | 143 | 180 | 37 | | 314 | 230 | -84 | |
| | 9 Culver Blvd | e/o | Lincoln | 99707 | 99618 | 568 | 718 | 150 | | 1295 | 1254 | -41 | | 1863 | 1972 | 119 | |
| | 10 Jefferson Blvd | e/o | Lincoln | 10199 | 12440 | 726 | 904 | 178 | | 1078 | 936 | -142 | | 1504 | 1840 | 36 | |
| | 11 Teale St | e/o | Lincoln | 99560 | 60013 | 12 | 0 | -12 | | 11 | 0 | -11 | | 23 | 0 | -23 | |
| | 12 Hughes Ter | e/o | Lincoln | 99463 | 99464 | 36 | 75 | 39 | | 327 | 134 | -193 | | 363 | 209 | -154 | |
| | 13 83rd St | e/o | Lincoln | 10227 | 99606 | 338 | 348 | 10 | | 335 | 334 | -1 | | 673 | 682 | 9 | |
| | 14 Manchester Av | e/o | Lincoln | 10211 | 99607 | 836 | 803 | -32 | | 868 | 904 | 36 | | 1703 | 1707 | 4 | |
| | Surface streets | | | | | 6445 | 6834 | 388 | 6% | 8019 | 8231 | 212 | 3% | 14467 | 15065 | 598 | 4% |
| | 15 Marina Expy EB | e/o | Lincoln | 60014 | 60015 | 768 | 903 | 135 | | 0 | 0 | 0 | | 768 | 903 | 135 | |
| | 16 Marina Expy WB | e/o | Lincoln | 10047 | 60013 | 0 | 0 | 0 | | 781 | 915 | 134 | | 781 | 915 | 134 | |
| | Screenline Total | | | | | 7213 | 7737 | 523 | 7% | 8800 | 9146 | 346 | 4% | 15016 | 16883 | 867 | 6% |
| | Overall Total | | | | | 100737 | 104098 | 3361 | 3% | 113133 | 111896 | -1237 | -1% | 213870 | 215994 | 2124 | 1% |

**Overall Data Flow – Playa Vista Transportation Study**

The overall data flow for the Village at Playa Vista Project EIR/EIS Transportation Study is shown in Figure 1B – 1. From this figure, it can be observed that a major portion of the study data flow can and has been automated. This minimizes the chances for errors and discrepancies that usually plague manual methods of data handling, particularly in studies that involve a huge amount of data. The data output from the Playa Vista Transportation model on a link by link basis is imported to an Excel-based spreadsheet template, where this data is processed using Growth-Factor or Furness methods to obtain intersection turning movement forecasts. These forecasts are next imported to paradox-readable database format to be read in CALCADB, a software package developed by the City of Los Angeles Department of Transportation for performing intersection capacity calculations. The other software utilized for intersection capacity calculations include Highway Capacity Software and Traffix (for City of Santa Monica intersection locations). The results from CACADB are output and read in another Excel spreadsheet template and the overall scenario level of service at all the analyzed intersection locations are summarized. Comparing the volume to capacity ratios and levels of service at all intersection locations for future scenarios with and without the project, an assessment of project impacts are made and locations where significant impacts occur are highlighted. Specific intersection improvements are next investigated and the effects of the same analyzed. The Emme/2 output from the Playa Vista Transportation Model are also utilized in performing the Congestion Management Program Analysis at affected study CMP freeway system monitoring locations.

Conversion of the link-based data output from the transportation model to intersection turning movements was achieved using two methods of data processing. The first method called the growth factor method was utilized at locations where the number of legs at an analyzed location changed from current conditions and where the Furness method of iterative data processing was not applicable. In the Growth Factor method, the existing count data was used to factor model output in the same proportion in the future forecasts for individual turning movements at all the approaches. Where new links were proposed, turning movement data from the transportation model was used as the starting point to balance the travel forecasts at the intersection location. In this method, data is processed based on only the approach volumes at any specific intersection.

The Furness and Mekky method is an iterative, directional volume data processing technique. A brief description of this method follows.

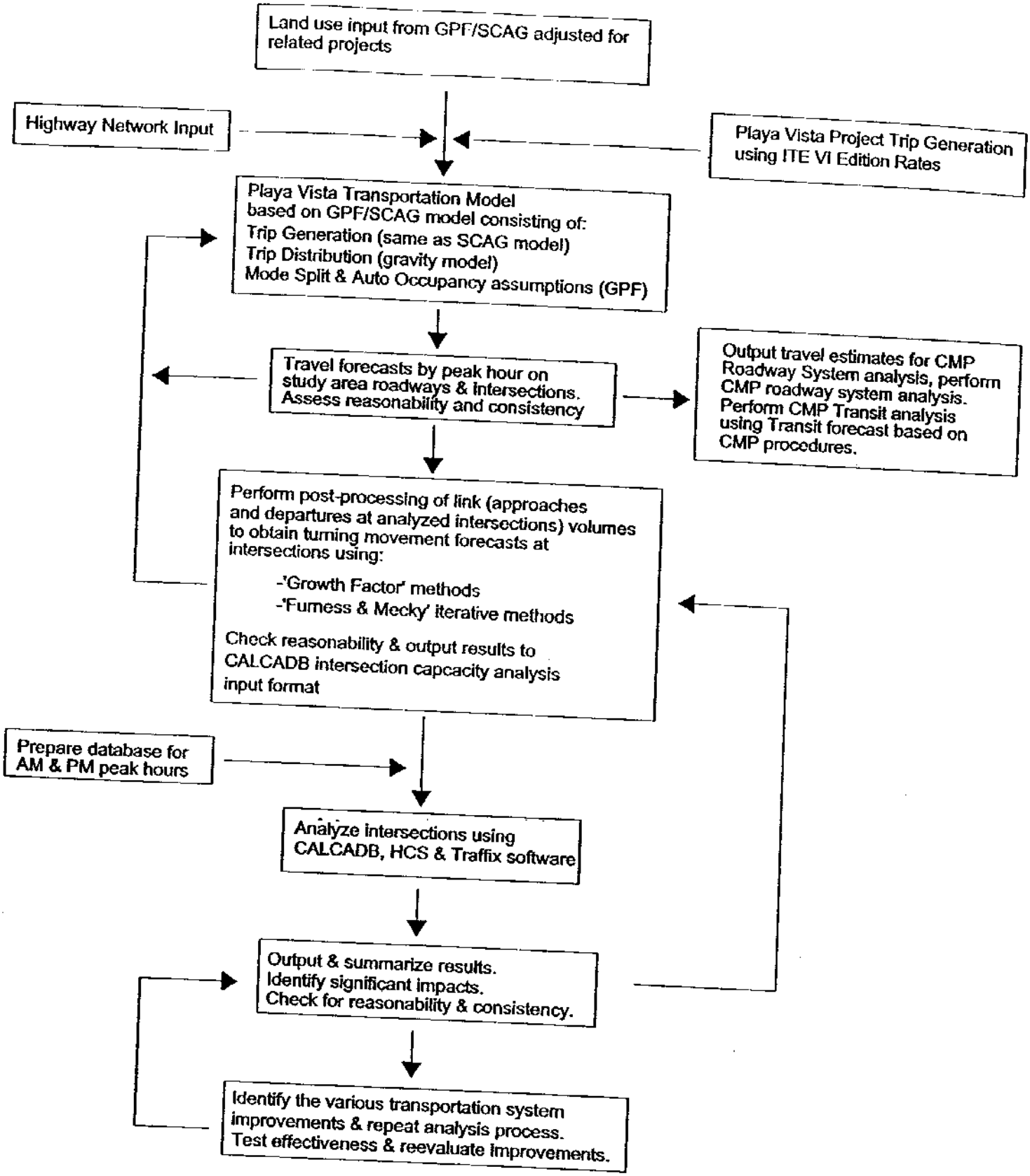


FIGURE 1B-1

PLAYA VISTA TRANSPORTATION MODEL DEVELOPMENT AND DEMAND ANALYSIS PROCESS

**Furness & Mekky Method**

This method is an iterative procedure for obtaining turning volumes from directional link flows. Iteration involves applying a technique repeatedly until the results converge to an acceptable result or value. This method is based on a basic iteration technique developed by Furness and modified for intersection flows by Mekky. This procedure derives future year turning movements at intersections based on available future link flows and base year turning percentages. Iteration is required to balance the volume of traffic entering at the approaches and exiting at the departures of the intersection. The number of iterations required to produce an acceptable set of turning volumes is dependent on the ability of the analyst to make a reasonable a priori set of estimates of turning percentages. The turning percentages for the Playa Vista Study application were obtained from the existing traffic counts conducted recently.

In this methodology, using user-specified turning percentages, the process proceeds through an iterative computational technique to provide a final set of future year turning movement volumes. The computations involve alternately balancing the rows (inflows) and the columns (outflows) of a turning movement matrix until an acceptable convergence is reached. Future year link volumes are always held fixed in this method and the turning movements are adjusted or balanced to match.

The Furness method is most applicable in cases where the future year turning movement forecasts are not expected to be radically different from the base year turning movement patterns. If large differences occur, several more iterations of the methodology would be needed to obtain acceptable forecasts. For the Playa Vista Transportation Study, the Furness Method was implemented on Microsoft Excel using Visual Basic. All locations where Furness was being used were processed in batch form by the program for each scenario.

Figure 1B-2 shows the conceptual implementation of the Furness Method of synthesizing future year turning movement forecasts from future year link forecasts. Detailed technical specifications of this methodology can be found in the TRB document NCHRP 255 – Highway Traffic Data for Urbanized Area Project Planning and Design.

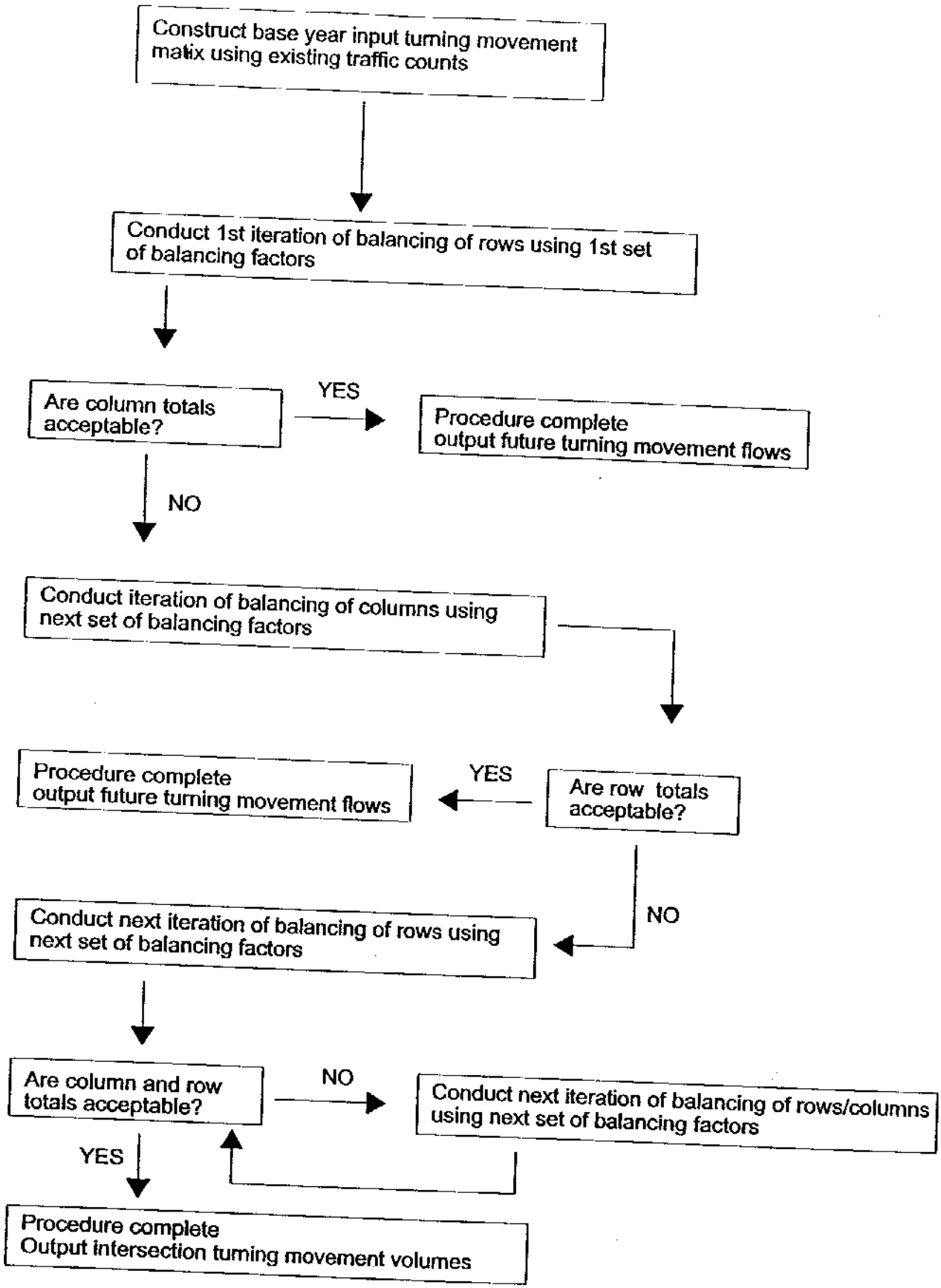


FIGURE 1B-2

FURNESS AND MEKKY METHOD IMPLEMENTATION FOR PLAYA VISTA TRANSPORTATION STUDY

In summary, the Furness method used in the Playa Vista Study involves the following five steps:

- Prepare Initial Turning Movement Matrix (using existing traffic counts)
- Conduct the First Iteration of balancing of Rows
- Conduct the First Iteration of balancing of Columns. Check for Row totals and if balanced, procedure is complete. If not, continue
- Conduct the next iteration of balancing of Rows, Check column totals for balance
- Continue until both Rows and Columns are balanced.

