

Appendix Q

Alternatives Traffic Analysis

Table 7-1
PROJECT TRIP GENERATION [1]

03-Jan-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Apartments [3]	494 DU	3,285	50	202	252	225	121	346
Restaurant [4]	10,238 GSF	1,302	61	50	111	64	43	107
Commercial [5]	10,238 GLSF	437	6	4	10	72	77	149
Subtotal		5,024	117	256	373	361	241	602
Internal Capture								
Apartments [6]		(261)	(10)	(9)	(19)	(21)	(18)	(39)
Restaurant (15%) [7]		(195)	(9)	(8)	(17)	(10)	(6)	(16)
Commercial (15%) [7]		(66)	(1)	(1)	(2)	(11)	(12)	(23)
Subtotal		(522)	(20)	(18)	(38)	(42)	(36)	(78)
Transit Trips [8]								
Apartments (15%)		(454)	(6)	(29)	(35)	(31)	(15)	(46)
Restaurant (15%)		(166)	(8)	(6)	(14)	(8)	(6)	(14)
Commercial (15%)		(56)	(1)	0	(1)	(9)	(10)	(19)
Subtotal		(676)	(15)	(35)	(50)	(48)	(31)	(79)
Subtotal Project Driveway Trips		3,826	82	203	285	271	174	445
Existing Land Use								
Commercial [5]	(100,781) GLSF	(4,303)	(60)	(37)	(97)	(339)	(367)	(706)
Transit Trips [8]								
Existing Use (15%)		645	9	6	15	51	55	106
Subtotal Existing Driveway Trips		(3,658)	(51)	(31)	(82)	(288)	(312)	(600)
NET INCREASE DRIVEWAY TRIPS		168	31	172	203	(17)	(138)	(155)
Proposed Pass-By Trips [9]								
Restaurant (20%)		(188)	(9)	(7)	(16)	(9)	(6)	(15)
Commercial (50%)		(158)	(2)	(2)	(4)	(26)	(28)	(54)
Existing Pass-By Trips [9]								
Existing Use (30%)		1,097	15	9	24	86	94	180
NET INCREASE "OFF-SITE" TRIPS		919	35	172	207	34	(78)	(44)

[1] Sources: ITE "Trip Generation", 9th Edition, 2012; Coastal Transportation Corridor Specific Plan, 1993.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.

- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.51 trips/dwelling unit; 20% inbound/80% outbound

- PM Peak Hour directional distribution: 65% inbound/35% outbound

For Multi-Story Apartments, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: 0.70 trips/dwelling unit

[4] ITE Land Use Code 932 (High-Turnover Restaurant) trip generation average rates.

- Daily Weekday Trip Rate: 127.15 trips/1,000 GSF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 10.81 trips/1000 GSF of floor area; 55% inbound/45% outbound

- PM Peak Hour directional distribution: 60% inbound/40% outbound

For High Turnover Restaurant, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: 10.5 trips/1000 GSF

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 42.70 trips/1000 GLSF of leasable area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.96 trips/1000 GLSF of leasable area; 62% inbound/38% outbound

- PM Peak Hour directional distribution: 48% inbound/52% outbound

For shopping center less than 30,000 sq. ft., PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: 14.6 trips/1000 GLSF

For shopping center 30,000 sq. ft. or more, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: $-0.001(A) + 323.5(A) + 3.9$ trips/1000 GLSF, [where (A) = floor area/(1000 GLSF)]

