

MEMORANDUM



To: Henry Chu
City of Los Angeles

Date: September 13, 2013

From: David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers

LLG Ref: 1-10-3861-1

Subject: **Ponte Vista at San Pedro Project: 700-Unit Alternative**

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a traffic assessment associated with the proposed Ponte Vista at San Pedro Project, 700-Unit Alternative (the "700-Unit Alternative") located in the City of Los Angeles.

Pasadena
Irvine
San Diego
Woodland Hills

Project Description

The 700-Unit Alternative represents a reduced density project development program. Specifically, the 700-Unit Alternative would consist of the development of 700 residential dwelling units, including 492 multi-family condominium units and 208 detached residential units. The vehicular access associated with the 700-Unit Alternative would be consistent with the access scheme evaluated in traffic study prepared for the proposed Ponte Vista at San Pedro project.

Project Trip Generation

The trip generation forecast for the 700-Unit Alternative is summarized in *Table 1*. As presented in *Table 1*, the 700-Unit Alternative is expected to generate 76 inbound trips and 296 outbound trips during the weekday AM peak hour. During the weekday PM peak hour, the 700-Unit Alternative is expected to generate 304 inbound trips and 162 outbound trips. Over a 24-hour period, the 700-Unit Alternative is forecast to generate 2,425 inbound trips and 2,425 outbound trips during a typical weekday.

The Saturday trip generation forecast for the 700-Unit Alternative also is summarized in *Table 1*. As also summarized in *Table 1*, the 700-Unit Alternative is expected to generate 227 inbound trips and 197 outbound trips during the Saturday mid-day peak hour. Over a 24-hour period, the 700-Unit Alternative is forecast to generate approximately 2,444 inbound trips and 2,443 outbound trips during a typical Saturday.

Project Traffic Impact Analysis Using City of Los Angeles CMA Methodology

Traffic impact analyses of the 700-Unit Alternative were prepared for the 56 study intersections using the LADOT CMA methodology and application of the City of Los Angeles significant traffic impact criteria. The traffic impact analyses were prepared for the Future Cumulative With Project Alternative condition. Calculation worksheets for the 700-Unit Alternative traffic analyses using the CMA methodology are included as *Appendix A*.

Table 2 provides a summary of the traffic impact assessment prepared for the 700-Unit Alternative Condition in the Future Cumulative With Project condition. As summarized in column [4] of *Table 2*, application of the City's threshold criteria to the "With Alternative" scenario indicates that the 700-Unit Alternative is expected to create significant impacts at 16 of the 56 study intersections during the weekday AM, weekday PM, and/or the Saturday midday peak hours. As indicated in *Table 2*, incremental but not significant impacts are noted at the remaining study intersections. Column [5] of *Table 2* indicates that with consideration of the traffic mitigation measures recommended in the Draft EIR, the traffic impacts of the 700-Unit Alternative can be mitigated to less than significant levels.

A summary of impacted intersections by analysis scenario (i.e., weekday AM, weekday PM, or Saturday midday peak hour) is presented in *Table 3* for the 700-Unit Alternative. As indicated in *Table 3* and discussed above, 700-Unit Alternative is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM, weekday PM, and/or the Saturday midday peak hours in the year 2017 Future With 700-Unit Alternative condition.

Table 4 provides a summary and comparison of the trip generation forecast and estimated number of significantly impacted intersections due to the Ponte Vista project, the Alternatives evaluated in the Draft EIR, and the 700-Unit Alternative. As shown in *Table 4*, on a comparative basis, the 700-Unit Alternative will have a reduced trip generation potential as compared to Alternative C (Reduced Density with 830 residential units), although the number of significantly impacted intersections would remain the same (16 intersections). Overall, the 700-Unit Alternative would have an incrementally reduced traffic effect as compared to Alternative C based on the relatively lower trip generation potential. Also, as previously noted, the traffic impacts of the 700-Unit Alternative can be mitigated to levels of insignificance based on implementation of the mitigation measures described in the Draft EIR.

cc: Dennis Cavallari, The Cavallari Group
File

Table 1
PROJECT TRIP GENERATION [1]
Project Alternative: 700 DU

LAND USE	SIZE	WEEKDAY						SATURDAY				
		DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]		DAILY TRIP ENDS [2] VOLUMES	MID-DAY PEAK HOUR VOLUMES [2]				
			IN	OUT	TOTAL	IN		OUT	TOTAL	IN	OUT	TOTAL
Single-Family [3]	208 DU	1,991	39	117	156	132	78	210	2,097	102	91	193
Condominium [4]	492 DU	2,859	37	179	216	172	84	256	2,790	125	106	231
TOTAL		4,850	76	296	372	304	162	466	4,887	227	197	424

[1] Source: ITE "Trip Generation", 8th Edition, 2008.

