

**APPENDIX N**  
**Hybrid Alternative Traffic Tables**

Table 6-1  
**WEEKDAY PROJECT TRIP GENERATION [1]**  
 (1,700 DU Alternative)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<b><u>Residential</u></b>								
Condominiums [3]	850 DU	3,553	55	234	289	200	123	323
Senior Housing [4]	850 DU	2,958	31	37	68	57	37	94
<b>Subtotal Residential Components</b>		<b>6,511</b>	<b>86</b>	<b>271</b>	<b>357</b>	<b>257</b>	<b>160</b>	<b>417</b>
<b><u>Non-Residential</u></b>								
Baseball Fields [5]	2 Fields	143	2	1	3	28	13	41
<b>Subtotal Non-Residential Components</b>		<b>143</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>28</b>	<b>13</b>	<b>41</b>
<b>TOTAL PROJECT</b>		<b>6,654</b>	<b>88</b>	<b>272</b>	<b>360</b>	<b>285</b>	<b>173</b>	<b>458</b>

[1] Source: ITE "Trip Generation", 7th Edition, 2003.

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

[3] ITE Land Use Code 232 (High-Rise Residential Condominium/Townhouse) weekday trip generation average rate

[4] ITE Land Use Code 252 (Senior Adult Housing - Attached) weekday trip generation average rates.

[5] ITE Land Use Code 488 (Soccer Complex) weekday trip generation average rates.

Table 6-2  
**SATURDAY PROJECT TRIP GENERATION [1]**  
 (1,700 DU Alternative)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL
<b><u>Residential</u></b>					
Condominiums [3]	850 DU	3,664	128	170	298
Senior Housing [4]	850 DU	2,134	128	127	255
<b>Subtotal Residential Components</b>		<b>5,798</b>	<b>256</b>	<b>297</b>	<b>553</b>
<b><u>Non-Residential</u></b>					
Baseball Fields [5]	2 Fields	235	27	30	57
<b>Subtotal Non-Residential Components</b>		<b>235</b>	<b>27</b>	<b>30</b>	<b>57</b>
<b>TOTAL PROJECT</b>		<b>6,033</b>	<b>283</b>	<b>327</b>	<b>610</b>

[1] Source: ITE "Trip Generation", 7th Edition, 2003.

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

[3] ITE Land Use Code 232 (High-Rise Residential Condominium/Townhouse) Saturday trip generation average rates.

[4] ITE Land Use Code 252 (Senior Adult Housing - Attached) Saturday trip generation average rates.

[5] ITE Land Use Code 488 (Soccer Complex) Saturday trip generation average rates.