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

01-Mar-19

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING		YEAR 2017 EXISTING W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITI-GATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
1	Abbot Kinney Boulevard / Venice Boulevard	AM	0.794	C	0.797	C	0.003	NO	0.895	D	0.897	D	0.002	NO	0.897	D	0.002	----
		PM	0.721	C	0.719	C	-0.002	NO	0.789	C	0.787	C	-0.002	NO	0.787	C	-0.002	----
2	Abbot Kinney Boulevard / Washington Boulevard	AM	0.553	A	0.555	A	0.002	NO	0.609	B	0.611	B	0.002	NO	0.611	B	0.002	----
		PM	0.529	A	0.529	A	0.000	NO	0.600	A	0.600	A	0.000	NO	0.600	A	0.000	----
3	Admiralty Way / Mindanao Way	AM	0.628	B	0.636	B	0.008	NO	0.717	C	0.725	C	0.008	NO	0.725	C	0.008	----
		PM	0.533	A	0.531	A	-0.002	NO	0.624	B	0.623	B	-0.001	NO	0.623	B	-0.001	----
4	Lincoln Boulevard / Rose Avenue	AM	0.768	C	0.773	C	0.005	NO	0.873	D	0.877	D	0.004	NO	0.877	D	0.004	----
		PM	0.775	C	0.775	C	0.000	NO	0.896	D	0.895	D	-0.001	NO	0.895	D	-0.001	----
5	Lincoln Boulevard / Venice Boulevard	AM	0.827	D	0.832	D	0.005	NO	0.958	E	0.963	E	0.005	NO	0.963	E	0.005	----
		PM	0.821	D	0.821	D	0.000	NO	0.960	E	0.961	E	0.001	NO	0.961	E	0.001	----
6	Lincoln Boulevard / Washington Boulevard	AM	0.883	D	0.901	E	0.018	YES	1.019	F	1.038	F	0.019	YES	1.038	F	0.019	NO
		PM	0.837	D	0.832	D	-0.005	NO	0.957	E	0.952	E	-0.005	NO	0.952	E	-0.005	----
7	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue [b]	AM	0.606	F	0.620	F	0.014	NO	0.706	F	0.719	F	0.013	NO	0.719	F	0.013	----
		PM	0.572	F	0.577	F	0.005	NO	0.678	F	0.684	F	0.006	NO	0.684	F	0.006	----
8	Lincoln Boulevard / SR-90 Ramps [b]	AM	0.727	F	0.740	F	0.013	NO	0.839	F	0.850	F	0.011	NO	0.850	F	0.011	----
		PM	0.711	F	0.709	F	-0.002	NO	0.837	F	0.835	F	-0.002	NO	0.835	F	-0.002	----
9	Lincoln Boulevard / Bali Way	AM	0.453	A	0.453	A	0.000	NO	0.553	A	0.554	A	0.001	NO	0.554	A	0.001	----
		PM	0.553	A	0.559	A	0.006	NO	0.648	B	0.653	B	0.005	NO	0.653	B	0.005	----
10	Lincoln Boulevard / Mindanao Way	AM	0.692	B	0.707	C	0.015	NO	0.797	C	0.813	D	0.016	NO	0.813	D	0.016	----
		PM	0.785	C	0.791	C	0.006	NO	0.902	E	0.907	E	0.005	NO	0.907	E	0.005	----
11	Lincoln Boulevard / Fiji Way	AM	0.798	C	0.798	C	0.000	NO	0.950	E	0.951	E	0.001	NO	0.951	E	0.001	----
		PM	1.306	F	1.312	F	0.006	NO	1.465	F	1.471	F	0.006	NO	1.471	F	0.006	----

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

01-Mar-19

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE- PROJECT V/C	LOS	YEAR 2023 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI- GATED
12	Lincoln Boulevard / Jefferson Boulevard	AM	0.896	D	0.908	E	0.012	YES	1.040	F	1.052	F	0.012	YES	1.052	F	0.012	NO
		PM	0.707	C	0.709	C	0.002	NO	0.857	D	0.860	D	0.003	NO	0.860	D	0.003	----
14	Glencoe Avenue / Maxella Avenue [c]	AM	0.439	A	0.450	A	0.011	NO	0.504	A	0.512	A	0.008	NO	0.512	A	0.008	----
		PM	0.417	A	0.413	A	-0.004	NO	0.498	A	0.494	A	-0.004	NO	0.494	A	-0.004	----
15	Mindanao Way / Glencoe Avenue [c]	AM	0.519	A	0.534	A	0.015	NO	0.621	B	0.637	B	0.016	NO	0.637	B	0.016	----
		PM	0.647	B	0.717	C	0.070	YES	0.729	C	0.799	C	0.070	YES	0.799	C	0.070	NO
16	Mindanao Way / SR-90 WB Ramps	AM	0.588	A	0.634	B	0.046	NO	0.662	B	0.707	C	0.045	YES	0.707	C	0.045	NO
		PM	0.587	A	0.609	B	0.022	NO	0.656	B	0.679	B	0.023	NO	0.679	B	0.023	----
17	Mindanao Way / SR-90 EB Ramps	AM	0.798	C	0.807	D	0.009	NO	0.913	E	0.923	E	0.010	YES	0.923	E	0.010	NO
		PM	0.842	D	0.876	D	0.034	YES	0.934	E	0.968	E	0.034	YES	0.968	E	0.034	NO
18	Beethoven Street / Venice Boulevard	AM	0.809	D	0.811	D	0.002	NO	0.885	D	0.887	D	0.002	NO	0.887	D	0.002	----
		PM	0.736	C	0.736	C	0.000	NO	0.802	D	0.801	D	-0.001	NO	0.801	D	-0.001	----
20	Centinela Avenue / Venice Boulevard	AM	0.928	E	0.931	E	0.003	NO	1.025	F	1.029	F	0.004	NO	1.029	F	0.004	----
		PM	0.882	D	0.880	D	-0.002	NO	0.986	E	0.984	E	-0.002	NO	0.984	E	-0.002	----
23	Centinela Avenue / Short Avenue	AM	0.496	A	0.499	A	0.003	NO	0.639	B	0.643	B	0.004	NO	0.643	B	0.004	----
		PM	0.596	A	0.603	B	0.007	NO	0.735	C	0.741	C	0.006	NO	0.741	C	0.006	----
24	Centinela Avenue / Culver Boulevard	AM	0.898	D	0.899	D	0.001	NO	1.083	F	1.085	F	0.002	NO	1.085	F	0.002	----
		PM	0.878	D	0.880	D	0.002	NO	1.011	F	1.017	F	0.006	NO	1.017	F	0.006	----
25	Inglewood Boulevard / Washington Place	AM	0.813	D	0.813	D	0.000	NO	0.977	E	0.978	E	0.001	NO	0.978	E	0.001	----
		PM	0.711	C	0.710	C	-0.001	NO	0.863	D	0.862	D	-0.001	NO	0.862	D	-0.001	----
26	Walgrove Avenue / Venice Boulevard	AM	0.696	B	0.699	B	0.003	NO	0.753	C	0.754	C	0.001	NO	0.754	C	0.001	----
		PM	0.682	B	0.683	B	0.001	NO	0.738	C	0.739	C	0.001	NO	0.739	C	0.001	----