# THE VILLAGE AT PLAYA VISTA PROJECT

## APPENDIX VOLUME 1C

## TRIP GENERATION

## APPENDIX 1C

## TRIP GENERATION

The following is the series of trip generation spreadsheets that was used to develop the Playa Vista Second Phase Project trip estimates summarized in Chapter V (Table 4-2) of the transportation plan.

The spreadsheets summarize the trip generation estimates for the different land use components of the project. The zones included in the tables correspond to the zone map included in Chapter V (figure 4-2). The spreadsheets include trip estimates for the following:

- Office – Table 1C-1
- Residential – Table 1C-2
- Retail – 1C-3
- Retail Pass-by Discounts – Table 1C-4
- Community serving uses – Table 1C-5

The last table (Table 1C-6) of this appendix summarizes the land uses for each zone and the resulting trip generation estimates.

# APPENDIX 1C

## TRIP GENERATION

The following is the series of trip generation spreadsheets that was used to develop The Village at Playa Vista Project trip estimates summarized in Chapter V (Table 4-2) of the transportation plan.

The spreadsheets summarize the trip generation estimates for the different land use components of the project. The zones included in the tables correspond to the zone map included in Chapter V (figure 4-2). The spreadsheets include trip estimates for the following:

- Office – Table 1C-1
- Residential – Table 1C-2
- Retail – 1C-3
- Retail Pass-by Discounts – Table 1C-4
- Community serving uses – Table 1C-5

The last table (Table 1C-6) of this appendix summarizes the land uses for each zone and the resulting trip generation estimates.

TABLE 1C-1
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILE: MPOFFICE IN MPGEN.XLS (1.2 persons per automobile)

| AREA | ZONE | NET SIZE | DAILY | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL |
|---|---|---|---|---|---|---|---|---|---|
| D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 20 | 55,000 | 714 | 90 | 12 | 102 | 16 | 80 | 96 |
| D | 21 | 40,000 | 519 | 65 | 9 | 74 | 12 | 58 | 70 |
| D | 22 | 80,000 | 1038 | 131 | 18 | 149 | 24 | 116 | 139 |
| D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project | | 175,000 | 2271 | 287 | 39 | 326 | 52 | 253 | 305 |

(1) - Office rates increased 15.0% to reflect net usable versus gross leasable square feet.

TABLE 1C-2
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILE: MPRESID IN MPGEN.XLS

| AREA | ZONE | SIZE | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| D | 9 | 344 | 2016 | 26 | 126 | 151 | 124 | 61 | 186 |
| D | 10 | 130 | 762 | 10 | 47 | 57 | 47 | 23 | 70 |
| D | 11 | 130 | 762 | 10 | 47 | 57 | 47 | 23 | 70 |
| D | 12 | 312 | 1828 | 23 | 114 | 137 | 113 | 56 | 168 |
| D | 13 | 54 | 316 | 4 | 20 | 24 | 20 | 10 | 29 |
| D | 14 | 68 | 398 | 5 | 25 | 30 | 25 | 12 | 37 |
| D | 15 | 187 | 1096 | 14 | 68 | 82 | 68 | 33 | 101 |
| D | 16 | 48 | 281 | 4 | 18 | 21 | 17 | 9 | 26 |
| D | 17 | 35 | 205 | 3 | 13 | 15 | 13 | 6 | 19 |
| D | 18 | 300 | 1758 | 22 | 110 | 132 | 109 | 53 | 162 |
| D | 19 | 50 | 293 | 4 | 18 | 22 | 18 | 9 | 27 |
| D | 20 | 155 | 908 | 12 | 57 | 68 | 56 | 28 | 84 |
| D | 21 | 80 | 469 | 6 | 29 | 35 | 29 | 14 | 43 |
| D | 22 | 150 | 879 | 11 | 55 | 66 | 54 | 27 | 81 |
| D | 23 | 185 | 1084 | 14 | 68 | 81 | 67 | 33 | 100 |
| D | 24 | 318 | 1863 | 24 | 116 | 140 | 115 | 57 | 172 |
| D | 25 | 54 | 316 | 4 | 20 | 24 | 20 | 10 | 29 |
| Total Project | | 2,600 | 15236 | 194 | 950 | 1144 | 941 | 463 | 1404 |
| RATE - RESIENTIAL CONDO/TOWNHOUSI | | | 5.86 | 17% | 83% | 0.44 | 67% | 33% | 0.54 |

TABLE 1C-3
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILE: MPRETAIL IN MPGEN.XLS

| AREA | ZONE | SIZE | DAILY | AM PEAK HOUR | | | PM PEAK HOUR | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | IN | OUT | TOTAL | IN | OUT | TOTAL |
| D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 19 | 40,000 | 2359 | 33 | 21 | 54 | 105 | 114 | 219 |
| D | 20 | 50,000 | 2949 | 41 | 26 | 68 | 131 | 142 | 274 |
| D | 21 | 20,000 | 1180 | 17 | 11 | 27 | 53 | 57 | 109 |
| D | 22 | 40,000 | 2359 | 33 | 21 | 54 | 105 | 114 | 219 |
| D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project | | 150,000 | 8847 | 124 | 79 | 203 | 394 | 427 | 821 |

TABLE 1C-4
PLAYA VISTA TRIP GENERATION ANALYSIS
Year 2010 - 48 ZONE SYSTEM
RETAIL PASS BY (Based on LADOT Policy on Pass-By Trips)

| AREA | ZONE(1) | SIZE | DAILY | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL | Pass-By |
|---|---|---|---|---|---|---|---|---|---|---|
| D | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30% |
| D | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 19 | 40,000 | 708 | 10 | 6 | 16 | 32 | 34 | 66 | 30% |
| D | 20 | 50,000 | 885 | 12 | 8 | 20 | 39 | 43 | 82 | 30% |
| D | 21 | 20,000 | 354 | 5 | 3 | 8 | 16 | 17 | 33 | 30% |
| D | 22 | 40,000 | 708 | 10 | 6 | 16 | 32 | 34 | 66 | 30% |
| D | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| D | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20% |
| D | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50% |
| Total Project | | 150,000 | 2654 | 37 | 24 | 61 | 118 | 128 | 246 | |

TABLE 1C-5
PLAYA VISTA TRIP GENERATION ANALYSIS
YEAR 2010 - 48 ZONE SYSTEM
ITE 6th EDITION RATES
FILENAME: MPCOMSER IN MPGEN.XLS

| AREA | ZONE(1) | COMMUNITY CENTER | TOTAL | DAILY TRIPS | AM PEAK HOUR IN | AM PEAK HOUR OUT | AM PEAK HOUR TOTAL | PM PEAK HOUR IN | PM PEAK HOUR OUT | PM PEAK HOUR TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | 9 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 13 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 14 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 15 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 17 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 18 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 19 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 20 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 21 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| D | 22 | 400,000 | 400,000 | 520 | 9 | 4 | 13 | 6 | 12 | 18 |
| | 23 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 24 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 25 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 400,000 | 400,000 | 520 | 9 | 4 | 13 | 6 | 12 | 18 |

Assumes 75% internal capture.

**TABLE 1C-6**
**THE VILLAGE AT PLAYA VISTA PROJECT**
**TRIP GENERATION ANALYSIS BY TRAFFIC ANALYSIS ZONES - AREA D**

| AREA | PV ZONE | RETAIL (SF) | OFFICE (SF) | COMM. SERVING (SF) | MF DWELLING UNITS | AM | | | PM | | | DAILY TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | IN | OUT | TOTAL | IN | OUT | TOTAL | |
| D | 9 | 0 | 0 | 0 | 344 | 26 | 126 | 151 | 124 | 61 | 186 | 2,016 |
| D | 10 | 0 | 0 | 0 | 130 | 10 | 47 | 57 | 47 | 23 | 70 | 762 |
| D | 11 | 0 | 0 | 0 | 130 | 10 | 47 | 57 | 47 | 23 | 70 | 762 |
| D | 12 | 0 | 0 | 0 | 312 | 23 | 114 | 137 | 113 | 56 | 168 | 1,828 |
| D | 13 | 0 | 0 | 0 | 54 | 4 | 20 | 24 | 20 | 10 | 29 | 316 |
| D | 14 | 0 | 0 | 0 | 68 | 5 | 25 | 30 | 25 | 12 | 37 | 398 |
| D | 15 | 0 | 0 | 0 | 187 | 14 | 68 | 82 | 68 | 33 | 101 | 1,096 |
| D | 16 | 0 | 0 | 0 | 48 | 4 | 18 | 21 | 17 | 9 | 26 | 281 |
| D | 17 | 0 | 0 | 0 | 35 | 3 | 13 | 15 | 13 | 6 | 19 | 205 |
| D | 18 | 0 | 0 | 0 | 300 | 22 | 110 | 132 | 109 | 53 | 162 | 1,758 |
| D | 19 | 40,000 | 0 | 0 | 50 | 27 | 33 | 60 | 92 | 89 | 180 | 1,944 |
| D | 20 | 50,000 | 55,000 | 0 | 155 | 131 | 87 | 218 | 164 | 207 | 371 | 3,686 |
| D | 21 | 20,000 | 40,000 | 0 | 80 | 83 | 46 | 129 | 78 | 112 | 189 | 1,814 |
| D | 22 | 40,000 | 80,000 | 40,000 | 150 | 174 | 91 | 266 | 157 | 234 | 391 | 4,089 |
| D | 23 | 0 | 0 | 0 | 185 | 14 | 68 | 81 | 67 | 33 | 100 | 1,084 |
| D | 24 | 0 | 0 | 0 | 318 | 24 | 116 | 140 | 115 | 57 | 172 | 1,863 |
| D | 25 | 0 | 0 | 0 | 54 | 4 | 20 | 24 | 20 | 10 | 29 | 316 |
| Total | | 150,000 | 175,000 | 40,000 | 2,600 | 577 | 1,049 | 1,626 | 1,275 | 1,027 | 2,302 | 24,220 |

# THE VILLAGE AT PLAYA VISTA PROJECT

## APPENDIX VOLUME 1D

## ANCILLARY ANALYSIS
## NEIGHBORHOOD TRAFFIC ANALYSIS

# NEIGHBORHOOD IMPACT ANALYSIS
# FOR
# THE VILLAGE AT PLAYA VISTA

## SIGNIFICANCE THRESHOLD FOR NEIGHBORHOOD INTRUSION IMPACTS

The City of Los Angeles Draft CEQA Thresholds Guide (1998, p.F.4-2) offers recommended thresholds for neighborhood intrusion impacts based on the addition of project traffic on the future traffic conditions of neighborhood streets, as follows:

> A proposed project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:
>
> ADT increase ≥ 120 trips if final ADT* < 1,000
> ADT increase ≥ 12% if final ADT* ≥ 1,000 and < 2,000
> ADT increase ≥ 10% if final ADT* ≥ 2,000 and < 3,000
> ADT increase ≥ 8% if final ADT* ≥ 3,000
>
> *Final ADT is defined as total projected future daily volume including project, ambient, and related project growth.