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Table 6-3  
 SUMMARY OF VOLUME TO CAPACITY RATIOS  
 AND LEVELS OF SERVICE  
 AM AND PM PEAK HOURS  
 LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING		YEAR 2012 W/ AMBIENT GROWTH		YEAR 2012 FUTURE PRE-PROJECT [a]		YEAR 2012 FUTURE W/ MARY STAR [b]		CHANGE V/C [(4a)-(3)]	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT		CHANGE V/C [(4b)-(4a)]	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR		CHANGE V/C [(5)-(3)]	MITI-GATED [c]
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS			V/C	LOS		
1	Hawthorne Boulevard/ Sepulveda Boulevard	AM	1.024	F	1.095	F	1.172	F	1.172	F	0.000	NO	1.173	F	0.001	NO	1.173	F	0.001	---
		PM	1.104	F	1.181	F	1.275	F	1.275	F	0.000	NO	1.276	F	0.001	NO	1.276	F	0.001	---
2	Hawthorne Boulevard/ Pacific Coast Highway	AM	0.963	E	1.030	F	1.107	F	1.107	F	0.000	NO	1.110	F	0.003	NO	1.110	F	0.003	---
		PM	1.202	F	1.286	F	1.378	F	1.378	F	0.000	NO	1.381	F	0.003	NO	1.381	F	0.003	---
3	Hawthorne Boulevard/ Palos Verdes Drive North	AM	0.873	D	0.934	E	0.987	E	0.989	E	0.002	NO	0.992	E	0.003	NO	0.992	E	0.005	---
		PM	0.817	D	0.874	D	0.941	E	0.942	E	0.001	NO	0.944	E	0.002	NO	0.944	E	0.003	---
4	Crenshaw Boulevard/ Sepulveda Boulevard	AM	0.907	E	0.970	E	1.097	F	1.097	F	0.000	NO	1.097	F	0.000	NO	1.097	F	0.000	---
		PM	0.966	E	1.033	F	1.143	F	1.143	F	0.000	NO	1.143	F	0.000	NO	1.143	F	0.000	---
5	Crenshaw Boulevard/ Lomita Boulevard	AM	0.927	E	0.992	E	1.066	F	1.066	F	0.000	NO	1.069	F	0.003	NO	1.069	F	0.003	---
		PM	1.117	F	1.195	F	1.296	F	1.296	F	0.000	NO	1.298	F	0.002	NO	1.298	F	0.002	---
6	Crenshaw Boulevard/ Pacific Coast Highway	AM	0.988	E	1.057	F	1.135	F	1.135	F	0.000	NO	1.137	F	0.002	NO	1.137	F	0.002	---
		PM	1.070	F	1.145	F	1.264	F	1.264	F	0.000	NO	1.270	F	0.006	NO	1.270	F	0.006	---
7	Crenshaw Boulevard/ Palos Verdes Drive North	AM	0.776	C	0.830	D	0.877	D	0.877	D	0.000	NO	0.886	D	0.009	NO	0.886	D	0.009	---
		PM	0.713	C	0.763	C	0.835	D	0.835	D	0.000	NO	0.843	D	0.008	NO	0.844	D	0.009	---
8	Arlington Avenue/ Lomita Boulevard	AM	0.896	D	0.959	E	0.994	E	0.994	E	0.000	NO	0.997	E	0.003	NO	0.997	E	0.003	---
		PM	0.989	E	1.059	F	1.109	F	1.109	F	0.000	NO	1.112	F	0.003	NO	1.112	F	0.003	---

[a] The Mary Star High School project is not included in this analysis.

[b] As a related project, the Mary Star High School project access is via Western Avenue.

[c] This column identifies the effectiveness of mitigation measures to be implemented by the project for both the Ponte Vista project and the Mary Star High School project.

City of Los Angeles intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040

A "YES" indicates that the proposed mitigation measures will mitigate both Mary Star High School traffic and Ponte Vista traffic to less than significant levels.