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

01-Mar-19

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]				
			YEAR 2017 EXISTING		YEAR 2017 EXISTING W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]		SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITI-GATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS		V/C	LOS		
28	Alla Road / SR-90 WB On-Ramp	AM	0.560	A	0.573	A	0.013	NO	0.786	C	0.799	C	0.013	NO	0.799	C	0.013	----	
		PM	0.245	A	0.241	A	-0.004	NO	0.367	A	0.363	A	-0.004	NO	0.363	A	-0.004	----	
29	Culver Boulevard / SR-90 WB Off-Ramp	AM	0.831	D	0.845	D	0.014	NO	1.105	F	1.119	F	0.014	YES	1.119	F	0.014	NO	
		PM	0.784	C	0.789	C	0.005	NO	0.963	E	0.968	E	0.005	NO	0.968	E	0.005	----	
30	Culver Boulevard / SR-90 EB Ramps [c]	AM	0.411	A	0.411	A	0.000	NO	0.527	A	0.527	A	0.000	NO	0.527	A	0.000	----	
		PM	0.312	A	0.315	A	0.003	NO	0.380	A	0.383	A	0.003	NO	0.383	A	0.003	----	
31	Centinela Avenue / Sanford Street - SR-90 WB Off-Ramp [c]	AM	0.553	A	0.555	A	0.002	NO	0.666	B	0.668	B	0.002	NO	0.668	B	0.002	----	
		PM	0.513	A	0.517	A	0.004	NO	0.605	B	0.608	B	0.003	NO	0.608	B	0.003	----	
32	Centinela Avenue / SR-90 EB Ramps	AM	0.609	B	0.609	B	0.000	NO	0.798	C	0.799	C	0.001	NO	0.799	C	0.001	----	
		PM	0.577	A	0.579	A	0.002	NO	0.711	C	0.713	C	0.002	NO	0.713	C	0.002	----	
33	Centinela Avenue - Campus Center Drive / Jefferson Boulevard	AM	0.873	D	0.876	D	0.003	NO	1.069	F	1.072	F	0.003	NO	1.072	F	0.003	----	
		PM	0.750	C	0.752	C	0.002	NO	0.879	D	0.881	D	0.002	NO	0.881	D	0.002	----	

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

[b] Based on field observations, vehicle movements are constrained at times during peak periods due to downstream conditions. Therefore, a LOS F value has been assigned to describe existing and future conditions.

[c] Unsignalized Intersection

Table 7-1
PROJECT TRIP GENERATION [1]
ALTERNATIVE 2 - BY RIGHT CORPORATE OFFICE

01-Mar-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<i>Proposed Project</i> Corporate Office [3]	370,274 GSF	4,084	509	69	578	126	615	741
<i>Transit Trips [5]</i> Corporate Office (15%)		(613)	(76)	(10)	(86)	(19)	(92)	(111)
Subtotal Project Driveway Trips		3,471	433	59	492	107	523	630
<i>Existing Land Use</i> Commercial [4]	(100,781) GLSF	(4,303)	(60)	(37)	(97)	(339)	(367)	(706)
<i>Transit Trips [5]</i> Existing Use (15%)		645	9	6	15	51	55	106
Subtotal Existing Driveway Trips		(3,658)	(51)	(31)	(82)	(288)	(312)	(600)
NET INCREASE DRIVEWAY TRIPS		(187)	382	28	410	(181)	211	30
<i>Existing Pass-By Trips [6]</i> Existing Use (30%)		1,097	15	9	24	86	94	180
NET INCREASE "OFF-SITE" TRIPS		910	397	37	434	(95)	305	210