Based on these guidelines, the number of trips required to trigger a potential impact starts at 120 project trips per day and increases as a function of the traffic conditions on the street.

The most conservative significance threshold of all of those mentioned, 120 additional trips, has been applied as the significance threshold for the Proposed Project. Hence, for any neighborhood in which traffic could be increased by 120 trips per day or more on any local residential streets within that neighborhood, a potentially significant impact, prior to mitigation, is identified.

The Proposed Project would therefore be considered to have a significant impact if:

The Proposed Project may add 120 or more trips per day to any local residential street(s) within a local neighborhood.

## METHODOLOGY FOR DETERMINATION OF IMPACT

Three conditions need to be present to create the conditions under which there could be a significant impact on local streets within a neighborhood:

- Sufficient congestion on arterial corridors such that motorists traveling along the corridor may desire to divert to a parallel route through a residential neighborhood. Unless congestion is severe, travel along arterial streets is generally faster than through neighborhoods, since arterials streets typically provide greater capacities, higher travel speeds, less driveway access, less stop signs, etc. For the purposes of this analysis, projected over-capacity conditions of level of service (LOS) F at key intersections along an arterial corridor were considered to represent congested conditions sufficient to cause motorists to seek alternative routes.

- Sufficient additional traffic projected to be added to the arterial corridor by the Proposed Project such that the volume that may shift to an alternative route could exceed the minimum significance threshold of 120 or more daily trips. The majority of vehicles on an arterial corridor tend to remain on that corridor even under congested conditions, with only a small portion of motorists inclined to seek alternative routes. Therefore, corridors were examined to which the Proposed Project may add 1,200 or more daily trips, assuming that at most only 10% of these trips may shift to alternative routes on average across a 24-hour period (the proportion that may shift could be higher than 10% during congested peak periods of the day but much less than 10% or almost none during uncongested non-peak periods of the day).

- Availability of local neighborhood street(s) providing a parallel route of travel.

If one or more of these factors is absent, significant neighborhood traffic impacts would not be anticipated.

## NEIGHBORHOOD INTRUSION IMPACT ANALYSIS

The Proposed Project is projected to generate approximately 24,220 new daily vehicle trips and 2,300 new PM peak hour trips (see Section IV.K.(1) of the EIR). Using the travel demand model developed for use in the EIR for the Proposed Project, the amount of trips that may be added to any particular arterial corridor was projected, and the extent of the projected addition

of 1,200 or more daily trips was determined. (Since the model provides peak hour assignments but not daily, daily project trips were estimated by multiplying the PM peak hour project trips by a factor of 10.) Figure 1 illustrates the extent of this area along each of the corridors leading to/from the Proposed Project site.

Intersections along the arterial corridors that are projected to operate at LOS F under future cumulative with project conditions (see Section IV.K.(1) of the EIR) are also identified on Figure 1.

As can be seen, corridors to which 1,200 or more daily trips are projected to be added by the Proposed Project include:

- Centinela Avenue between Culver Boulevard and Jefferson Boulevard and between Jefferson Boulevard and La Tijera Boulevard
- Inglewood Boulevard between Culver Boulevard and Jefferson Boulevard
- Jefferson Boulevard between Lincoln Boulevard and Overland Avenue
- Lincoln Boulevard between Maxella Avenue and Jefferson Boulevard and between Bluff Creek Drive and Sepulveda Boulevard
- Sepulveda Boulevard between Centinela Avenue and Imperial Highway

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

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

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

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

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

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

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

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

On the bases of the above investigation, four neighborhoods were identified that may be subject to significant neighborhood intrusion impacts. They are also illustrated in Figure 1, and they include the areas bounded by the following:

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

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

## NEIGHBORHOOD INTRUSION MITIGATION MEASURES

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

The City of Los Angeles has a neighborhood traffic management process in place that includes a number of specific steps. In the event that neighbors are concerned with the potential impact of a proposed project, they may petition LADOT for a neighborhood traffic study. If a sufficient number of neighbors agree that there is a potential significant problem, LADOT will collect "before" data summarizing existing conditions. Once the development in question is open and generating traffic, LADOT will again collect traffic flow data and will analyze the data to see if the conditions have indeed changed from the "before" project conditions. If the traffic conditions have changed and if LADOT staff believes that the changes are attributable to the project, LADOT staff will work with the neighbors to identify traffic calming/traffic management improvements that would address the traffic problem. If the neighbors agree that the suggested solutions are workable, the improvements are installed on a temporary, trial basis. Once the improvements have been in place for a sufficient trial (usually six months) the neighbors are asked if they want the improvements to be installed on a permanent basis. If a sufficient number of neighbors approve, the improvements are installed permanently.

Accordingly, the following mitigation measure is recommended to provide mechanisms for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods, should they be requested by residents in the community:

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

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

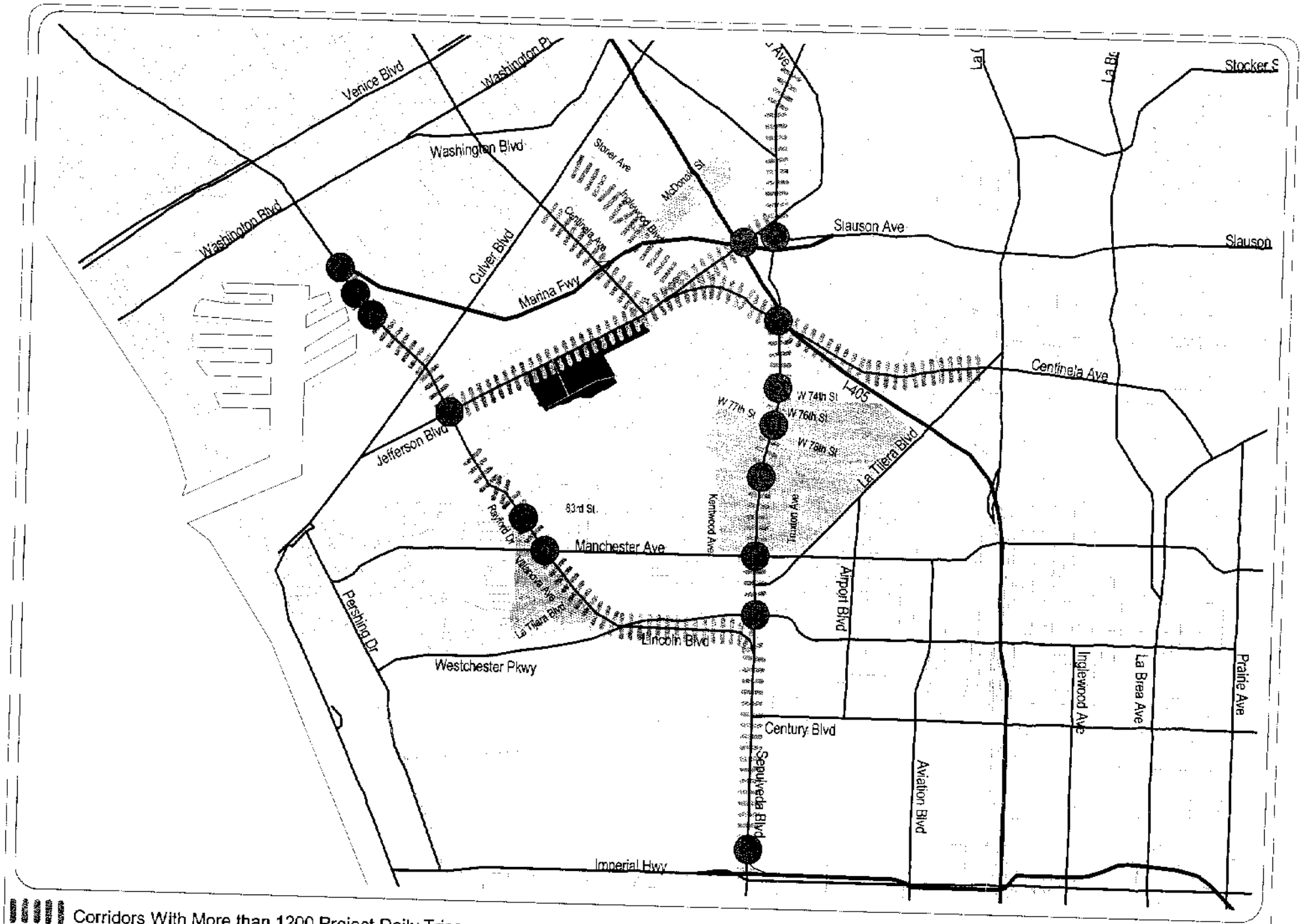


**Figure 1 : Neighborhood Impact Analysis**

# THE VILLAGE AT PLAYA VISTA PROJECT

## APPENDIX VOLUME 1E

## PROJECT ACCESS ANALYSIS

# VOLUME 1E- PROJECT ACCESS ANALYSIS

## Thresholds Regarding Project Access

### Operational Impacts

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

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

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

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

### Safety Impacts

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

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

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

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

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

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

**Impacts on Project Access**

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

**Impacts on Operational Accessibility**

The roadways providing access to the Proposed Project site are illustrated on Figure 4-1 from the Traffic Study. Proposed Project obtains access along Jefferson Boulevard, Centinela Avenue and Bluff Creek Drive. With

implementation of the Proposed Project and its Project Design Features/mitigation measures, there will be seven intersections that provide access to the Proposed Project site. The expected 2010 operating conditions at these intersections is presented in Table 5-2 from the Traffic Study. The intersections are as follows:

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

As indicated in Table 5-2, 2010 operating conditions with the Proposed Project would be at LOS A during both the A.M. and P.M. peak hours at all of the intersections except one. This is considered excellent service. Conditions at Jefferson Boulevard and Centinela Avenue would be at LOS C during the A.M. peak hour, and LOS D during the P.M. peak hour, good and fair levels of services, respectively. Since none of the intersections providing access into the Proposed Project site would be operating at LOS E or F during the A.M. or P.M. peak hours, Project impacts with regard to operational accessibility would be less than significant.

**Impacts on the Access Safety**

The Proposed Project is a planned community that is implementing new interior roadways, and linkages to the regional system, with mitigation measures

addressing roadway improvements along the Project's access corridors. As such all roadways would be required to meet all current roadway standards and protocols for safety.

The Proposed Project's internal streets including Runway Road, Millennium Drive, McConnell Avenue and Westlawn Avenue are all planned to include Class II (on-street) Bicycle Lanes designed to meet all applicable safety standards. Additionally, pedestrian amenities including shelters at bus stops, sidewalks, painted crosswalks (mostly at intersections), parkways and direct-connections to the Village Center area of the Project from adjacent uses are being proposed as part of the design features for the Proposed Project. All of the Proposed Project access and circulation roadways and intersections would be designed such that no sight-distance (horizontal and/or vertical) hazards would be created and that no project design features would create any other safety hazards for pedestrians, bicyclists and vehicles. Further, appropriate roadway geometrics relative to lane-widths, lane transitions, turn pockets and driveway spacing and distances from key intersections and adequate traffic control would be provided in accordance with all applicable safety standards. Therefore, no obstructions to the visibility of pedestrians and bicyclists toward drivers, nor visibility of drivers toward pedestrians and bicyclists that would cause hazardous conditions would occur. The Proposed Project would not cause any significant impacts regarding the safety of project accessibility.

**Impacts on Project Access – After Mitigation**

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

significant, LOS E and F (poor/failure service). Access impacts with regard to roadway operations would be less than significant.