> 0.800 - 0.900  
> 0.900

D  
E,F

equal to or greater than 0.020  
equal to or greater than 0.010

Table 6-3 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS  
LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING		YEAR 2012 W/ AMBIENT GROWTH		YEAR 2012 FUTURE PRE-PROJECT [a]		YEAR 2012 FUTURE PRE-PROJECT W/ MARY STAR [b]		CHANGE V/C	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT	CHANGE V/C	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR		CHANGE V/C	MITI-GATED [c]	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	[(4a)-(3)]			V/C	LOS	[(4b)-(4a)]	V/C	LOS	[(5)-(3)]	
9	Narbonne Avenue/ Pacific Coast Highway	AM	0.892	D	0.955	E	1.035	F	1.035	F	0.000	NO	1.039	F	0.004	NO	1.039	F	0.004	---
		PM	0.793	C	0.848	D	0.932	E	0.932	E	0.000	NO	0.934	E	0.002	NO	0.934	E	0.002	---
10	Palos Verdes Drive East/ Palos Verdes Drive North	AM	0.777	C	0.831	D	0.913	E	0.919	E	0.006	NO	0.924	E	0.005	NO *	0.840	D	-0.073	YES
		PM	0.688	B	0.736	C	0.784	C	0.785	C	0.001	NO	0.794	C	0.009	NO	0.780	C	-0.004	---
11	Western Avenue/ Sepulveda Boulevard [d]	AM	0.829	D	0.892	D	1.013	F	1.013	F	0.000	NO	1.017	F	0.004	NO	1.017	F	0.004	---
		PM	0.945	E	1.016	F	1.157	F	1.157	F	0.000	NO	1.162	F	0.005	NO	1.162	F	0.005	---
12	Western Avenue/ Lomita Boulevard	AM	0.982	E	1.051	F	1.155	F	1.157	F	0.002	NO	1.165	F	0.008	NO	1.065	F	-0.090	---
		PM	1.106	F	1.184	F	1.348	F	1.349	F	0.001	NO	1.366	F	0.017	YES	1.266	F	-0.082	YES
13	Western Avenue/ Pacific Coast Highway [e]	AM	0.903	E	0.941	E	1.082	F	1.088	F	0.006	NO	1.098	F	0.010	YES	1.030	F	-0.052	YES
		PM	0.969	E	1.012	F	1.215	F	1.216	F	0.001	NO	1.248	F	0.032	YES	1.173	F	-0.042	YES
14	Western Avenue/ Anaheim Street	AM	0.607	B	0.650	B	0.765	C	0.771	C	0.006	NO	0.794	C	0.023	NO	0.694	B	-0.071	---
		PM	0.545	A	0.583	A	0.697	B	0.699	B	0.002	NO	0.713	C	0.014	NO	0.613	B	-0.084	---
15	Western Avenue/ Palos Verdes Drive North	AM	1.031	F	1.103	F	1.308	F	1.354	F	0.046	YES	1.437	F	0.083	YES	1.208	F	-0.100	YES
		PM	1.025	F	1.097	F	1.212	F	1.159	F	-0.053	NO	1.268	F	0.109	YES	1.030	F	-0.182	YES
		SAT	0.845	D	0.904	E	1.032	F	0.980	E	-0.052	NO	1.124	F	0.144	YES	0.904	E	-0.128	YES
16	Western Avenue/ Senior Housing Project Access	AM	0.582	A	0.623	B	0.701	C	0.721	C	0.020	NO	0.731	C	0.010	NO	0.631	B	-0.070	---
		PM	0.527	A	0.564	A	0.659	B	0.664	B	0.005	NO	0.722	C	0.058	YES	0.622	B	-0.037	YES
		SAT	0.605	B	0.648	B	0.753	C	0.753	C	0.000	NO	0.826	D	0.073	YES	0.724	C	-0.029	YES

\* While the respective individual impacts of the Mary Star High School project and the Ponte Vista project are less than significant, the study intersection would be significantly impacted by the combined Ponte Vista project and the Mary Star High School pr

[a] The Mary Star High School project is not included in this analysis.

City of Los Angeles intersection impact threshold criteria is as follows:

	<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
[b] As a related project, the Mary Star High School project access is via Western Avenue.	> 0.700 - 0.800	C	equal to or greater than 0.040
[c] This column identifies the effectiveness of mitigation measures to be implemented by the project for both the Ponte Vista project and the Mary Star High School project. A "YES" indicates that the proposed mitigation measures will mitigate both Mary Star High School traffic and Ponte Vista traffic to less than significant levels.	> 0.800 - 0.900	D	equal to or greater than 0.020
[d] The intersection currently operates under the ATSAC system.	> 0.900	E,F	equal to or greater than 0.010
[e] The intersection currently operates under the ATSAC system. In the future, the intersection will operate under the ATSAC/ATCS system.			