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

[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.

- Weekday Daily Trip Rate: 9.57 trips/DU; 50% inbound/50% outbound

- Weekday AM Peak Hour Trip Rate: 0.75 trips/DU; 25% inbound/75% outbound

- Weekday PM Peak Hour Trip Rate: 1.01 trips/DU; 63% inbound/37% outbound

- Saturday Daily Trip Rate: 10.08 trips/DU; 50% inbound/50% outbound

- Saturday Peak Hour Trip Rate: 0.93 trips/DU; 53% inbound/47% outbound

[4] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation average rates.

- Weekday Daily Trip Rate: 5.81 trips/DU; 50% inbound/50% outbound

- Weekday AM Peak Hour Trip Rate: 0.44 trips/DU; 17% inbound/83% outbound

- Weekday PM Peak Hour Trip Rate: 0.52 trips/DU; 67% inbound/33% outbound

- Saturday Daily Trip Rate: 5.67 trips/DU; 50% inbound/50% outbound

- Saturday Peak Hour Trip Rate: 0.47 trips/DU; 54% inbound/46% outbound

Note: Nom. = Nominal

Table 2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FUTURE CONDITIONS - WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
PROJECT ALTERNATIVE: 700 DU

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING		[2] YEAR 2017 W/ AMBIENT GROWTH		[3] YEAR 2017 W/ RELATED PROJECTS		[4]				[5] YEAR 2017 W/ PROJECT MITIGATION		MITI- GATED	
			V/C	LOS	V/C	LOS	V/C	LOS	YEAR 2017 W/ ALT. PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	V/C	LOS		CHANGE V/C [(5)-(3)]
1	Hawthorne Boulevard/ Sepulveda Boulevard	AM PM	0.769 0.867	C D	0.830 0.935	D E	0.898 1.046	D F	0.899 1.047	D F	0.001 0.001	NO NO	0.899 1.047	D F	0.001 0.001	---
2	Hawthorne Boulevard/ Pacific Coast Highway	AM PM	0.867 0.816	D D	0.934 0.880	E D	1.059 0.993	F E	1.063 0.995	F E	0.004 0.002	NO NO	1.063 0.995	F E	0.004 0.002	---
3	Hawthorne Boulevard/ Palos Verdes Drive North	AM PM	0.941 0.847	E D	1.007 0.907	F E	1.066 0.974	F E	1.069 0.976	F E	0.003 0.002	NO NO	1.069 0.976	F E	0.003 0.002	---
4	Crenshaw Boulevard/ Sepulveda Boulevard	AM PM	0.799 0.932	C E	0.855 0.997	D E	0.978 1.177	E F	0.978 1.179	E F	0.000 0.002	NO NO	0.978 1.179	E F	0.000 0.002	---
5	Crenshaw Boulevard/ Lomita Boulevard	AM PM	0.850 0.943	D E	0.910 1.009	E F	1.062 1.182	F F	1.065 1.183	F F	0.003 0.001	NO NO	1.065 1.183	F F	0.003 0.001	---
6	Crenshaw Boulevard/ Pacific Coast Highway	AM PM	0.948 1.026	E F	1.021 1.105	F F	1.114 1.261	F F	1.117 1.268	F F	0.003 0.007	NO NO	1.117 1.268	F F	0.003 0.007	---
7	Crenshaw Boulevard/ Palos Verdes Drive North	AM PM	0.784 0.814	C D	0.839 0.871	D D	0.883 0.955	D E	0.893 0.969	D E	0.010 0.014	NO YES	0.797 0.852	C D	-0.086 -0.103	---
8	Arlington Avenue/ Lomita Boulevard	AM PM	0.893 0.934	D E	0.956 0.999	E E	0.998 1.043	E F	1.001 1.046	F F	0.003 0.003	NO NO	1.001 1.046	F F	0.003 0.003	---
9	Narbonne Avenue/ Pacific Coast Highway	AM PM	0.799 0.731	C C	0.862 0.789	D C	0.936 0.853	E D	0.940 0.855	E D	0.004 0.002	NO NO	0.940 0.855	E D	0.004 0.002	---
10	Palos Verdes Drive East/ Palos Verdes Drive North	AM PM	0.747 0.675	C B	0.800 0.722	C C	0.833 0.768	D C	0.838 0.773	D C	0.005 0.005	NO NO	0.838 0.773	D C	0.005 0.005	---
11	Western Avenue/ Sepulveda Boulevard	AM PM SAT	0.920 1.004 0.808	E F D	0.884 0.975 0.765	D E C	0.969 1.074 0.869	E F D	0.973 1.080 0.872	E F D	0.004 0.006 0.003	NO NO NO	0.973 1.080 0.872	E F D	0.004 0.006 0.003	---
12	Western Avenue/ Lomita Boulevard	AM PM SAT	0.971 0.981 0.754	E E C	0.939 0.949 0.707	E E C	1.008 1.002 0.788	F F C	1.014 1.018 0.795	F F C	0.006 0.016 0.007	NO YES NO	0.911 0.934 0.700	E E B	-0.097 -0.068 -0.088	---
13	Western Avenue/ Pacific Coast Highway	AM PM SAT	0.893 0.851 0.816	D D D	0.962 0.918 0.880	E E D	1.053 1.007 0.964	F F E	1.074 1.041 0.993	F F E	0.021 0.034 0.029	YES YES YES	1.010 0.966 0.961	F E E	-0.043 -0.041 -0.003	YES YES YES
14	Western Avenue/ Anaheim Street	AM PM SAT	0.641 0.520 0.472	B A A	0.585 0.457 0.405	A A A	0.616 0.488 0.429	B A A	0.642 0.503 0.446	B A A	0.026 0.015 0.017	NO NO NO	0.642 0.503 0.446	B A A	0.026 0.015 0.017	---