- [1] Sources: ITE "Trip Generation", 9th Edition, 2012; Coastal Transportation Corridor Specific Plan, 1993.
- [2] Trips are one-way traffic movements, entering or leaving.
- [3] ITE Land Use Code 710 (General Office) trip generation average rates.
 - Daily Trip Rate: 11.03 trips/dwelling unit; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
 - PM Peak Hour directional distribution: 17% inbound/83% outbound
 For commercial office 100,000 sq. ft. or more, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.
 - PM Peak Hour Trip Rate: 2.0 trips/1,000 SF of floor area.
- [4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
 - Daily Trip Rate: 42.70 trips/1,000 GLSF of leasable area; 50% inbound/50% outbound
 - AM Peak Hour Trip Rate: 0.96 trips/1,000 GLSF of leasable area; 62% inbound/38% outbound
 - PM Peak Hour directional distribution: 48% inbound/52% outbound
 For shopping center 30,000 sq. ft. or more, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.
 - PM Peak Hour Trip Rate: $-0.001(A) + 323.5/(A) + 3.9$ trips/1,000 GLSF, [where (A) = floor area/(1000 GLSF)]
- [5] A 15% transit use reduction applied based on the project site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed project and existing land uses based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.
- [6] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial component of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for Shopping Center 100,000 to less than 300,000 sf.

- [6] The internal capture reduction for the residential use is based on the internal capture reduction of the restaurant and retail uses.
- [7] The internal capture reduction for the restaurant and retail is based on the synergy between all the land uses provided within the Project site.
- [8] A 15% transit use reduction applied based on the project site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed project and existing land uses based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.
- [9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial component of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

Table 9-1
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AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

03-Jan-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING		YEAR 2017 EXISTING W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITIGATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
1	Abbot Kinney Boulevard / Venice Boulevard	AM PM	0.794 0.721	C C	0.800 0.721	C C	0.006 0.000	NO NO	0.895 0.789	D C	0.901 0.790	E C	0.006 0.001	NO NO	0.901 0.790	E C	0.006 0.001	N/A N/A
2	Abbot Kinney Boulevard / Washington Boulevard	AM PM	0.553 0.529	A A	0.560 0.529	A A	0.007 0.000	NO NO	0.609 0.600	B A	0.616 0.600	B A	0.007 0.000	NO NO	0.616 0.600	B A	0.007 0.000	N/A N/A
3	Admiralty Way / Mindanao Way	AM PM	0.628 0.533	B A	0.635 0.532	B A	0.007 -0.001	NO NO	0.717 0.624	C B	0.724 0.622	C B	0.007 -0.002	NO NO	0.724 0.622	C B	0.007 -0.002	N/A N/A
4	Lincoln Boulevard / Rose Avenue	AM PM	0.768 0.775	C C	0.773 0.775	C C	0.005 0.000	NO NO	0.873 0.896	D D	0.878 0.896	D D	0.005 0.000	NO NO	0.878 0.896	D D	0.005 0.000	N/A N/A
5	Lincoln Boulevard / Venice Boulevard	AM PM	0.827 0.821	D D	0.833 0.820	D D	0.006 -0.001	NO NO	0.958 0.960	E E	0.963 0.959	E E	0.005 -0.001	NO NO	0.963 0.959	E E	0.005 -0.001	N/A N/A
6	Lincoln Boulevard / Washington Boulevard	AM PM	0.883 0.837	D D	0.885 0.838	D D	0.002 0.001	NO NO	1.019 0.957	F E	1.021 0.958	F E	0.002 0.001	NO NO	1.021 0.958	F E	0.002 0.001	N/A N/A
7	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue [b]	AM PM	0.606 0.572	F F	0.613 0.571	F F	0.007 -0.001	NO NO	0.706 0.678	F F	0.712 0.677	F F	0.006 -0.001	NO NO	0.712 0.677	F F	0.006 -0.001	N/A N/A
8	Lincoln Boulevard / SR-90 Ramps [b]	AM PM	0.727 0.711	F F	0.727 0.712	F F	0.000 0.001	NO NO	0.839 0.837	F F	0.840 0.838	F F	0.001 0.001	NO NO	0.840 0.838	F F	0.001 0.001	N/A N/A
9	Lincoln Boulevard / Bali Way	AM PM	0.453 0.553	A A	0.456 0.552	A A	0.003 -0.001	NO NO	0.553 0.648	A B	0.557 0.646	A B	0.004 -0.002	NO NO	0.557 0.646	A B	0.004 -0.002	N/A N/A
10	Lincoln Boulevard / Mindanao Way	AM PM	0.692 0.785	B C	0.694 0.784	B C	0.002 -0.001	NO NO	0.797 0.902	C E	0.800 0.901	C E	0.003 -0.001	NO NO	0.800 0.901	C E	0.003 -0.001	N/A N/A
11	Lincoln Boulevard / Fiji Way	AM PM	0.798 1.306	C F	0.801 1.304	D F	0.003 -0.002	NO NO	0.950 1.465	E F	0.953 1.463	E F	0.003 -0.002	NO NO	0.953 1.463	E F	0.003 -0.002	N/A N/A