Table 6-3 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS  
LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING V/C	LOS	YEAR 2012 W/ AMBIENT GROWTH V/C	LOS	YEAR 2012 FUTURE PRE-PROJECT [a] V/C	LOS	YEAR 2012 FUTURE W/ MARY STAR [b] V/C	LOS	CHANGE V/C [(4a)-(3)]	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT V/C	LOS	CHANGE V/C [(4b)-(4a)]	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED [c]
17	Western Avenue/ Main Project Access [f]	AM	n/a		n/a		n/a		n/a		n/a		0.817	D	n/a		0.717	C	n/a	n/a
		PM	n/a		n/a		n/a		n/a		n/a		0.668	B	n/a		0.568	A	n/a	n/a
		SAT	n/a		n/a		n/a		n/a		n/a		0.804	D	n/a		0.704	C	n/a	n/a
18	Western Avenue/ Avenida Aprenda- Southerly Project Access	AM	0.762	C	0.816	D	0.896	D	1.105	F	0.209	YES	1.112	F	0.007	NO	0.879	D	-0.017	---
		PM	0.543	A	0.581	A	0.684	B	0.709	C	0.025	NO	0.768	C	0.059	YES	0.638	B	-0.046	YES
		SAT	0.569	A	0.609	B	0.722	C	0.722	C	0.000	NO	0.803	D	0.081	YES	0.654	B	-0.068	YES
19	Western Avenue/ Westmont Drive	AM	0.884	D	0.946	E	1.030	F	1.104	F	0.074	YES	1.133	F	0.029	YES	0.971	E	-0.059	YES
		PM	0.873	D	0.934	E	1.019	F	1.037	F	0.018	YES	1.073	F	0.036	YES	0.948	E	-0.071	YES
		SAT	0.832	D	0.890	D	1.013	F	1.013	F	0.000	NO	1.066	F	0.053	YES	0.932	E	-0.081	YES
20	Western Avenue/ Toscanini Drive	AM	0.793	C	0.849	D	0.926	E	0.958	E	0.032	YES	0.964	E	0.006	NO	0.864	D	-0.062	---
		PM	0.737	C	0.789	C	0.929	E	0.935	E	0.006	NO	0.943	E	0.008	NO	0.843	D	-0.086	---
		SAT	0.637	B	0.681	B	0.861	D	0.861	D	0.000	NO	0.877	D	0.016	NO	0.777	C	-0.084	---
21	Western Avenue/ Caddington Drive	AM	0.598	A	0.640	B	0.709	C	0.738	C	0.029	NO	0.745	C	0.007	NO	0.645	B	-0.064	---
		PM	0.721	C	0.772	C	0.858	D	0.862	D	0.004	NO	0.883	D	0.021	YES	0.784	C	-0.074	YES
		SAT	0.751	C	0.804	D	0.929	E	0.929	E	0.000	NO	0.950	E	0.021	YES	0.850	D	-0.079	YES
22	Western Avenue/ Capitol Drive	AM	0.940	E	1.005	F	1.093	F	1.125	F	0.032	YES	1.131	F	0.006	NO	1.032	F	-0.061	---
		PM	0.898	D	0.961	E	1.137	F	1.143	F	0.006	NO	1.159	F	0.016	YES	1.060	F	-0.077	YES
		SAT	0.969	E	1.037	F	1.296	F	1.296	F	0.000	NO	1.314	F	0.018	YES	1.214	F	-0.082	YES

[a] The Mary Star High School project is not included in this analysis.

[b] As a related project, the Mary Star High School project access is via Western Avenue.

[c] This column identifies the effectiveness of mitigation measures to be implemented by the project for both the Ponte Vista project and the Mary Star High School project.

A "YES" indicates that the proposed mitigation measures will mitigate both Mary Star High School traffic and Ponte Vista traffic to less than significant levels.

[f] This intersection will be created as part of the proposed project. A new traffic signal will be proposed at the Western Avenue/Main Project Access intersection.