Table 2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FUTURE CONDITIONS - WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
PROJECT ALTERNATIVE: 700 DU

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[3]		[4]				[5]			
			YEAR 2010 EXISTING V/C	LOS	YEAR 2017 W/ AMBIENT GROWTH V/C	LOS	YEAR 2017 W/ RELATED PROJECTS V/C	LOS	YEAR 2017 W/ ALT. PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	YEAR 2017 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITI- GATED
15	Western Avenue/ Palos Verdes Drive North	AM	0.905	E	0.975	E	1.041	F	1.127	F	0.086	YES	0.880	D	-0.161	YES
		PM	0.851	D	0.917	E	0.967	E	1.088	F	0.121	YES	0.891	D	-0.076	YES
		SAT	0.648	B	0.701	C	0.742	C	0.825	D	0.083	YES	0.679	B	-0.063	YES
16	Western Avenue/ Peninsula Verde Drive	AM	0.816	D	0.873	D	0.907	E	0.995	E	0.088	YES	0.696	B	-0.211	YES
		PM	0.705	C	0.754	C	0.790	C	0.875	D	0.085	YES	0.600	A	-0.190	YES
		SAT	0.611	B	0.654	B	0.674	B	0.734	C	0.060	YES	0.487	A	-0.187	YES
17	Western Avenue/ Green Hills Drive	AM	0.662	B	0.706	C	0.735	C	0.588	A	-0.147	NO	0.588	A	-0.147	---
		PM	0.469	A	0.509	A	0.540	A	0.576	A	0.036	NO	0.576	A	0.036	---
		SAT	0.439	A	0.476	A	0.497	A	0.532	A	0.035	NO	0.532	A	0.035	---
18	Western Avenue/ Avenida Aprenda-South Access	AM	0.759	C	0.819	D	0.849	D	0.768	C	-0.081	NO	0.768	C	-0.081	---
		PM	0.551	A	0.596	A	0.628	B	0.653	B	0.025	NO	0.653	B	0.025	---
		SAT	0.425	A	0.462	A	0.483	A	0.512	A	0.029	NO	0.512	A	0.029	---
19	Western Avenue/ Fitness Drive	AM	0.785	C	0.840	D	0.872	D	0.882	D	0.010	NO	0.706	C	-0.166	---
		PM	0.676	B	0.724	C	0.758	C	0.776	C	0.018	NO	0.621	B	-0.137	---
		SAT	0.633	B	0.677	B	0.698	B	0.727	C	0.029	NO	0.582	A	-0.116	---
20	Western Avenue/ Westmont Drive	AM	0.821	D	0.885	D	0.921	E	0.949	E	0.028	YES	0.839	D	-0.082	YES
		PM	0.772	C	0.833	D	0.873	D	0.905	E	0.032	YES	0.805	D	-0.068	YES
		SAT	0.795	C	0.858	D	0.880	D	0.910	E	0.030	YES	0.807	D	-0.073	YES