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

03-Jan-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING		YEAR 2017 EXISTING W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITIGATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
12	Lincoln Boulevard / Jefferson Boulevard	AM PM	0.896 0.707	D C	0.897 0.707	D C	0.001 0.000	NO NO	1.040 0.857	F D	1.041 0.856	F D	0.001 -0.001	NO NO	1.041 0.856	F D	0.001 -0.001	N/A N/A
14	Glencoe Avenue / Maxella Avenue [c]	AM PM	0.439 0.417	A A	0.489 0.419	A A	0.050 0.002	NO NO	0.504 0.498	A A	0.552 0.501	A A	0.048 0.003	NO NO	0.552 0.501	A A	0.048 0.003	N/A N/A
15	Mindanao Way / Glencoe Avenue [c]	AM PM	0.519 0.647	A B	0.567 0.635	A B	0.048 -0.012	NO NO	0.621 0.729	B C	0.669 0.716	B C	0.048 -0.013	NO NO	0.669 0.716	B C	0.048 -0.013	N/A N/A
16	Mindanao Way / SR-90 WB Ramps	AM PM	0.588 0.587	A A	0.607 0.581	B A	0.019 -0.006	NO NO	0.662 0.656	B B	0.680 0.651	B B	0.018 -0.005	NO NO	0.680 0.651	B B	0.018 -0.005	N/A N/A
17	Mindanao Way / SR-90 EB Ramps	AM PM	0.798 0.842	C D	0.818 0.834	D D	0.020 -0.008	NO NO	0.913 0.934	E E	0.934 0.925	E E	0.021 -0.009	YES NO	0.934 0.925	E E	0.021 -0.009	NO N/A
18	Beethoven Street / Venice Boulevard	AM PM	0.809 0.736	D C	0.812 0.736	D C	0.003 0.000	NO NO	0.885 0.804	D D	0.888 0.804	D D	0.003 0.000	NO NO	0.888 0.804	D D	0.003 0.000	N/A N/A
20	Centinela Avenue / Venice Boulevard	AM PM	0.928 0.882	E D	0.933 0.883	E D	0.005 0.001	NO NO	1.025 0.986	F E	1.030 0.987	F E	0.005 0.001	NO NO	1.030 0.987	F E	0.005 0.001	N/A N/A
23	Centinela Avenue / Short Avenue	AM PM	0.496 0.596	A A	0.499 0.603	A B	0.003 0.007	NO NO	0.639 0.735	B C	0.643 0.741	B C	0.004 0.006	NO NO	0.643 0.741	B C	0.004 0.006	N/A N/A
24	Centinela Avenue / Culver Boulevard	AM PM	0.898 0.878	D D	0.904 0.880	E D	0.006 0.002	NO NO	1.083 1.011	F F	1.089 1.013	F F	0.006 0.002	NO NO	1.089 1.013	F F	0.006 0.002	N/A N/A
25	Inglewood Boulevard / Washington Place	AM PM	0.813 0.711	D C	0.815 0.712	D C	0.002 0.001	NO NO	0.977 0.863	E D	0.981 0.864	E D	0.004 0.001	NO NO	0.981 0.864	E D	0.004 0.001	N/A N/A
26	Walgrove Avenue / Venice Boulevard	AM PM	0.696 0.682	B B	0.696 0.681	B B	0.000 -0.001	NO NO	0.753 0.738	C C	0.753 0.737	C C	0.000 -0.001	NO NO	0.753 0.737	C C	0.000 -0.001	N/A N/A

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

03-Jan-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT V/C	LOS	YEAR 2023 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
28	Alla Road / SR-90 WB On-Ramp	AM	0.560	A	0.561	A	0.001	NO	0.786	C	0.787	C	0.001	NO	0.787	C	0.001	N/A
		PM	0.245	A	0.246	A	0.001	NO	0.367	A	0.368	A	0.001	NO	0.368	A	0.001	N/A
29	Culver Boulevard / SR-90 WB Off-Ramp	AM	0.831	D	0.833	D	0.002	NO	1.105	F	1.107	F	0.002	NO	1.107	F	0.002	N/A
		PM	0.784	C	0.783	C	-0.001	NO	0.963	E	0.962	E	-0.001	NO	0.962	E	-0.001	N/A
30	Culver Boulevard / SR-90 EB Ramps [c]	AM	0.411	A	0.411	A	0.000	NO	0.527	A	0.527	A	0.000	NO	0.527	A	0.000	N/A
		PM	0.312	A	0.311	A	-0.001	NO	0.380	A	0.379	A	-0.001	NO	0.379	A	-0.001	N/A
31	Centinela Avenue / Sanford Street - SR-90 WB Off-Ramp [c]	AM	0.577	A	0.579	A	0.002	NO	0.694	B	0.696	B	0.002	NO	0.696	B	0.002	N/A
		PM	0.536	A	0.536	A	0.000	NO	0.630	B	0.630	B	0.000	NO	0.630	B	0.000	N/A
32	Centinela Avenue / SR-90 EB Ramps	AM	0.609	B	0.609	B	0.000	NO	0.798	C	0.800	C	0.002	NO	0.800	C	0.002	N/A
		PM	0.577	A	0.576	A	-0.001	NO	0.711	C	0.710	C	-0.001	NO	0.710	C	-0.001	N/A
33	Centinela Avenue - Campus Center Drive / Jefferson Boulevard	AM	0.873	D	0.874	D	0.001	NO	1.069	F	1.069	F	0.000	NO	1.069	F	0.000	N/A
		PM	0.750	C	0.749	C	-0.001	NO	0.884	D	0.883	D	-0.001	NO	0.883	D	-0.001	N/A

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

[b] Based on field observations, vehicle movements are constrained at times during peak periods due to downstream conditions. Therefore, a LOS F value has been assigned to describe existing and future conditions.