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

**Summary of the Proposed Project's Unavoidable Adverse Impact**

Impacts on Project Access: Impacts at all intersections providing access to the Project site would operate at services levels rates as having excellent, good or fair levels of service. Access to the Project site through these intersections would be less than significant. Project design would avoid hazardous conditions at points of site access, and access impacts with regard to safety of Project accessibility would be less than significant.

**Cumulative Impacts**

Cumulative impacts regarding Proposed Project access would be cumulatively less than significant, since the operating conditions at the Project Project's access points are projected to be better than LOS E during both the A.M. and P.M. peak hours inclusive of anticipated cumulative traffic growth and there are no related projects in the immediate vicinity that would contribute to an obstruction of visual conditions for travelers or pedestrians accessing the Proposed Project site.

# THE VILLAGE AT PLAYA VISTA PROJECT

## APPENDIX VOLUME 1F

## TRANSIT MITIGATION PROGRAM

## APPENDIX 1F

## THE VILLAGE AT PLAYA VISTA
## TRANSIT MITIGATION PROGRAM

### INTRODUCTION

The Los Angeles Department of Transportation requires every proposed project to develop a mitigation program to address any significant transportation impacts found in the traffic impact analysis. The hierarchy for the components of this mitigation program is as follows[1]:

Transportation Demand Management (TDM)
Transportation Systems Management (TSM)
Physical Improvements

### Mitigation Plan Components

***TDM*** -- The Transportation Demand Management portion of the mitigation program seeks to reduce the amount of automobile traffic generated by a new development during the peak hours of the day. TDM measures include measures such as work-hour staggering, flexible work hours, on-site car pools and van pools, four-day work weeks and other such measures intended to promote travel outside of the traditional commuter peak hours. These types of TDM measures are typically most effective in office or other employment-based projects. Since the Village at Playa Vista is primarily a residential-based development, the most effective TDM measure would be the provision of transit service to allow trips to/from the project to be made by a mode other than automobile.

***Transit*** -- The intent of the transit improvements is not only to provide additional transit service to residents, visitors, and employees of the Village at Playa Vista but also to increase transit service to residents and employees of the study area. The enhanced and expanded transit service is aimed at:

1. Reducing the automobile travel by project travelers, and
2. Reducing current automobile travel by study area residents/ employees who will be offered more travel alternatives than they currently have available.

National research has shown that increased transit service is linked to increased ridership[2]. "The service characteristic that has been found to be most influential in predicting ridership is the quantity of service."[3] There is a direct correlation between

[1] City of Los Angeles Draft L.A. CEQA Thresholds Guide, adopted March 2003., page F.1-8 & Traffic Impact Study Guidelines, Los Angeles Department of Transportation, June 2002
[2] Multivariate Time-Series Model of Transit Ridership Based on Historical, Aggregate Data: The Past, Present and Future of Honolulu, Malcolm S. McLeod, Jr. et. al, Transportation Research Record 1297, January 1991
[3] ibid, pg 77

increased transit service and increased ridership on those lines with the increased service.

The final section of this Appendix presents examples of increased transit ridership as a result of the provision of increased service. Los Angeles Bus Rapid Transit lines in the Wilshire and Ventura corridors have experienced patronage increases of 42% and 27%, respectively. Bus service increases in Miami, Orange County (California), and Santa Cruz offer other examples of increased transit service producing increased ridership.

***TSM*** -- Transportation Systems Management measures include the refinement of traffic signal systems to enhance the flow of automobile and transit traffic, on-street parking restrictions to increase roadway corridor and intersection capacity during peak periods, turn restriction/prohibitions, etc.

***Physical Improvements*** -- Finally, if complete mitigation cannot be achieved through TDM and TSM measures, physical changes to street corridors and key intersections are investigated.

The Village at Playa Vista mitigation program includes TDM (Transit), TSM and physical improvements, many of which are related to improved transit service to the project and to the study area.

1. The TDM improvements related to transit include the addition of bus service to existing routes, the addition of buses to extend existing routes and the addition of buses to provide new premium service to an underserved corridor. In addition, the project mitigation program includes the expansion of the on-site shuttle bus system to serve the entire Playa Vista development and to serve key off-site destinations.

2. The TSM improvements related to transit include transit priority enhancements for 25 traffic signals along Lincoln Boulevard through the study area, and upgrading a number of traffic signals in the study area to enhance the computerized system control of these locations.

## ANALYSIS OF TRANSIT POTENTIAL & CANDIDATE CORRIDOR SELECTION

### Travel Demand by Corridor

The north-south travel corridors in the vicinity of the Project include Lincoln Boulevard, Sepulveda Boulevard, and Centinela Boulevard-Inglewood Avenue. All of these corridors currently experience congestion during both the A.M. and P.M. peak hours. In order to estimate market potential for additional transit service along these north-south travel corridors, an origin-destination (O-D) study of trips utilizing these corridors was performed. The Playa Vista Transportation Model was utilized for this study.

Both A.M. and P.M. peak hour vehicular trip tables were examined and specific trip interchanges that used these specific travel corridors were isolated. The methodology involved isolating the key travel corridors in the vicinity of the Village at Playa Vista project and then using the model to identify the number of trips that had both an origin and a destination within walking distance of these corridors. By isolating those trips that had both their origin and destination within one-quarter mile of the corridor, the trips that were potential transit trips could be quantified.

Utilizing the average vehicle ridership (AVR) recommended by the Los Angeles County Congestion Management Program (CMP), the number of automobile trip interchanges utilizing these specific travel corridors was converted to person trips. Next, the transit market potential along these congested travel corridors was estimated by applying the most conservative mode split estimate level assumed in the Los Angeles Congestion Management Plan transit analysis procedure. The LA CMP transit analysis procedures indicate that a reasonable estimate of mode split to transit is:

| Transit Mode Split | Land Use and Available Transit Service |
|---|---|
| 0% | No Transit within reasonable walking distance |
| 3.5% | Total Person Trips generated for most cases |
| 5% | Residential within ¼ mile of CMP Transit Corridor |
| 7% | Commercial within ¼ mile of CMP Transit Corridor |
| up to 15% | Commercial within 1/4 mile of CMP Transit Ctr. |

In this analysis of transit potential, only the 3.5% level of mode split was assumed (i.e., 3.5% of all person trips would be estimated to use transit), even though land uses with higher potential mode split are common along the tested corridors.

Table F1 shows the auto and person trip travel demand along the key corridors in the vicinity of the Village at Playa Vista.

## Potential Transit Ridership by Corridor

Table F2 groups the travel demand by each transit route that could provide service to that set of travel demands. Specific corridor transit market potential was assessed based on an aggregation of all the relevant trip interchanges and includes potential transfers and linked trips. The first section on the second page of Table F2, for example, shows that the travel demand that could be served along the corridors that are served by Culver City Line 2 totals 2,496 person trips in the morning peak hour and 3,622 person trips in the afternoon peak hour. These trip interchanges include both Village at Playa Vista trips, the adjacent Playa Vista First Phase Project office and studio/commercial trips and trips not associated with the project that move along the Culver City Line 2 corridor.

When the conservative CMP estimate of a 3.5% transit mode split factor is applied to the total person trips along the Culver City Line 2 corridor, the estimated transit demand to the Line 2 is 87 trips in the morning (0.035 x 2,496 = 87) and 127 trips in the afternoon peak hour (0.035 x 3,6223 = 127). These transit market potential and demand computations do not include the effect of making connections to the regional transit

system, particularly the Green Line, the planned Expo LRT line and the rest of the regional bus transit system and are therefore, conservative.

It should be emphasized that the potential transit ridership levels shown in Table F2 were **not** used to quantify the mode split resulting from the Village at Playa Vista transit mitigation program. Rather, these estimates were used to verify the reasonableness of the mode split estimates that result from the project mitigation program effectiveness computations.

## Corridor Identification

Following estimation of the potential demand along these congested corridors, the transit supply along these corridors was next investigated. The transit service that currently operates along these congested north-south travel corridors namely the Lincoln Boulevard, Sepulveda Boulevard, and Centinela Boulevard-Inglewood Avenue travel corridors was examined.

The **Lincoln Boulevard** corridor is currently served by Santa Monica Big Blue Bus Line 3. Line 3 is currently experiencing boardings of approximately 1,960 riders in the morning peak hours and 2,550 riders in the afternoon peak hours. Several segments along this route are currently experiencing overcrowding. The Playa Vista First Phase Project is enhancing this route by the provision of four additional buses (plus one spare bus) to improve operating frequencies along this corridor. Additional opportunities to enhance transit service on this corridor are available through the implementation of Rapid Bus technology and service.

The **Sepulveda Boulevard** corridor travel is currently being served by Culver City Bus Line 6 and to a certain extent by Line 4. The trip interchanges between the Playa Vista First Phase and the Village Project, and the Century Boulevard office corridor indicates that significant transit market potential exists along this heavily traveled corridor.

Additionally, as shown in Figures F1-A and F1-B, Line 6 is frequently overcrowded under existing conditions. In the northbound direction, the maximum load point along the route shows most buses are full between 5:45am and 9:15am. During this time period, eleven of the twenty bus trips have passenger demand exceeding 125% of the seating capacity of the bus. Another four of the twenty bus trips operate with completely full buses leaving only five of the twenty morning buses with any available seats. Northbound buses fill again during the 3:30pm to 5:30pm time period.

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

Based on the trip making projected along this corridor and the currently observed heavy transit usage along this route, Culver City Line 6 was chosen for improvement. Further, given the interaction between the Proposed Project, the adjacent Playa Vista First Phase Project, and the Century Boulevard office corridor, a new and efficient Limited Stop Route was proposed along this corridor to maximize and capitalize on this potential market.

The **Inglewood Boulevard-Centinela Avenue** travel corridor interchanges along with the Playa Vista First Phase Commercial and the Village Project patronage potential were evaluated against service availability along that corridor. The Culver City Bus Line 2 provides service along this corridor at hourly frequencies only.

Figures F2-A and F2-B show that the peak hour demand for the Line 2 bus is heavy but mid-day demand is light. The westbound bus fills to crush load levels (i.e. almost twice as many passengers as there are seats on the bus) for the 7 a.m. run. The 8 a.m. run again almost fills up, as does the 3pm run. In the eastbound direction, the 7:30 a.m. run as well as two afternoon runs fill up beyond capacity.

In addition to evaluating the potential to enhance existing transit service, connections to and from the Proposed Project and adjacent Playa Vista First Phase Project generators and the rest of the regional transit system was evaluated. Culver City Bus Line 4 was identified as the best candidate to provide that connection. Additionally, Line 4 was also proposed to be extended along the Playa Vista project frontage (Jefferson Boulevard) to Playa del Rey to improve potential additional market capture.

A detailed description of the transit mitigation program enhancing service along congested north-south travel corridors within the Village at Playa Vista Project study area follows.

## MITIGATION PROGRAM

The Village at Playa Vista mitigation program supplements peak period transit service along three Culver City Bus lines, extends one of those lines, adds new service along one corridor and enhances/expands shuttle service. Each element is described below.

The mitigation program would purchase the capital equipment needed to provide the service described below and it would also contribute toward operations and maintenance (O&M) costs.

### Regional Bus -- Enhanced Transit Service

***Culver City Line 6*** - The mitigation program proposes to add one bus to the Line 6 service during the morning and afternoon peak periods of the day. With the additional equipment, the headways along this route would be reduced to 10 minutes.

This north-south route provides service between the LAX Transit Center and UCLA via Sepulveda Boulevard. Line 6 also serves the Fox Hills Transit Center, which is where the major interface with project patrons would occur.

***Culver City Line 2*** - Line 2 provides service north of the Village at Playa Vista with the service traversing Inglewood Boulevard, Washington Boulevard and, Washington Street to serve Venice High School. Line 2 also serves the Fox Hills Transit Center where patrons are offered the opportunity to transfer to the remainder of the regional buses.

The Village at Playa Vista mitigation program would add one bus to Line 2 during the morning and afternoon peak periods. This would allow service headways to be reduced to 30-minute headways from the current 60-minute service.

In addition to serving current demand levels, it would take only a small route adjustment in the area of Inglewood/Jefferson to provide direct service into the most concentrated portion of the Playa Vista employment base within the adjacent Playa Vista First Phase employment area. Thus, transit service added to the Culver City Line 2 would serve existing north-south demand along Centinela Avenue / Inglewood Avenue travel corridors as well as anticipated Playa Vista demand.