21	Western Avenue/ Toscanini Drive	AM	0.740	C	0.799	C	0.825	D	0.829	D	0.004	NO	0.829	D	0.004	---
		PM	0.584	A	0.631	B	0.660	B	0.666	B	0.006	NO	0.666	B	0.006	---
		SAT	0.564	A	0.610	B	0.631	B	0.640	B	0.009	NO	0.640	B	0.009	---
22	Western Avenue/ Caddington Drive	AM	0.626	B	0.677	B	0.700	B	0.706	C	0.006	NO	0.706	C	0.006	---
		PM	0.741	C	0.800	C	0.826	D	0.837	D	0.011	NO	0.837	D	0.011	---
		SAT	0.652	B	0.705	C	0.726	C	0.738	C	0.012	NO	0.738	C	0.012	---
23	Western Avenue/ Capitol Drive	AM	0.844	D	0.910	E	0.947	E	0.953	E	0.006	NO	0.903	E	-0.044	---
		PM	0.756	C	0.816	D	0.863	D	0.879	D	0.016	NO	0.836	D	-0.027	---
		SAT	0.845	D	0.911	E	0.939	E	0.952	E	0.013	YES	0.906	E	-0.033	YES
24	Western Avenue/ Park Western Drive	AM	0.667	B	0.720	C	0.739	C	0.744	C	0.005	NO	0.744	C	0.005	---
		PM	0.701	C	0.757	C	0.773	C	0.787	C	0.014	NO	0.787	C	0.014	---
		SAT	0.656	B	0.709	C	0.721	C	0.732	C	0.011	NO	0.732	C	0.011	---
25	Western Avenue/ Crestwood Street	AM	0.778	C	0.839	D	0.858	D	0.861	D	0.003	NO	0.861	D	0.003	---
		PM	0.750	C	0.810	D	0.828	D	0.832	D	0.004	NO	0.832	D	0.004	---
		SAT	0.767	C	0.828	D	0.840	D	0.849	D	0.009	NO	0.849	D	0.009	---
26	Western Avenue/ Summerland Avenue	AM	0.847	D	0.913	E	0.934	E	0.938	E	0.004	NO	0.938	E	0.004	---
		PM	0.701	C	0.758	C	0.775	C	0.792	C	0.017	NO	0.792	C	0.017	---
		SAT	0.679	B	0.734	C	0.747	C	0.760	C	0.013	NO	0.760	C	0.013	---
27	Western Avenue/ W. 1st Street	AM	0.875	D	0.837	D	0.867	D	0.870	D	0.003	NO	0.870	D	0.003	---
		PM	0.917	E	0.881	D	0.898	D	0.901	E	0.003	NO	0.901	E	0.003	---
		SAT	0.827	D	0.785	C	0.807	D	0.811	D	0.004	NO	0.811	D	0.004	---
28	Western Avenue/ S. Weymouth Avenue	AM	0.752	C	0.705	C	0.712	C	0.717	C	0.005	NO	0.717	C	0.005	---
		PM	0.697	B	0.646	B	0.653	B	0.658	B	0.005	NO	0.658	B	0.005	---

Table 2 (Continued)
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FUTURE CONDITIONS - WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
PROJECT ALTERNATIVE: 700 DU