[c] Unsignalized Intersection

Table 7-1
PROJECT TRIP GENERATION [1]
ALTERNATIVE 4 - REDUCED EXCAVATION

03-Jan-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Apartments [3]	601 DU	3,997	61	246	307	274	147	421
Restaurant [4]	13,650 GSF	1,736	81	67	148	86	57	143
Commercial [5]	13,650 GLSF	<u>583</u>	<u>8</u>	<u>5</u>	<u>13</u>	<u>96</u>	<u>103</u>	<u>199</u>
Subtotal		6,316	150	318	468	456	307	763
Internal Capture								
Apartments [6]		(347)	(13)	(11)	(24)	(27)	(24)	(51)
Restaurant (15%) [7]		(260)	(12)	(10)	(22)	(13)	(9)	(22)
Commercial (15%) [7]		<u>(87)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(14)</u>	<u>(15)</u>	<u>(29)</u>
Subtotal		(694)	(26)	(22)	(48)	(54)	(48)	(102)
Transit Trips [8]								
Apartments (15%)		(548)	(7)	(35)	(42)	(37)	(18)	(55)
Restaurant (15%)		(221)	(10)	(9)	(19)	(11)	(7)	(18)
Commercial (15%)		<u>(74)</u>	<u>(1)</u>	<u>(1)</u>	<u>(2)</u>	<u>(12)</u>	<u>(13)</u>	<u>(25)</u>
Subtotal		(843)	(18)	(45)	(63)	(60)	(38)	(98)
Subtotal Project Driveway Trips		4,779	106	251	357	342	221	563
Existing Land Use								
Commercial [5]	(100,781) GLSF	(4,303)	(60)	(37)	(97)	(339)	(367)	(706)
Transit Trips [8]								
Existing Use (15%)		645	9	6	15	51	55	106
Subtotal Existing Driveway Trips		(3,658)	(51)	(31)	(82)	(288)	(312)	(600)
NET INCREASE DRIVEWAY TRIPS		1,121	55	220	275	54	(91)	(37)
Proposed Pass-By Trips [9]								
Restaurant (20%)		(251)	(12)	(10)	(22)	(12)	(8)	(20)
Commercial (50%)		(211)	(3)	(2)	(5)	(35)	(38)	(73)
Existing Pass-By Trips [9]								
Existing Use (30%)		1,097	15	9	24	86	94	180
NET INCREASE "OFF-SITE" TRIPS		1,756	55	217	272	93	(43)	50

[1] Sources: ITE "Trip Generation", 9th Edition, 2012; Coastal Transportation Corridor Specific Plan, 1993.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 220 (Apartment) trip generation average rates.

- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.51 trips/dwelling unit; 20% inbound/80% outbound

- PM Peak Hour directional distribution: 65% inbound/35% outbound

For Multi-Story Apartments, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: 0.70 trips/dwelling unit

[4] ITE Land Use Code 932 (High-Turnover Restaurant) trip generation average rates.

- Daily Weekday Trip Rate: 127.15 trips/1,000 GSF of floor area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 10.81 trips/1000 GSF of floor area; 55% inbound/45% outbound

- PM Peak Hour directional distribution: 60% inbound/40% outbound

For High Turnover Restaurant, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: 10.5 trips/1000 GSF

[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 42.70 trips/1000 GLSF of leasable area; 50% inbound/50% outbound

- AM Peak Hour Trip Rate: 0.96 trips/1000 GLSF of leasable area; 62% inbound/38% outbound

- PM Peak Hour directional distribution: 48% inbound/52% outbound

For shopping center less than 30,000 sq. ft., PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: 14.6 trips/1000 GLSF

For shopping center 30,000 sq. ft. or more, PM Peak Hour Trip Rate is based on the Coastal Transportation Corridor Specific Plan.