## Regional Bus -- Extended Transit Service

***Culver City Line 4*** – Line 4 provides service between Fox Hills Mall Transit Center and the West Los Angeles Transit Center using the Sepulveda Boulevard and Jefferson Boulevard travel corridors. The proposed mitigation program proposes to extend this route to the Playa del Rey area. This service provides passengers two major transfer points at the Fox Hills Mall and the West Los Angeles Transit Centers where connections to the regional transit system are available.

The Village at Playa Vista mitigation program proposes to add one bus for peak period service and one bus for all day service on this route so that headways can be reduced and so that the geographic coverage of the route can be expanded. The intent is to extend the route along Jefferson Boulevard to the west of the Fox Hills Transit Center so that it traverses the length of the Village at Playa Vista and the Playa Vista First Phase project. The extended Line 4 service would parallel the Playa Vista shuttle service that would run in an east-west direction along Runway Road. The Line 4 extended service would offer Playa Vista residents and employees an additional connection to the Fox Hills Transit Center and a direct connection to the West Los Angeles Transit Center.

Culver City Bus would likely test the westerly extension of the route to determine the appropriate bus stop locations and the routing of the bus. The westerly terminus of the route would be in Playa del Rey, Marina del Rey or the western portion of Playa Vista depending on the patronage generated.

While the Line 4 buses are not completely full today, the additional coverage offered by the extended route is expected to offer enough service to an area that will have sufficient residential and employment density to meet the patronage projections for this route. Additionally, connections to regional transit buses offering service to major destinations including Century City, Westwood, Beverly Hills and downtown Los Angeles with coordinated transfer possibilities will offer the required market area to meet the patronage projections for this route.

## Regional Bus – New Service

The Village at Playa Vista mitigation program would provide two additional buses for the implementation of a Limited Stop Bus Service (to be operated by the Culver City Bus) during peak hours. Service frequency would be approximately 30 minutes during the peak hours.

This Limited Stop Bus would originate from the Fox Hills Mall Transit Center and would travel along the Jefferson, Centinela, Sepulveda, and Century Boulevard corridors. Area served would include the office, studio and residential uses within the Village at Playa Vista and the adjacent First Phase Playa Vista project, the retail, office and entertainment complex at Howard Hughes Center, downtown Westchester, and the Century Boulevard Office Corridor.

The Limited Stop Bus Service would offer connections and potentially coordinated transfers with other regional bus service and the Playa Vista intelligent internal shuttle.

Since this is proposed as a new transit service in the area, no current patronage levels are available to examine. However, the mitigation credit taken as part of the Village at Playa Vista assumes only 76 peak hour automobile trips would be reduced as a result of the new service. A total of 10,400 peak hour person trips (4,400 in the a.m. and 6,000 in the p.m. peak hour) are moving in the corridor served by the new service. Thus, the mode split shift to transit is a very conservative mode split assumption given the high volume of travel demand projected in this corridor.

**Shuttle Bus Program – Extended Service**

The Village at Playa Vista would extend and expand the Internal Shuttle System, creating an intelligent demand-responsive Expanded Shuttle System, which provides enhanced transit service for Village residents, visitors, employees, and the surrounding community. The expanded service would focus 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 Village at Playa Vista as well as 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" location 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.

## CALCULATION OF EFFECTIVENESS

### Calculation Methodology

To quantify the potential effects of the additional bus service on the key intersections along each corridor the number of bus seats added to the corridor were converted to automobile trips diverted to transit. The number of bus seats added to the corridor was divided by the typical auto occupancy to determine the number of automobile trips that might be diverted to transit. The calculation was as follows:

$$\frac{\text{Number of new bus seats}}{\text{1.2 persons/auto trip}} = \text{Number of auto trip reduced}$$

One to two additional bus trips per hour would be added to the four corridors where buses would be added to the Culver City Bus routes. The additional shuttle bus service would also add one to two bus trips per hour to the external destinations (Marina del Rey, Howard Hughes Center, and Fox Hills Transit Center).

The total auto trips reduced by the new transit service were calculated as listed below:

| Line | Auto Trips Reduced |
|---|---|
| Line 2 | 38 trips |
| Line 4 | 76 trips |
| Line 6 | 38 trips |
| New Sepulveda Limited | 76 trips |
| Shuttle | 21 trips |

### Corridor Travel Demand and Resulting Mode Split Calculation

The Playa Vista travel demand model was investigated to determine the peak hour travel demand along each of the routes. Table F3 shows the total travel demand within walking distance of each of the corridors served by the bus routes where new service will be added by the Village at Playa Vista project.

As discussed previously, the Los Angeles Congestion Management Plan suggests that a 3.5% mode split to transit is a reasonable projection for mode shift to transit. As shown in Table F3, the auto trips reduced by the addition of transit service range from a low of 1% along Line 2 in the afternoon peak hour to a maximum of 3.3% along Line 4 in the morning peak hour. All mode split shifts fall within the Los Angeles CMP range.

## EXAMPLES OF INCREASED TRANSIT RIDERSHIP RESULTING FROM INCREASED SERVICE

Examples of increased transit ridership resulting from increased service are well documented within the transit industry. One of the most recent examples of ridership increases resulting from increased service is the Bus Rapid Transit (BRT) improvement in Los Angeles County. New BRT service along the Wilshire Boulevard and the Ventura Boulevard corridors has dramatically increased ridership. Ridership levels before the addition of BRT service totaled 63,500 passengers per day along Wilshire. This ridership increased to 90,300 passengers per day after the implementation of the increased service, and increase of 42%[4]. The Ventura line also experienced ridership increases from 13,500 passengers per day to 17,100 passengers per day after implementation of the new service, an increase of 27%.

The implementation of the Wilshire and the Ventura BRT systems was so successful that the Los County MTA is planning to implement similar increased service in other corridors in the county. Lincoln Boulevard, Sepulveda Boulevard and Manchester Boulevard are three corridors within the Village at Playa Vista Project study area that are scheduled to have Bus Rapid Transit service implemented within the next five to seven years.

In Miami Florida, the addition of service on the South Miami-Dade Busway attracted new riders to the service. Even after the Busway had been in operation for many years, passenger surveys showed that 67% of the riders were not former Miami-Dade Transit system users and that the new service offered by the busway was a major reason to start using public transit.[5]

Premium bus service such as LA MTA's Bus Rapid Transit and Miami-Dade's Busway are not the only bus service that experiences ridership as a result of increased service. Transit surveys in Orange County, California found that the heaviest bus ridership levels were generated in the central portion of the county where the bus transit service was the most frequent and geographic coverage was the most extensive.[6] In June 2002, Orange County Transportation Authority announced service expansions/enhancements to 11 local bus routes. The press release indicated that OCTA expected to increase annual ridership by 429,000 passengers as a result of these service enhancements.[7]

The Santa Cruz Metropolitan Transit District experienced an 8.2% increase in ridership during the first quarter of FY01 as a result of an increase of 8.9% in vehicle hours of service. The increase in hours of service was along the local bus routes in the MTD District.[8]

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[4] Final Report, Los Angeles Metro Rapid Demonstration Project, Los Angeles County Metropolitan Transportation Authority, Los Angeles Department of Transportation, Transportation Management & Design, Inc. February 2002, page 6

[5] South Miami-Dade Busway On-Board Survey Project, National BRT Institute, Center for Urban Transportation Research, July 2002,pg. 28

[6] Integrating Geographic Information Systems with Transit Survey Methodology, Barnali Barua, et. al., Transportation Research Record 1753, January 2001, pg. 34

[7] OCTA Press Release, June 7, 2002

[8] FY01 Performance Report, Santa Cruz MTD, February 22, 2000

Shuttle bus service at San Jose State University experienced increased ridership as service was increased. Increased bus service (in terms of bus frequency) resulted in more students and faculty/staff being willing to park in remote parking lots away from the main campus.

Increased shuttle bus frequency between the Rose Bowl and remote parking in Old Pasadena resulted in increased usage of the remote parking lots for Rose Bowl events.

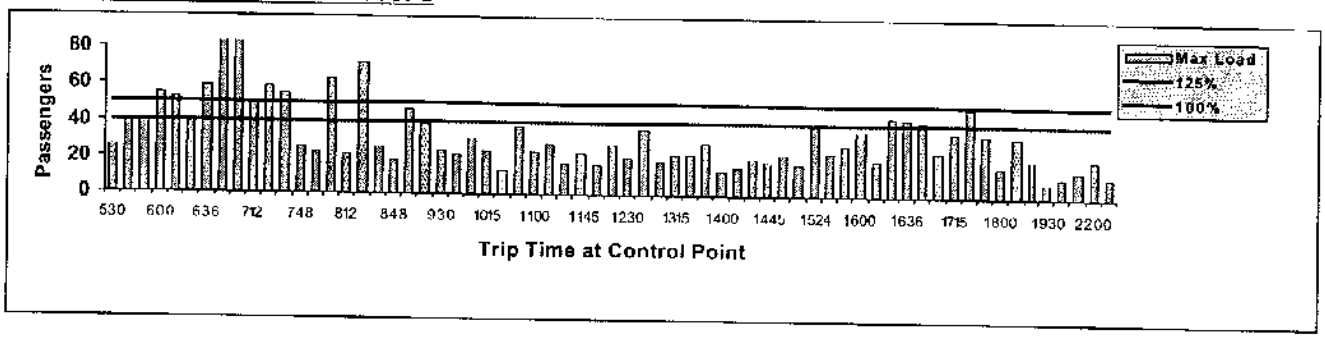
LADOT DASH buses have adjusted routes and frequencies to reflect changes in population and employment distribution in the areas served by the various DASH routes. This pattern of evaluating and adjusting bus service levels is similar to the ongoing evaluation that will take place as the Village at Playa Vista and First Phase Playa Vista grow.