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING		[2] YEAR 2017 W/ AMBIENT GROWTH		[3] YEAR 2017 W/ RELATED PROJECTS		[4]				[5] YEAR 2017 W/ PROJECT MITIGATION		MITI- GATED	
			V/C	LOS	V/C	LOS	V/C	LOS	YEAR 2017 W/ ALT. PROJECT	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	V/C	LOS	CHANGE V/C [(5)-(3)]		
29	Western Avenue/ W. 9th Street	AM	0.553	A	0.492	A	0.506	A	0.507	A	0.001	NO	0.507	A	0.001	---
		PM	0.684	B	0.632	B	0.650	B	0.651	B	0.001	NO	0.651	B	0.001	---
30	Western Avenue/ W. 25th Street	AM	0.602	B	0.544	A	0.653	B	0.655	B	0.002	NO	0.655	B	0.002	---
		PM	0.575	A	0.515	A	0.600	A	0.603	B	0.003	NO	0.603	B	0.003	---
31	Weymouth Avenue/ W. 9th Street	AM	0.615	B	0.558	A	0.641	B	0.644	B	0.003	NO	0.644	B	0.003	---
		PM	0.516	A	0.452	A	0.529	A	0.532	A	0.003	NO	0.532	A	0.003	---
32	Normandie Avenue/ Sepulveda Boulevard	AM	0.823	D	0.880	D	0.967	E	0.970	E	0.003	NO	0.970	E	0.003	---
		PM	0.754	C	0.807	D	0.890	D	0.891	D	0.001	NO	0.891	D	0.001	---
33	Normandie Avenue/ Lomita Boulevard	AM	1.021	F	0.993	E	1.026	F	1.028	F	0.002	NO	1.028	F	0.002	---
		PM	1.008	F	0.978	E	1.014	F	1.018	F	0.004	NO	1.018	F	0.004	---
34	Normandie Avenue/ Pacific Coast Highway	AM	0.782	C	0.736	C	0.818	D	0.820	D	0.002	NO	0.820	D	0.002	---
		PM	0.778	C	0.732	C	0.834	D	0.838	D	0.004	NO	0.838	D	0.004	---
35	Vermont Avenue/ Normandie Avenue	AM	0.602	B	0.644	B	0.663	B	0.675	B	0.012	NO	0.675	B	0.012	---
		PM	0.528	A	0.565	A	0.607	B	0.628	B	0.021	NO	0.628	B	0.021	---
36	Vermont Avenue-Palos Verdes Drive North Gaffey Street/Anaheim Street	AM	0.852	D	0.811	D	0.852	D	0.860	D	0.008	NO	0.830	D	-0.022	---
		PM	0.888	D	0.850	D	0.890	D	0.913	E	0.023	YES	0.869	D	-0.021	YES
37	Gaffey Street/ Westmont Drive	AM	0.662	B	0.609	B	0.646	B	0.667	B	0.021	NO	0.605	B	-0.041	---
		PM	0.831	D	0.789	C	0.823	D	0.853	D	0.030	YES	0.807	D	-0.016	YES
38	Gaffey Street/ Capitol Drive	AM	0.554	A	0.493	A	0.527	A	0.537	A	0.010	NO	0.537	A	0.010	---
		PM	0.642	B	0.587	A	0.623	B	0.628	B	0.005	NO	0.628	B	0.005	---
39	Gaffey Street/ Channel Street	AM	0.660	B	0.607	B	0.649	B	0.652	B	0.003	NO	0.652	B	0.003	---
		PM	0.727	C	0.677	B	0.767	C	0.778	C	0.011	NO	0.778	C	0.011	---
40	Gaffey Street/ Miraflores Avenue-I-110 Freeway SB On-Off Ramps	AM	0.792	C	0.747	C	0.778	C	0.790	C	0.012	NO	0.790	C	0.012	---
		PM	0.656	B	0.602	B	0.646	B	0.657	B	0.011	NO	0.657	B	0.011	---
41	Gaffey Street/ Summerland Avenue	AM	0.926	E	0.891	D	0.928	E	0.936	E	0.008	NO	0.870	D	-0.058	---
		PM	0.864	D	0.824	D	0.891	D	0.904	E	0.013	YES	0.829	D	-0.062	YES
42	Gaffey Street/ I-110 Freeway NB & SB Ramps	AM	0.515	A	0.451	A	0.572	A	0.576	A	0.004	NO	0.576	A	0.004	---
		PM	0.727	C	0.678	B	0.856	D	0.858	D	0.002	NO	0.858	D	0.002	---

Table 2 (Continued)
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 PROJECT ALTERNATIVE: 700 DU