- PM Peak Hour Trip Rate: $-0.001(A) + 323.5(A) + 3.9$ trips/1000 GLSF, [where (A) = floor area/(1000 GLSF)]

- [6] The internal capture reduction for the residential use is based on the internal capture reduction of the restaurant and retail uses.
- [7] The internal capture reduction for the restaurant and retail is based on the synergy between all the land uses provided within the Project site.
- [8] A 15% transit use reduction applied based on the project site being located within 1/4 mile of a Big Blue Bus rapid stop. The trip reduction for transit trips has been applied to the proposed project and existing land uses based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a Rapid Bus stop.
- [9] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the commercial component of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for High Turnover Restaurant, Shopping Center less than 50,000 sf, and Shopping Center 100,000 to less than 300,000 sf.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

03-Jan-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT V/C	LOS	YEAR 2023 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED
1	Abbot Kinney Boulevard / Venice Boulevard	AM PM	0.794	C	0.801	D	0.007	NO	0.895	D	0.902	E	0.007	NO	0.902	E	0.007	N/A
			0.721	C	0.724	C	0.003	NO	0.789	C	0.793	C	0.004	NO	0.793	C	0.004	N/A
2	Abbot Kinney Boulevard / Washington Boulevard	AM PM	0.553	A	0.562	A	0.009	NO	0.609	B	0.618	B	0.009	NO	0.618	B	0.009	N/A
			0.529	A	0.530	A	0.001	NO	0.600	A	0.601	B	0.001	NO	0.601	B	0.001	N/A
3	Admiralty Way / Mindanao Way	AM PM	0.628	B	0.635	B	0.007	NO	0.717	C	0.724	C	0.007	NO	0.724	C	0.007	N/A
			0.533	A	0.532	A	-0.001	NO	0.624	B	0.622	B	-0.002	NO	0.622	B	-0.002	N/A
4	Lincoln Boulevard / Rose Avenue	AM PM	0.768	C	0.773	C	0.005	NO	0.873	D	0.878	D	0.005	NO	0.878	D	0.005	N/A
			0.775	C	0.777	C	0.002	NO	0.896	D	0.898	D	0.002	NO	0.898	D	0.002	N/A
5	Lincoln Boulevard / Venice Boulevard	AM PM	0.827	D	0.835	D	0.008	NO	0.958	E	0.965	E	0.007	NO	0.965	E	0.007	N/A
			0.821	D	0.821	D	0.000	NO	0.960	E	0.960	E	0.000	NO	0.960	E	0.000	N/A
6	Lincoln Boulevard / Washington Boulevard	AM PM	0.883	D	0.885	D	0.002	NO	1.019	F	1.021	F	0.002	NO	1.021	F	0.002	N/A
			0.837	D	0.841	D	0.004	NO	0.957	E	0.960	E	0.003	NO	0.960	E	0.003	N/A
7	Lincoln Boulevard / Marina Pointe Drive - Maxella Avenue [b]	AM PM	0.606	F	0.613	F	0.007	NO	0.706	F	0.713	F	0.007	NO	0.713	F	0.007	N/A
			0.572	F	0.573	F	0.001	NO	0.678	F	0.680	F	0.002	NO	0.680	F	0.002	N/A
8	Lincoln Boulevard / SR-90 Ramps [b]	AM PM	0.727	F	0.727	F	0.000	NO	0.839	F	0.840	F	0.001	NO	0.840	F	0.001	N/A
			0.711	F	0.713	F	0.002	NO	0.837	F	0.839	F	0.002	NO	0.839	F	0.002	N/A
9	Lincoln Boulevard / Bali Way	AM PM	0.453	A	0.457	A	0.004	NO	0.553	A	0.557	A	0.004	NO	0.557	A	0.004	N/A
			0.553	A	0.552	A	-0.001	NO	0.648	B	0.647	B	-0.001	NO	0.647	B	-0.001	N/A
10	Lincoln Boulevard / Mindanao Way	AM PM	0.692	B	0.694	B	0.002	NO	0.797	C	0.800	D	0.003	NO	0.800	D	0.003	N/A
			0.785	C	0.787	C	0.002	NO	0.902	E	0.903	E	0.001	NO	0.903	E	0.001	N/A
11	Lincoln Boulevard / Fiji Way	AM PM	0.798	C	0.802	D	0.004	NO	0.950	E	0.955	E	0.005	NO	0.955	E	0.005	N/A
			1.306	F	1.305	F	-0.001	NO	1.465	F	1.464	F	-0.001	NO	1.464	F	-0.001	N/A