City of Los Angeles intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040
> 0.800 - 0.900	D	equal to or greater than 0.020
> 0.900	E,F	equal to or greater than 0.010



Table 6-3 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS  
LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING		YEAR 2012 W/ AMBIENT GROWTH		YEAR 2012 FUTURE PRE-PROJECT [a]		YEAR 2012 FUTURE PRE-PROJECT W/ MARY STAR [b]		CHANGE V/C	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR		CHANGE V/C	MITI-GATED [c]
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	[(4a)-(3)]		V/C	LOS	[(4b)-(4a)]		V/C	LOS	[(5)-(3)]	
23	Western Avenue/ Park Western Drive	AM	0.792	C	0.848	D	0.923	E	0.938	E	0.015	YES	0.944	E	0.006	NO	0.844	D	-0.079	---
		PM	0.629	B	0.673	B	0.792	C	0.794	C	0.002	NO	0.807	D	0.013	NO	0.708	C	-0.084	---
		SAT	0.813	D	0.870	D	1.044	F	1.044	F	0.000	NO	1.058	F	0.014	YES	0.958	E	-0.086	YES
24	Western Avenue/ Crestwood Street	AM	0.809	D	0.866	D	0.935	E	0.951	E	0.016	YES	0.954	E	0.003	NO	0.854	D	-0.081	---
		PM	0.520	A	0.556	A	0.660	B	0.663	B	0.003	NO	0.667	B	0.004	NO	0.568	A	-0.092	---
		SAT	0.878	D	0.939	E	1.062	F	1.062	F	0.000	NO	1.072	F	0.010	YES	0.972	E	-0.090	YES
25	Western Avenue/ Summerland Avenue	AM	0.877	D	0.938	E	1.018	F	1.051	F	0.033	YES	1.056	F	0.005	NO	0.956	E	-0.062	---
		PM	0.804	D	0.860	D	0.975	E	0.977	E	0.002	NO	0.992	E	0.015	YES	0.892	D	-0.083	YES
		SAT	0.760	C	0.813	D	0.958	E	0.958	E	0.000	NO	0.976	E	0.018	YES	0.876	D	-0.082	YES
26	Western Avenue/ 1st Street [d]	AM	0.951	E	1.023	F	1.122	F	1.127	F	0.005	NO	1.131	F	0.004	NO *	1.101	F	-0.021	YES
		PM	0.876	D	0.942	E	1.017	F	1.018	F	0.001	NO	1.022	F	0.004	NO	0.992	E	-0.025	---
		SAT	0.721	C	0.776	C	0.931	E	0.931	E	0.000	NO	0.937	E	0.006	NO	0.907	E	-0.024	---
27	Western Avenue/ Weymouth Avenue [d]	AM	0.582	A	0.635	B	0.684	B	0.689	B	0.005	NO	0.693	B	0.004	NO	0.693	B	0.009	---
		PM	0.563	A	0.607	B	0.689	B	0.690	B	0.001	NO	0.695	B	0.005	NO	0.696	B	0.007	---
28	Western Avenue/ 9th Street [d]	AM	0.465	A	0.503	A	0.527	A	0.532	A	0.005	NO	0.533	A	0.001	NO	0.533	A	0.006	---
		PM	0.581	A	0.626	B	0.690	B	0.691	B	0.001	NO	0.693	B	0.002	NO	0.693	B	0.003	---
29	Western Avenue/ 25th Street	AM	0.642	B	0.691	B	0.835	D	0.839	D	0.004	NO	0.842	D	0.003	NO	0.842	D	0.007	---
		PM	0.603	B	0.650	B	0.874	D	0.874	D	0.000	NO	0.877	D	0.003	NO	0.876	D	0.002	---

\* While the respective individual impacts of the Mary Star High School project and the Ponte Vista project are less than significant, the study intersection would be significantly impacted by the combined Ponte Vista project and the Mary Star High School pr

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Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040

A "YES" indicates that the proposed mitigation measures will mitigate both Mary Star High School traffic and Ponte Vista traffic to less than significant levels.  
[d] The intersection currently operates under the ATISAC system.