## Figure F1-A
## Loading Analysis

**Culver CityBus 6** — **Northbound**

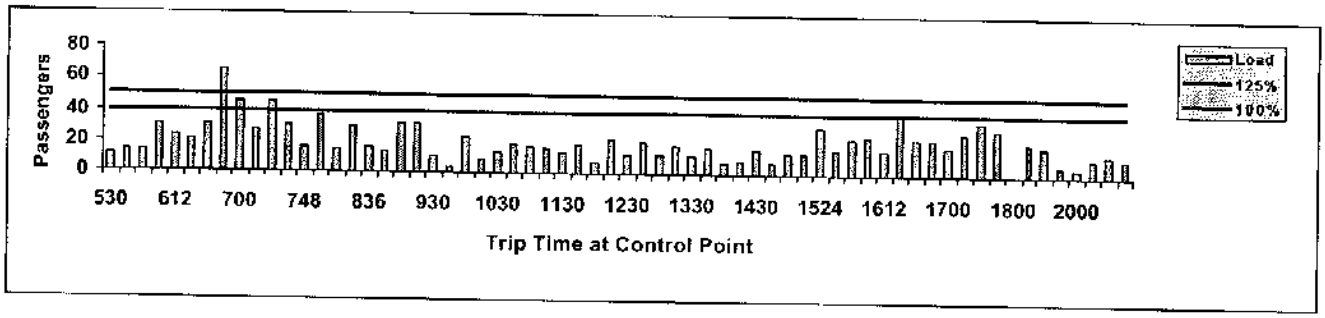
**Sepulveda Blvd.** — **Weekday**

MAXIMUM LOAD PER TRIP - ALL STOPS

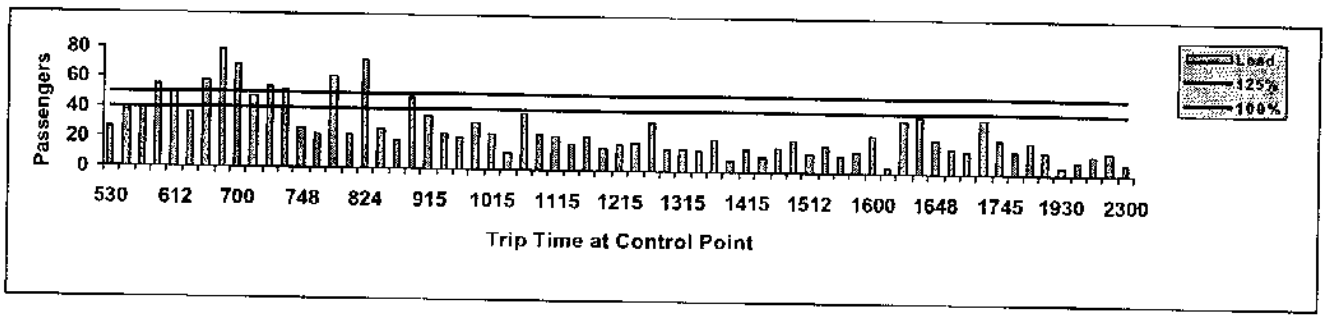



LOAD ANALYSIS BY TRIP

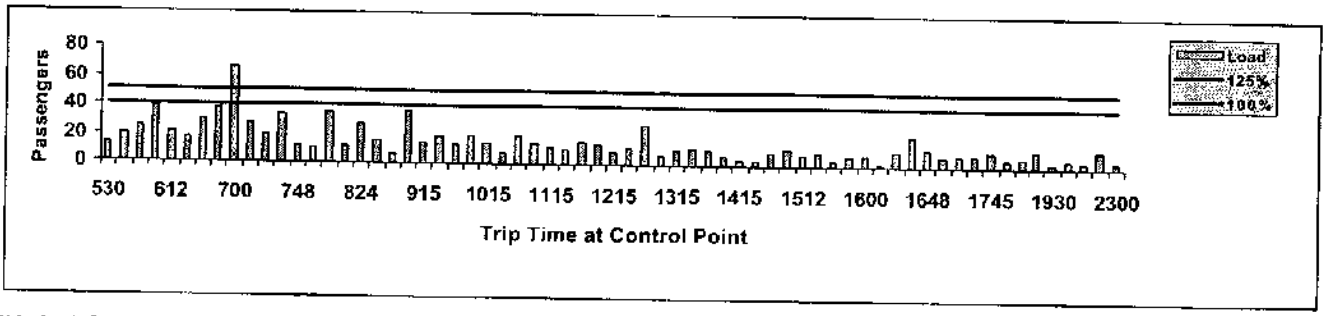
Fox Hills Mall Transit Center




Sepulveda Blvd & Queensland St




Sepulveda Blvd & Santa Monica Blvd



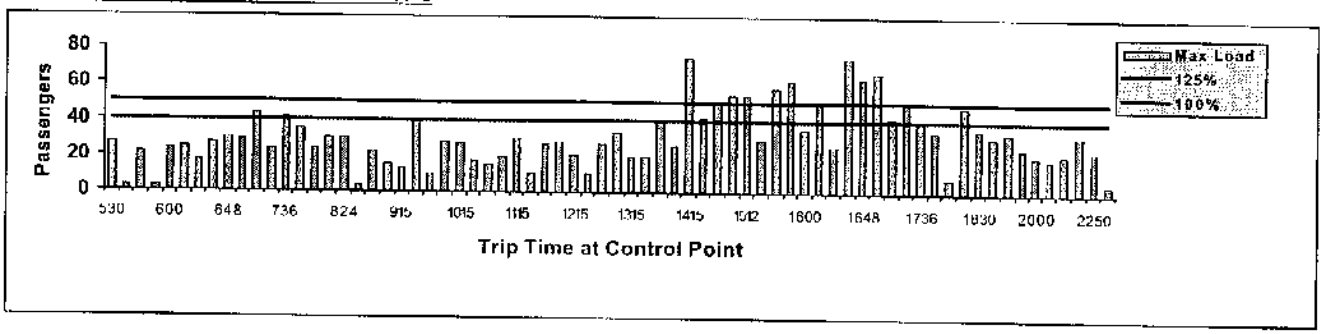

Ridecheck Conducted in November 2000

## Figure F1-B
## Loading Analysis

**Culver CityBus 6** — **Southbound**

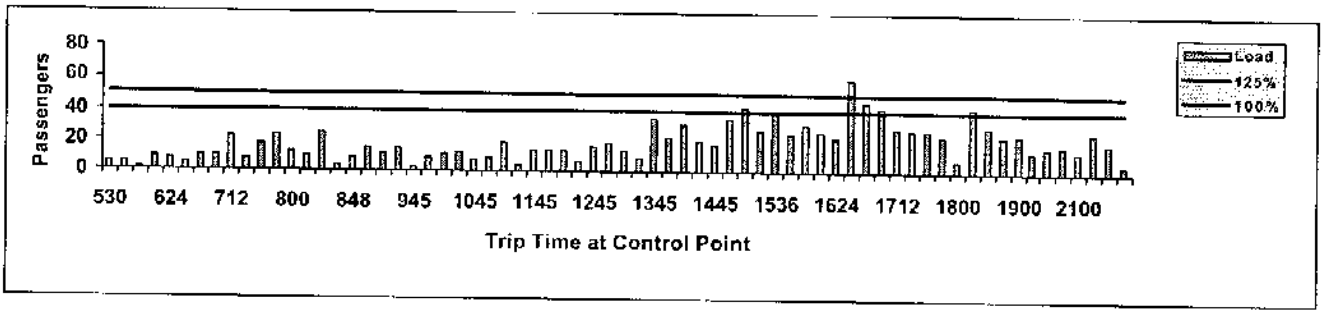
**Sepulveda Blvd.** — **Weekday**

MAXIMUM LOAD PER TRIP - ALL STOPS

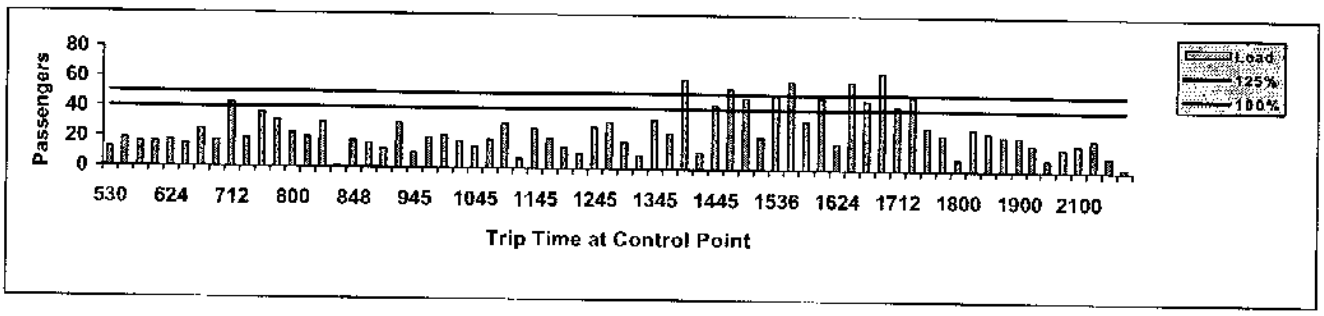



LOAD ANALYSIS BY TRIP

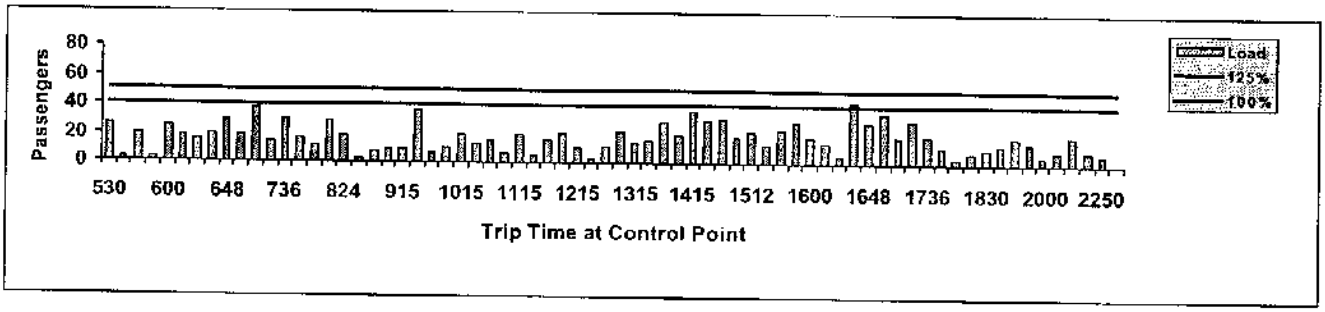
**Sepulveda Blvd & Santa Monica Blvd**




**Sepulveda Blvd & Venice Blvd**




**Fox Hills Mall Transit Center**




Ridecheck Conducted in November 2000

## Figure F2-A
## Loading Analysis

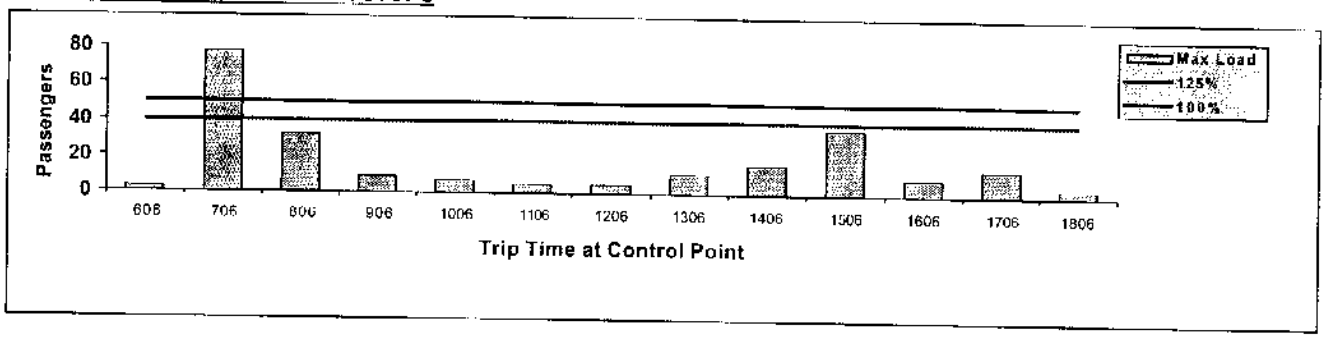
**Culver CityBus 2**

**Sunkist Park**

**Westbound**

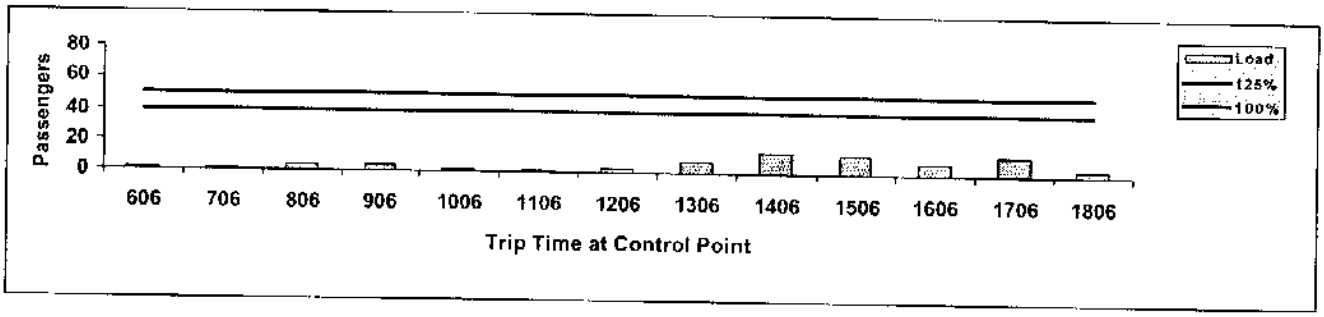
**Weekday**

MAXIMUM LOAD PER TRIP - ALL STOPS

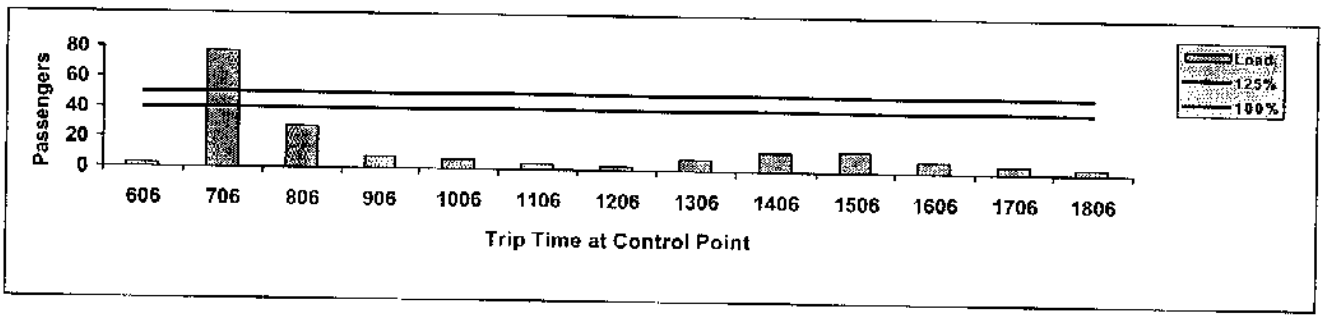



LOAD ANALYSIS BY TRIP

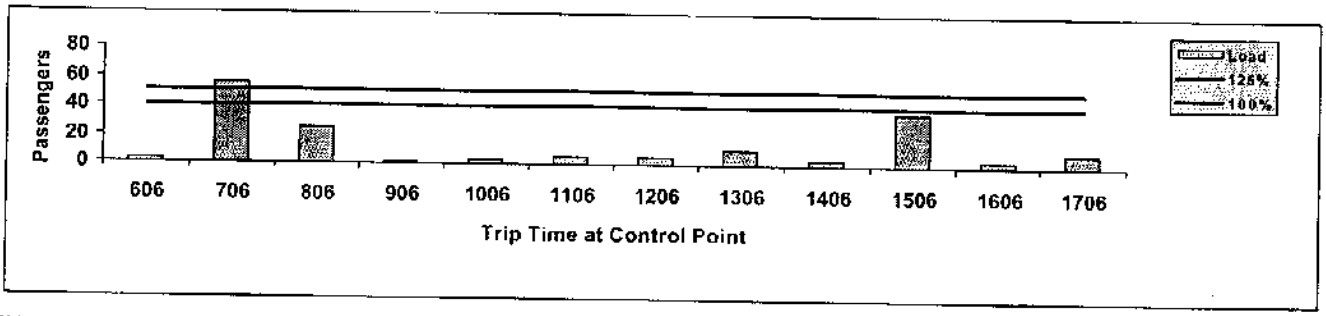
Fox Hills Mall Transit Center




Inglewood Blvd & Braddock Dr




Washington Blvd & Glencoe Ave



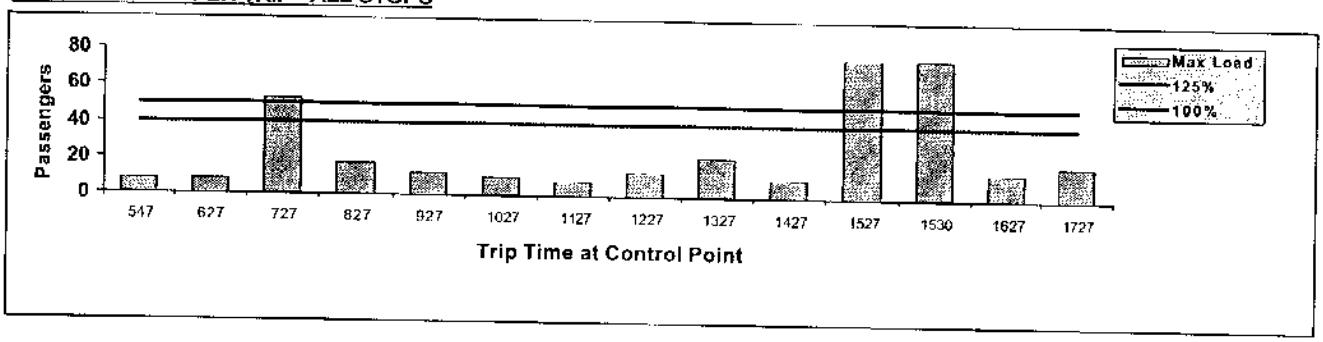

Ridecheck Conducted in November 2000

# Figure F2-B
# Loading Analysis

**Culver CityBus 2** — **Eastbound**

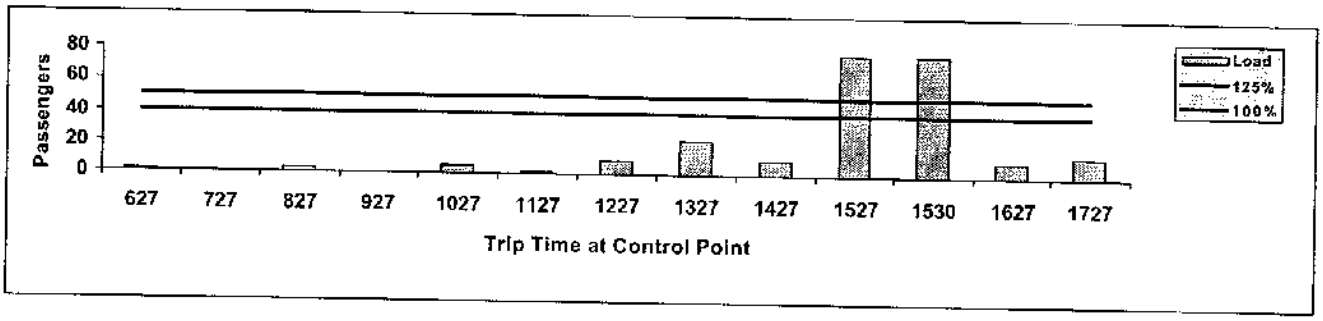
**Sunkist Park** — **Weekday**

MAXIMUM LOAD PER TRIP - ALL STOPS

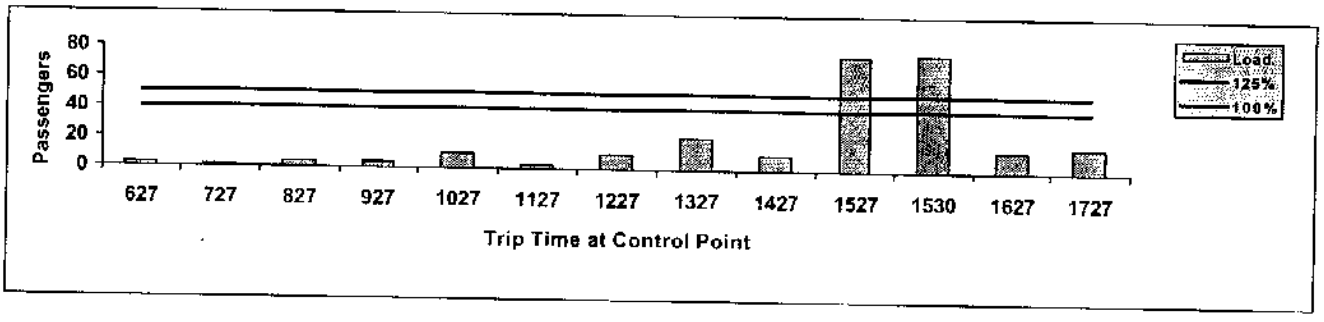



LOAD ANALYSIS BY TRIP

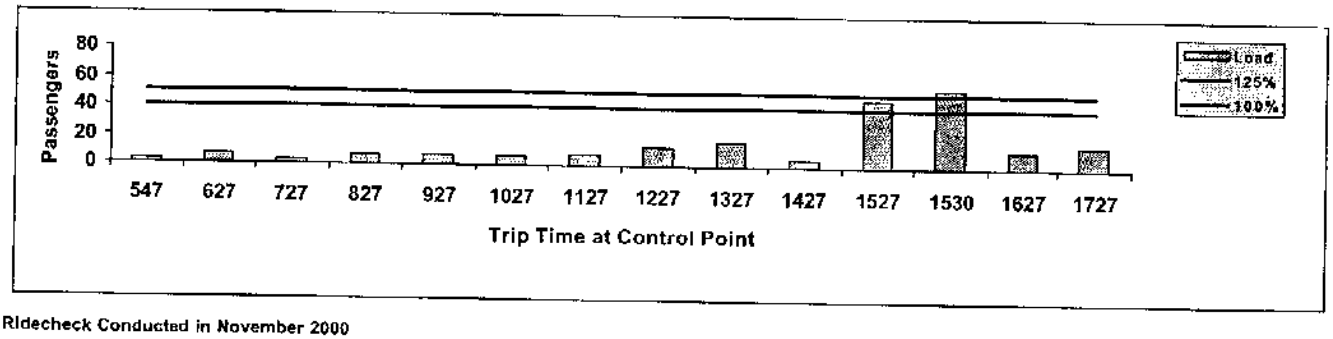
Venice Blvd @ Venice High School




Washington Blvd & Grandview Ave




Inglewood Blvd & Braddock Dr




Ridecheck Conducted in November 2000

**Table F1**
**The Village at Playa Vista**
**Analysis of Transit Market Potential**

| Interchange Descriptions | A.M. Peak Hour Trips | | P.M. Peak Hour Trips | |
|---|---|---|---|---|
| | Total Vehicle Trips | Total Person Trips | Total Vehicle Trips | Total Person Trips |
| Playa Vista to Playa Vista interchanges | 382 | 535 | 298 | 418 |
| Playa Vista to Sepulveda Boulevard North | 189 | 264 | 249 | 348 |
| Playa Vista to Sepulveda Boulevard South | 181 | 253 | 250 | 350 |
| Playa Vista to Marina del Rey | 50 | 70 | 73 | 102 |
| Playa Vista to Century Boulevard OfficeCorridor | 94 | 132 | 459 | 643 |
| Playa Vista to LMU & Playa del Rey | 36 | 51 | 72 | 101 |
| Playa Vista to Centinela/Inglewood Corridor North | 90 | 127 | 173 | 242 |
| Sepulveda Bl North to Playa Vista | 123 | 172 | 164 | 230 |
| Sepulveda Bl North to Sepulveda Boulevard North | 913 | 1278 | 1247 | 1745 |
| Sepulveda Bl North to Sepulveda Boulevard South | 166 | 232 | 197 | 276 |