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

03-Jan-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING		YEAR 2017 EXISTING W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITI-GATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
12	Lincoln Boulevard / Jefferson Boulevard	AM PM	0.896 0.707	D C	0.898 0.708	D C	0.002 0.001	NO NO	1.040 0.857	F D	1.042 0.858	F D	0.002 0.001	NO NO	1.042 0.858	F D	0.002 0.001	N/A N/A
14	Glencoe Avenue / Maxella Avenue [c]	AM PM	0.439 0.417	A A	0.489 0.419	A A	0.050 0.002	NO NO	0.504 0.498	A A	0.552 0.501	A A	0.048 0.003	NO NO	0.552 0.501	A A	0.048 0.003	N/A N/A
15	Mindanao Way / Glencoe Avenue [c]	AM PM	0.519 0.647	A B	0.577 0.647	A B	0.058 0.000	NO NO	0.621 0.729	B C	0.680 0.729	B C	0.059 0.000	NO NO	0.680 0.729	B C	0.059 0.000	N/A N/A
16	Mindanao Way / SR-90 WB Ramps	AM PM	0.588 0.587	A A	0.612 0.586	B A	0.024 -0.001	NO NO	0.662 0.656	B B	0.686 0.656	B B	0.024 0.000	NO NO	0.686 0.656	B B	0.024 0.000	N/A N/A
17	Mindanao Way / SR-90 EB Ramps	AM PM	0.798 0.842	C D	0.824 0.838	D D	0.026 -0.004	YES NO	0.913 0.934	E E	0.939 0.930	E E	0.026 -0.004	YES NO	0.939 0.930	E E	0.026 -0.004	NO N/A
18	Beethoven Street / Venice Boulevard	AM PM	0.809 0.736	D C	0.814 0.738	D C	0.005 0.002	NO NO	0.885 0.804	D D	0.889 0.805	D D	0.004 0.001	NO NO	0.889 0.805	D D	0.004 0.001	N/A N/A
20	Centinela Avenue / Venice Boulevard	AM PM	0.928 0.882	E D	0.933 0.885	E D	0.005 0.003	NO NO	1.025 0.986	F E	1.032 0.989	F E	0.007 0.003	NO NO	1.032 0.989	F E	0.007 0.003	N/A N/A
23	Centinela Avenue / Short Avenue	AM PM	0.496 0.596	A A	0.499 0.603	A B	0.003 0.007	NO NO	0.639 0.735	B C	0.643 0.741	B C	0.004 0.006	NO NO	0.643 0.741	B C	0.004 0.006	N/A N/A
24	Centinela Avenue / Culver Boulevard	AM PM	0.898 0.878	D D	0.905 0.880	E D	0.007 0.002	NO NO	1.083 1.011	F F	1.091 1.013	F F	0.008 0.002	NO NO	1.091 1.013	F F	0.008 0.002	N/A N/A
25	Inglewood Boulevard / Washington Place	AM PM	0.813 0.711	D C	0.816 0.713	D C	0.003 0.002	NO NO	0.977 0.863	E D	0.981 0.865	E D	0.004 0.002	NO NO	0.981 0.865	E D	0.004 0.002	N/A N/A
26	Walgrove Avenue / Venice Boulevard	AM PM	0.696 0.682	B B	0.696 0.682	B B	0.000 0.000	NO NO	0.753 0.738	C C	0.753 0.738	C C	0.000 0.000	NO NO	0.753 0.738	C C	0.000 0.000	N/A N/A

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

03-Jan-18

NO.	INTERSECTION	PEAK HOUR	[1]		[2]				[3]		[4]				[5]			
			YEAR 2017 EXISTING		YEAR 2017 EXISTING W/ PROJECT		CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2023 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITI-GATED
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS			V/C	LOS		
28	Alla Road / SR-90 WB On-Ramp	AM	0.560	A	0.562	A	0.002	NO	0.786	C	0.788	C	0.002	NO	0.788	C	0.002	N/A
		PM	0.245	A	0.248	A	0.003	NO	0.367	A	0.370	A	0.003	NO	0.370	A	0.003	N/A
29	Culver Boulevard / SR-90 WB Off-Ramp	AM	0.831	D	0.834	D	0.003	NO	1.105	F	1.108	F	0.003	NO	1.108	F	0.003	N/A
		PM	0.784	C	0.784	C	0.000	NO	0.963	E	0.963	E	0.000	NO	0.963	E	0.000	N/A
30	Culver Boulevard / SR-90 EB Ramps [c]	AM	0.411	A	0.411	A	0.000	NO	0.527	A	0.527	A	0.000	NO	0.527	A	0.000	N/A
		PM	0.312	A	0.312	A	0.000	NO	0.380	A	0.380	A	0.000	NO	0.380	A	0.000	N/A
31	Centinela Avenue / Sanford Street - SR-90 WB Off-Ramp [c]	AM	0.577	A	0.579	A	0.002	NO	0.694	B	0.696	B	0.002	NO	0.696	B	0.002	N/A
		PM	0.536	A	0.536	A	0.000	NO	0.630	B	0.630	B	0.000	NO	0.630	B	0.000	N/A
32	Centinela Avenue / SR-90 EB Ramps	AM	0.609	B	0.610	B	0.001	NO	0.798	C	0.800	C	0.002	NO	0.800	C	0.002	N/A
		PM	0.577	A	0.576	A	-0.001	NO	0.711	C	0.711	C	0.000	NO	0.711	C	0.000	N/A
33	Centinela Avenue - Campus Center Drive / Jefferson Boulevard	AM	0.873	D	0.874	D	0.001	NO	1.069	F	1.070	F	0.001	NO	1.070	F	0.001	N/A
		PM	0.750	C	0.749	C	-0.001	NO	0.884	D	0.883	D	-0.001	NO	0.883	D	-0.001	N/A

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

[b] Based on field observations, vehicle movements are constrained at times during peak periods due to downstream conditions. Therefore, a LOS F value has been assigned to describe existing and future conditions.

[c] Unsignalized Intersection