> 0.800 - 0.900  
> 0.900

D  
E,F

equal to or greater than 0.020  
equal to or greater than 0.010

Table 6-3 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS  
LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING		YEAR 2012 W/ AMBIENT GROWTH		YEAR 2012 FUTURE PRE-PROJECT [a]		YEAR 2012 FUTURE W/ MARY STAR [b]		CHANGE V/C [(4a)-(3)]	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT	CHANGE V/C [(4b)-(4a)]	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR		CHANGE V/C [(5)-(3)]	MITI-GATED [c]	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS		
30	Weymouth Avenue/ 9th Street	AM	0.585	A	0.626	B	0.754	C	0.754	C	0.000	NO	0.756	C	0.002	NO	0.756	C	0.002	---
		PM	0.423	A	0.452	A	0.594	A	0.594	A	0.000	NO	0.598	A	0.004	NO	0.598	A	0.004	---
31	Normandie Avenue/ Sepulveda Boulevard	AM	0.894	D	0.956	E	1.061	F	1.061	F	0.000	NO	1.064	F	0.003	NO	1.064	F	0.003	---
		PM	0.851	D	0.911	E	1.028	F	1.028	F	0.000	NO	1.031	F	0.003	NO	1.031	F	0.003	---
32	Normandie Avenue/ Lomita Boulevard	AM	0.849	D	0.909	E	0.935	E	0.935	E	0.000	NO	0.937	E	0.002	NO	0.937	E	0.002	---
		PM	0.950	E	1.017	F	1.073	F	1.073	F	0.000	NO	1.077	F	0.004	NO	1.077	F	0.004	---
33	Normandie Avenue/ Pacific Coast Highway [e]	AM	0.659	B	0.680	B	0.719	C	0.719	C	0.000	NO	0.723	C	0.004	NO	0.723	C	0.004	---
		PM	0.682	B	0.705	C	0.776	C	0.776	C	0.000	NO	0.782	C	0.006	NO	0.782	C	0.006	---
34	Vermont Avenue/ Normandie Avenue [g]	AM	0.631	B	0.676	B	0.702	C	0.702	C	0.000	NO	0.713	C	0.011	NO	0.713	C	0.011	---
		PM	0.524	A	0.560	A	0.639	B	0.639	B	0.000	NO	0.657	B	0.018	NO	0.657	B	0.018	---
35	Vermont Avenue- Palos Verdes Drive North- Gaffey Street/Anaheim Street	AM	0.833	D	0.892	D	0.940	E	0.948	E	0.008	NO	0.967	E	0.019	YES	0.867	D	-0.073	YES
		PM	0.884	D	0.945	E	1.068	F	1.069	F	0.001	NO	1.099	F	0.030	YES	0.999	E	-0.069	YES
36	Gaffey Street/ Westmont Drive	AM	0.648	B	0.693	B	0.744	C	0.775	C	0.031	NO	0.782	C	0.007	NO	0.683	B	-0.061	---
		PM	0.797	C	0.853	D	0.966	E	0.973	E	0.007	NO	1.001	F	0.028	YES	0.901	E	-0.065	YES
37	Gaffey Street/ Capitol Drive	AM	0.525	A	0.562	A	0.631	B	0.641	B	0.010	NO	0.651	B	0.010	NO	0.551	A	-0.080	---
		PM	0.739	C	0.790	C	0.912	E	0.916	E	0.004	NO	0.922	E	0.006	NO	0.822	D	-0.090	---

[a] The Mary Star High School project is not included in this analysis.

[b] As a related project, the Mary Star High School project access is via Western Avenue.

[c] This column identifies the effectiveness of mitigation measures to be implemented by the project for both the Ponte Vista project and the Mary Star High School project.

City of Los Angeles intersection impact threshold criteria is as follows:

Final v/c	LOS	Project Related Increase in v/c
> 0.700 - 0.800	C	equal to or greater than 0.040

A "YES" indicates that the proposed mitigation measures will mitigate both Mary Star High School traffic and Ponte Vista traffic to less than significant levels.	> 0.800 - 0.900	D	equal to or greater than 0.020
[e] The intersection currently operates under the ATSAC system. In the future, the intersection will operate under the ATSAC/ATCS system.	> 0.900	E,F	equal to or greater than 0.010
[g] Stop-controlled intersection on the minor approach.			