| Sepulveda Bl North to Marina del Rey | 62 | 86 | 126 | 176 |
| Sepulveda Bl North to Century Bl Corridor | 100 | 140 | 136 | 190 |
| Sepulveda Bl North to LMU & Playa Del Rey | 23 | 33 | 35 | 49 |
| Sepulveda Bl North to Centinela/Inglewood North | 177 | 248 | 306 | 428 |
| Sepulveda Bl South to Playa Vista | 94 | 131 | 159 | 222 |
| Sepulveda Bl South to Sepulveda Boulevard North | 122 | 171 | 206 | 289 |
| Sepulveda Bl South to Sepulveda Boulevard South | 154 | 216 | 224 | 314 |
| Sepulveda Bl South to Marina del Rey | 31 | 44 | 74 | 104 |
| Sepulveda Bl South to Century Bl Corridor | 234 | 327 | 188 | 263 |
| Sepulveda Bl South to LMU & Playa Del Rey | 23 | 32 | 39 | 55 |
| Sepulveda Bl South to Centinela/Inglewood North | 63 | 88 | 122 | 171 |
| Marina Del Rey to Playa Vista | 50 | 70 | 74 | 103 |
| Marina Del Rey to Sepulveda Bl North | 141 | 197 | 106 | 148 |
| Marina Del Rey to Sepulveda Bl South | 83 | 116 | 64 | 89 |
| Marina Del Rey to Marina Del Rey | 392 | 548 | 575 | 805 |
| Marina Del Rey to Century Bl Corridor | 114 | 159 | 116 | 163 |
| Marina Del Rey to LMU & Playa del Rey | 40 | 56 | 43 | 60 |
| Marina Del Rey to Centinela/Inglewood Corridor | 234 | 328 | 249 | 348 |
| Century Bl Corridor to Playa Vista | 91 | 128 | 404 | 566 |
| Century Bl Corridor to Sepulveda Bl North | 90 | 126 | 225 | 316 |
| Century Bl Corridor to Sepulveda Bl South | 137 | 192 | 301 | 422 |
| Century Bl Corridor to Marina Del Rey | 48 | 68 | 214 | 299 |
| Century Bl corridor to Century Bl Corridor | 1512 | 2117 | 1290 | 1806 |
| Century Bl Corridor to LMU & Playa del Rey | 64 | 89 | 189 | 264 |
| Century Bl Corridor to Centinela/Inglewood Corridor | 83 | 116 | 273 | 382 |
| LMU & Playa del Rey Corridor to Playa Vista | 44 | 61 | 38 | 53 |
| LMU & Playa del Rey Corridor to Sepulveda Bl North | 30 | 42 | 31 | 43 |
| LMU & Playa del Rey Corridor to Sepulveda Bl South | 36 | 50 | 35 | 49 |
| LMU & Playa Del Rey Corridor to Marina Del Rey | 27 | 38 | 44 | 61 |
| LMU & Playa del Rey corridor to Century Bl Corridor | 188 | 263 | 102 | 143 |
| LMU & Playa del Rey Corridor to LMU & Playa del Rey | 20 | 28 | 28 | 40 |
| LMU & Playa Del Rey to Centinela/Inglewood Corridor | 37 | 52 | 47 | 66 |
| Centinela Ave/Inglewood Bl Corridor to Playa Vista | 175 | 245 | 94 | 131 |
| Centinela Ave/Inglewood Bl to Sepulveda Bl North | 250 | 350 | 289 | 405 |
| Centinela/Inglewood Bl Corridor to Sepulveda Bl South | 105 | 146 | 113 | 158 |
| Centinela/Inglewood Bl Corridor to Marina Del Rey | 128 | 179 | 263 | 368 |
| Centinela/Inglewood Bl corridor to Century Bl Corridor | 121 | 169 | 152 | 213 |
| Centinela/Inglewood Bl Corridor to LMU & Playa del Rey | 32 | 45 | 50 | 70 |
| Centinela/Inglewood to Centinela/Inglewood Corridor | 288 | 403 | 458 | 641 |