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2010 EXISTING		[2] YEAR 2017 W/ AMBIENT GROWTH		[3] YEAR 2017 W/ RELATED PROJECTS		[4]				[5] YEAR 2017 W/ PROJECT MITIGATION		CHANGE V/C [(5)-(3)]	MITI- GATED
			V/C	LOS	V/C	LOS	V/C	LOS	YEAR 2017 W/ ALT. PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT	V/C	LOS		
43	Gaffey Street/ W. 9th Street	AM	0.759	C	0.712	C	0.924	E	0.925	E	0.001	NO	0.925	E	0.001	---
		PM	0.680	B	0.627	B	0.865	D	0.868	D	0.003	NO	0.868	D	0.003	---
44	Vermont Avenue/ Sepulveda Boulevard	AM	0.925	E	0.990	E	1.038	F	1.041	F	0.003	NO	1.041	F	0.003	---
		PM	1.008	F	1.079	F	1.156	F	1.163	F	0.007	NO	1.163	F	0.007	---
45	Vermont Avenue/ Lomita Boulevard	AM	1.095	F	1.114	F	1.159	F	1.160	F	0.001	NO	1.160	F	0.001	---
		PM	0.936	E	0.938	E	1.026	F	1.030	F	0.004	NO	1.030	F	0.004	---
46	Vermont Avenue/ Pacific Coast Highway	AM	0.814	D	0.771	C	0.846	D	0.859	D	0.013	NO	0.773	C	-0.073	---
		PM	0.758	C	0.711	C	0.794	C	0.816	D	0.022	YES	0.778	C	-0.016	YES
47	I-110 Freeway SB On-Off Ramps/ Pacific Coast Highway	AM	0.714	C	0.664	B	0.809	D	0.816	D	0.007	NO	0.816	D	0.007	---
		PM	1.013	F	0.984	E	1.078	F	1.082	F	0.004	NO	1.082	F	0.004	---
48	Figueroa Place/ I-110 Freeway SB Off-Ramp (north of Anaheim Street)	AM	0.533	A	0.571	A	0.633	B	0.642	B	0.009	NO	0.642	B	0.009	---
		PM	0.620	B	0.663	B	0.718	C	0.738	C	0.020	NO	0.738	C	0.020	---
49	Figueroa Place/ Anaheim Street	AM	0.728	C	0.786	C	0.865	D	0.893	D	0.028	YES	0.841	D	-0.024	YES
		PM	0.932	E	1.004	F	1.097	F	1.138	F	0.041	YES	0.922	E	-0.175	YES
50	Figueroa Street/ Sepulveda Boulevard	AM	0.932	E	0.998	E	1.031	F	1.032	F	0.001	NO	1.032	F	0.001	---
		PM	0.781	C	0.835	D	0.886	D	0.888	D	0.002	NO	0.888	D	0.002	---
51	Figueroa Street/ I-110 Freeway NB On-Ramp (north of Pacific Coast Highway)	AM	0.820	D	0.877	D	0.972	E	0.986	E	0.014	YES	0.944	E	-0.028	YES
		PM	0.869	D	0.930	E	0.993	E	1.000	E	0.007	NO	0.977	E	-0.016	---
52	Figueroa Street/ Pacific Coast Highway	AM	0.969	E	0.974	E	1.111	F	1.124	F	0.013	YES	0.992	E	-0.119	YES
		PM	0.989	E	0.996	E	1.097	F	1.104	F	0.007	NO	0.967	E	-0.130	---
53	Figueroa Street/ I-110 Freeway NB On-Ramp (north of Anaheim Street)	AM	1.044	F	1.117	F	1.177	F	1.218	F	0.041	YES	0.787	C	-0.390	YES
		PM	0.867	D	0.928	E	1.034	F	1.058	F	0.024	YES	0.667	B	-0.367	YES
54	Figueroa Street/ Anaheim Street	AM	0.854	D	0.847	D	0.897	D	0.910	E	0.013	YES	0.844	D	-0.053	YES
		PM	0.934	E	0.883	D	0.945	E	0.954	E	0.009	NO	0.856	D	-0.089	---
55	Wilmington Boulevard/ Pacific Coast Highway	AM	0.726	C	0.676	B	0.855	D	0.855	D	0.000	NO	0.855	D	0.000	---
		PM	0.676	B	0.623	B	0.718	C	0.719	C	0.001	NO	0.719	C	0.001	---
56	Wilmington Boulevard/ Anaheim Street	AM	0.493	A	0.427	A	0.485	A	0.486	A	0.001	NO	0.486	A	0.001	---
		PM	0.550	A	0.489	A	0.538	A	0.540	A	0.002	NO	0.540	A	0.002	---