Table 6-3 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS  
LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING		YEAR 2012 W/ AMBIENT GROWTH		YEAR 2012 FUTURE PRE-PROJECT [a]		YEAR 2012 FUTURE PRE-PROJECT W/ MARY STAR [b]		CHANGE V/C [(4a)-(3)]	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT	CHANGE V/C [(4b)-(4a)]	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR		CHANGE V/C [(5)-(3)]	MITI-GATED [c]	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS	V/C	LOS		
38	Gaffey Street/ Miraflores Avenue- I-110 SB Ramps [d]	AM	0.765	C	0.823	D	0.885	D	0.900	D	0.015	NO	0.909	E	0.009	NO	0.879	D	-0.006	---
		PM	0.751	C	0.809	D	0.962	E	0.964	E	0.002	NO	0.982	E	0.018	YES	0.952	E	-0.010	YES
39	Gaffey Street/ Summerland Avenue [d]	AM	0.803	D	0.864	D	0.955	E	0.965	E	0.010	YES	0.973	E	0.008	NO	0.943	E	-0.012	---
		PM	0.856	D	0.920	E	1.095	F	1.098	F	0.003	NO	1.111	F	0.013	YES	1.081	F	-0.014	YES
40	Gaffey Street/ I-110 NB and SB Ramps [d]	AM	0.528	A	0.570	A	0.775	C	0.781	C	0.006	NO	0.784	C	0.003	NO	0.784	C	0.009	---
		PM	0.887	D	0.954	E	1.275	F	1.277	F	0.002	NO	1.280	F	0.003	NO	1.280	F	0.005	---
41	Gaffey Street/ 9th Street [d]	AM	0.721	C	0.776	C	0.922	E	0.926	E	0.004	NO	0.927	E	0.001	NO	0.928	E	0.006	---
		PM	0.767	C	0.825	D	1.045	F	1.046	F	0.001	NO	1.049	F	0.003	NO	1.049	F	0.004	---
42	Vermont Avenue/ Sepulveda Boulevard	AM	0.914	E	0.978	E	1.068	F	1.068	F	0.000	NO	1.071	F	0.003	NO	1.071	F	0.003	---
		PM	1.105	F	1.182	F	1.301	F	1.301	F	0.000	NO	1.306	F	0.005	NO	1.306	F	0.005	---
43	Vermont Avenue/ Lomita Boulevard	AM	1.139	F	1.219	F	1.268	F	1.268	F	0.000	NO	1.268	F	0.000	NO	1.268	F	0.000	---
		PM	0.965	E	1.032	F	1.077	F	1.077	F	0.000	NO	1.081	F	0.004	NO	1.081	F	0.004	---
44	Vermont Avenue/ Pacific Coast Highway [e]	AM	0.682	B	0.705	C	0.748	C	0.748	C	0.000	NO	0.761	C	0.013	NO	0.712	C	-0.036	---
		PM	0.754	C	0.754	C	0.819	D	0.819	D	0.000	NO	0.839	D	0.020	YES	0.773	C	-0.046	YES
45	Figueroa Street/ Sepulveda Boulevard	AM	0.741	C	0.793	C	0.889	D	0.889	D	0.000	NO	0.890	D	0.001	NO	0.890	D	0.001	---
		PM	0.735	C	0.787	C	0.867	D	0.867	D	0.000	NO	0.869	D	0.002	NO	0.869	D	0.002	---

[a] The Mary Star High School project is not included in this analysis.

[b] As a related project, the Mary Star High School project access is via Western Avenue.

[c] This column identifies the effectiveness of mitigation measures to be implemented by the project for both the Ponte Vista project and the Mary Star High School project.