Table F2
The Village at Playa Vista
Transit Potential Assessment and Selection of Candidate Corridors

| Interchange Descriptions | A.M. Peak Hour Total Person Trips | P.M. Peak Hour Total Person Trips | Identification of Corridors & Routes |
|---|---|---|---|
| LMU & Playa Del Rey to Centinela/Inglewood Corridor | 52 | 66 | Service provided by Internal Shuttle & CC-2 |
| Centinela/Inglewood Bl Corridor to LMU & Playa del Rey | 45 | 70 | Service provided by Internal Shuttle & CC-2 |
| Centinela Ave/Inglewood Bl Corridor to Playa Vista | 245 | 131 | Service provided by Internal Shuttle & CC-2 |
| Centinela/Inglewood Bl Corridor to Sepulveda Bl South | 146 | 158 | Service provided by CC-2 & Limited Stop Bus |
| Sepulveda Bl South to Centinela/Inglewood North | 88 | 171 | Service provided by Limited Stop Bus & CC-2 |
| Centinela/Inglewood Bl corridor to Century Bl Corridor | 169 | 213 | Service provided by Limited Stop & CC-2 |
| Playa Vista to Centinela/Inglewood Corridor North | 127 | 242 | Service provided by Internal Shuttle & CC-2 |
| Marina Del Rey to Centinela/Inglewood Corridor | 328 | 348 | Service provided by Internal Shuttle & CC-2 |
| Centinela/Inglewood Bl Corridor to Marina Del Rey | 179 | 368 | Service provided by Internal Shuttle & CC-2 |
| Century Bl Corridor to Centinela/Inglewood Corridor | 116 | 382 | Service provided by Limited Stop & CC-2 |
| Centinela Ave/Inglewood Bl to Sepulveda Bl North | 350 | 405 | Service provided by CC-2 & CC-6 |
| Centinela/Inglewood to Centinela/Inglewood Corridor | 403 | 641 | Service provided by CC-2 |
| Sepulveda Bl North to Centinela/Inglewood North | 248 | 428 | Service provided by CC-2 & CC-6 |
| **Overall Market for CC-2** | 2496 | 3622 | **Credit taken equates to AM:1.75%MS & PM:1%MS** |
| **Potential Ridership on CC-2 @ 3.5% MS** | **87** | **127** | **& includes transfers** |
| | | | |
| Marina Del Rey to Sepulveda Bl North | 197 | 148 | Service provided by Internal Shuttle & CC-6 |
| Sepulveda Bl North to Marina del Rey | 86 | 176 | Service provided by Internal Shuttle & CC-6 |
| Sepulveda Bl North to Century Bl Corridor | 140 | 190 | Service provided by CC-4 & CC-6;Limitec Stop Bus |
| Sepulveda Bl North to Playa Vista | 172 | 230 | Service provided by Internal Shuttle CC-4 & CC-6 |
| Playa Vista to Sepulveda Bl North | 264 | 348 | Service provided by Internal Shuttle CC-4 & CC-6 |
| Sepulveda Bl South to Sepulveda Boulevard North | 171 | 289 | Service provided by Limited Stop Bus & CC-6 |
| Sepulveda Bl North to Sepulveda Boulevard South | 232 | 276 | Service provided by Limited Stop Bus & CC-6 |
| Century Bl Corridor to Sepulveda Bl North | 126 | 316 | Service provided by Limited Stop Bus & CC-6,CC-4 |
| Sepulveda Bl North to Sepulveda Boulevard North | 1278 | 1745 | Service provided by CC-4 & CC-6 |
| **Overall Market for CC-6** | **2666** | **3717** | **Credit taken equates to AM:1.75%MS & PM:3.1%MS** |
| **Potential Ridership on CC-6 @ 3.5% MS** | **93** | **130** | **& includes transfers** |

Table F2

The Village at Playa Vista

Transit Potential Assessment and Selection of Candidate Corridors

| Interchange Descriptions | A.M. Peak Hour Total Person Trips | P.M. Peak Hour Total Person Trips | Identification of Corridors & Routes |
|---|---|---|---|
| LMU & Playa del Rey Corridor to LMU & Playa del Rey | 28 | 40 | Service provided by Internal Shuttle |
| LMU & Playa del Rey Corridor to Playa Vista | 61 | 53 | Service provided by Internal Shuttle |
| Playa Vista to LMU & Playa del Rey | 51 | 101 | Service provided by Internal Shuttle |
| Marina Del Rey to LMU & Playa del Rey | 56 | 60 | Service provided by Internal Shuttle |
| LMU & PDR to MDR | 38 | 61 | Service provided by Internal Shuttle |
| Playa Vista to Marina del Rey | 70 | 102 | Service provided by Internal Shuttle |
| Marina Del Rey to Playa Vista | 70 | 103 | Service provided by Internal Shuttle |
| Playa Vista to Playa Vista interchanges | 535 | 418 | Service provided by Internal Shuttle |
| Marina Del Rey to Marina Del Rey | 548 | 805 | Service provided by Internal Shuttle |
| Linked Trips to and from other routes | 2505 | 3214 | |
| **Overall Market for Internal Shuttle** | **3962** | **4957** | |
| **Potential Ridership on Internal Shuttle @ 3.5% MS** | **139** | **173** | **Includes linked trips.** |
| LMU & Playa del Rey Corrridor to Sepulveda Bl North | 42 | 53 | Service provided by Internal Shuttle & CC-6,CC-4 |
| Sepulveda Bl North to LMU & Playa Del Rey | 33 | 49 | Service provided by Internal Shuttle;CC-4 & CC-6 |
| Marina del Rey to Sepulveda Bl North | 66 | 49 | Service provided by Internal Shuttle & CC-4 |
| Sepulveda Bl North to Marina del Rey | 86 | 176 | Service provided by Internal Shuttle CC-4 & CC-6 |
| Playa Vista to Sepulveda Boulevard North | 264 | 348 | Service provided by Internal Shuttle CC-4 & CC-6 |
| Sepulveda Bl North to Playa Vista | 172 | 230 | Service provided by Internal Shuttle CC-4 & CC-6 |
| Linked Trips and transfers | 1590 | 2228 | Service provided by Internal Shuttle CC-4 & CC-6 |
| **Overall Market for CC-4** | **2253** | **3133** | **Credit taken equates to AM:1.75%MS & PM:1%MS** |
| **Potential Ridership on CC-4 @ 3.5% MS** | **79** | **110** | **& includes transfers** |
| LMU & Playa del Rey Corridor to Sepulveda Bl South | 50 | 49 | Service provided by Internal Shuttle & Limited Stop Bus |
| Sepulveda Bl South to LMU & Playa Del Rey | 32 | 55 | Service provided by Internal Shuttle & Limited Stop Bus |
| Marina Del Rey to Sepulveda Bl South | 116 | 89 | Service provided by Internal Shuttle & Limited Stop Bus |
| Sepulveda Bl South to Marina del Rey | 44 | 104 | Service provided by Internal Shuttle & Limited Stop Bus |
| Marina Del Rey to Century Bl Corridor | 159 | 163 | Service provided by Internal Shuttle & Limited Stop Bus |
| Sepulveda Bl South to Playa Vista | 131 | 222 | Service provided by Limited Stop Service |
| Sepulveda Bl South to Century Bl Corridor | 327 | 263 | Service provided by Limited Stop Service |
| Sepulveda Bl North to Sepulveda Boulevard South | 232 | 276 | Service provided by CC-4 & CC-6;Limited Stop Bus |
| Sepulveda Bl South to Sepulveda Bl North | 171 | 289 | Service provided by CC-4 & CC-6;Limited Stop Bus |
| Century Bl Corridor to Marina Del Rey | 68 | 299 | Service provided by Internal Shuttle & Limited Stop Bus |
| Sepulveda Bl South to Sepulveda Boulevard South | 216 | 314 | Service provided by Limited Stop Service & CC-6 |
| Playa Vista to Sepulveda Boulevard South | 253 | 350 | Service provided by Limited Stop Service |
| Century Bl Corridor to Sepulveda Bl South | 192 | 422 | Service provided by Limited Stop Service & CC-6 |
| Century Bl Corridor to Playa Vista | 128 | 566 | Service provided by Limited Stop Service |
| Playa Vista to Century Boulevard OfficeCorridor | 132 | 643 | Service provided by Limited Stop Service |
| Century Bl corridor to Century Bl Corridor | 2117 | 1806 | Service provided by Limited Stop Service |
| **Overall Market for Limited Stop Bus** | 4368 | 5910 | **Credit taken equates to AM:1.9%MS & PM:1.4%MS** |
| **Potential Ridership on Limited Stop Bus @ 3.5% MS** | **153** | **207** | **& includes transfers** |

**Table F3**
**The Village at Playa Vista**
**Summary of O-D Analysis & Transit Evaluation**

| Transit Bus Route | Proposed Improvement | Person Trip Travel in Corridor in Peak Direction | | Potential Ridership based on O-D trips analysis & 3.5% Transit Mode Split (per LACMP) | | Credit taken in PV Analysis - Trips & % Mode Split (MS) | |
|---|---|---|---|---|---|---|---|
| | | A.M Peak | P.M. Peak | A.M Peak | P.M. Peak | A.M Peak | P.M. Peak |
| Limited Bus Route | Add 2 buses - 30 min frequency | 4,370 | 5,910 | 153 trips | 207 trips | 76 trips<br>1.7% MS | 76 trips<br>1.3% MS |
| CC Line 2 | Add 1 bus for 30 min frequencies overall | 2,495 | 3,625 | 87 trips | 127 trips | 38 trips<br>1.5% MS | 38 trips<br>1% MS |
| CC Line 4 | Add 2 buses to Line 4 & extension | 2,255 | 3,135 | 79 trips | 110 trips | 76 trips<br>3.4% MS | 76 trips<br>2.4% MS |
| CC Line 6 | Add 1 bus to get 10 min frequencies | 2,665 | 3,720 | 93 trips | 130 trips | 38 trips<br>1.4% MS | 38 trips<br>1% MS |
| Extended Internal Shuttle | Add shuttle buses to increase internal service and serve external sites | 3,960 | 4,960 | 139 trips | 173 trips | 21 trips<br>0.5% MS | 21 trips<br>0.4% MS |