City of Los Angeles intersection impact threshold criteria is as follows:

<u>Final v/c</u>	<u>LOS</u>	<u>Project Related Increase in v/c</u>
> 0.700 - 0.800	C	equal to or greater than 0.040

	A "YES" indicates that the proposed mitigation measures will mitigate both Mary Star High School traffic and Ponte Vista traffic to less than significant levels.	> 0.800 - 0.900	D	equal to or greater than 0.020
[d]	The intersection currently operates under the ATSAC system.	> 0.900	E,F	equal to or greater than 0.010
[e]	The intersection currently operates under the ATSAC system. In the future, the intersection will operate under the ATSAC/ATCS system.			

Table 6-3 (Continued)  
SUMMARY OF VOLUME TO CAPACITY RATIOS  
AND LEVELS OF SERVICE  
AM AND PM PEAK HOURS  
LADOT ANALYSIS - 1,700 DU Alternative

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4a]				[4b]				[5]			
			YEAR 2005 EXISTING		YEAR 2012 W/ AMBIENT GROWTH		YEAR 2012 FUTURE PRE-PROJECT [a]		YEAR 2012 FUTURE W/ MARY STAR [b]		CHANGE V/C	SIGNIF. IMPACT	YEAR 2012 FUTURE W/ PROPOSED PROJECT	CHANGE V/C	SIGNIF. IMPACT	YEAR 2012 MITIGATION FOR PONTE VISTA AND MARY STAR		CHANGE V/C	MITI-GATED [c]	
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	[(4a)-(3)]	V/C	LOS	[(4b)-(4a)]	V/C	LOS	[(5)-(3)]			
46	Figueroa Street/ I-110 NB on-ramp [g] (north of PCH)	AM	0.825	D	0.882	D	0.918	E	0.918	E	0.000	NO	0.930	E	0.012	YES	0.744	C	-0.174	YES
		PM	0.841	D	0.900	D	0.937	E	0.937	E	0.000	NO	0.944	E	0.007	NO	0.755	C	-0.182	---
47	I-110 SB Ramps/ Pacific Coast Highway [e]	AM	0.718	C	0.743	C	0.793	C	0.793	C	0.000	NO	0.803	D	0.010	NO	0.803	D	0.010	---
		PM	0.842	D	0.876	D	0.983	E	0.983	E	0.000	NO	0.985	E	0.002	NO	0.985	E	0.002	---
48	Figueroa Street/ Pacific Coast Highway [e]	AM	0.926	E	0.966	E	1.030	F	1.030	F	0.000	NO	1.041	F	0.011	YES	0.986	E	-0.044	YES
		PM	0.913	E	0.952	E	1.021	F	1.021	F	0.000	NO	1.030	F	0.009	NO	0.975	E	-0.046	---
49	Figueroa Place/ I-110 SB off-ramp [g]	AM	0.502	A	0.537	A	0.576	A	0.579	A	0.003	NO	0.587	A	0.008	NO	0.587	A	0.011	---
		PM	0.622	B	0.665	B	0.696	B	0.696	B	0.000	NO	0.714	C	0.018	NO	0.713	C	0.017	---
50	Figueroa Place/ Anaheim Street [d]	AM	0.816	D	0.878	D	0.967	E	0.978	E	0.011	YES	1.004	F	0.026	YES	0.938	E	-0.029	YES
		PM	0.889	D	0.956	E	1.036	F	1.039	F	0.003	NO	1.075	F	0.036	YES	0.930	E	-0.106	YES
51	Figueroa Street/ I-110 NB on-ramp [g] (north of Anaheim Street)	AM	1.213	F	1.297	F	1.373	F	1.376	F	0.003	NO	1.414	F	0.038	YES	1.191	F	-0.182	YES
		PM	0.780	C	0.835	D	0.909	E	0.910	E	0.001	NO	0.932	E	0.022	YES	0.785	C	-0.124	YES
52	Figueroa Street/ Anaheim Street [d]	AM	0.845	D	0.909	E	0.961	E	0.972	E	0.011	YES	0.995	E	0.023	YES	0.928	E	-0.033	YES
		PM	0.822	D	0.884	D	0.965	E	0.968	E	0.003	NO	0.977	E	0.009	NO	0.947	E	-0.018	---

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