According to LADOT's "Traffic Study Policies and Procedures," June 2009, page 16, 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>
> 0.700 - 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 3
SUMMARY OF IMPACTED INTERSECTIONS BY ANALYSIS SCENARIO [1]
PROJECT ALTERNATIVE: 700 DU

NO.	INTERSECTION	PEAK HOUR	YEAR 2017 FUTURE WITH PROJECT CONDITIONS
7	Crenshaw Boulevard/ Palos Verdes Drive North	PM	YES
12	Western Avenue/ Lomita Boulevard	PM	YES
13	Western Avenue/ Pacific Coast Highway	AM PM SAT	YES YES YES
15	Western Avenue/ Palos Verdes Drive North	AM PM SAT	YES YES YES
16	Western Avenue/ Peninsula Verde Drive	AM PM SAT	YES YES YES
20	Western Avenue/ Westmont Drive	AM PM SAT	YES YES YES
23	Western Avenue/ Capitol Drive	SAT	YES
36	Vermont Avenue-Palos Verdes Drive N.- Gaffey Street/Anaheim Street	PM	YES
37	Gaffey Street/ Westmont Drive	PM	YES
41	Gaffey Street/ Summerland Avenue	PM	YES
46	Vermont Avenue/ Pacific Coast Highway	PM	YES

[1] Based on City of Los Angeles analysis methodology and threshold criteria.

Table 3 (Continued)
SUMMARY OF IMPACTED INTERSECTIONS BY ANALYSIS SCENARIO [1]
PROJECT ALTERNATIVE: 700 DU

NO.	INTERSECTION	PEAK HOUR	YEAR 2017 FUTURE WITH PROJECT CONDITIONS
49	Figueroa Place/ Anaheim Street	AM PM	YES YES
51	Figueroa Street/I-110 NB on-ramp (north of PCH)	AM	YES
52	Figueroa Street/ Pacific Coast Highway	AM	YES
53	Figueroa Street/I-110 NB on-ramp (north of Anaheim Street)	AM PM	YES YES
54	Figueroa Street/ Anaheim Street	AM	YES

[1] Based on City of Los Angeles analysis methodology and threshold criteria.

Table 4
TRIP GENERATION FORECASTS AND IMPACTS SUMMARY
PROPOSED PONTE VISTA PROJECT AND PROJECT ALTERNATIVES

CONDITION	DESCRIPTION	WEEKDAY CONDITION [1]								NO. OF SIGNIFICANT IMPACTS (FUTURE 2017)
		DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]			TOTAL	
			IN	OUT	TOTAL	IN	OUT	TOTAL		
Proposed Project	143 DU Single-Family 600 DU Condominium 392 DU Apartment <hr/> 1,135 DU	7,468	112	459	571	458	241	699	20	
700-Unit Alternative	208 DU Single-Family 492 DU Condominium <hr/> 700 DU	4,850	76	296	372	304	162	466	16	
Project Alternative C: Reduced Density	208 DU Single-Family 404 DU Condominium 218 DU Apartment <hr/> 830 DU	5,788	91	354	445	361	194	555	16	
Project Alternative B: No Project/Single-Family Homes	385 DU Single-Family	3,684	72	217	289	245	144	389	15	

[1] Source: ITE "Trip Generation", 8th Edition, 2008.

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

APPENDIX A

CITY OF LOS ANGELES: 700 DU ALTERNATIVE

- CMA AND LEVELS OF SERVICE EXPLANATION
- CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS
AND SATURDAY MID-DAY PEAK HOUR

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics		
Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Hawthorne Boulevard
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA1
 Counts by: Accutek Traffic Data, Inc.

Hawthorne Boulevard @ Sepulveda Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume		
NB Left	99	2	54	7	106	2	58	22	128	2	70	0	128	2	70	0		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
NB Thru	2070	4	518	145	2215	4	554	185	2400	4	600	6	2406	4	601	0		
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
NB Right	310	1	310	22	332	1	332	6	338	1	338	0	338	1	338	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	145	2	80	10	155	2	85	32	187	2	103	0	187	2	103	0		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
SB Thru	1613	4	403	113	1726	4	431	239	1965	4	491	2	1967	4	492	0		
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
SB Right	148	1	148	10	158	1	158	15	173	1	173	0	173	1	173	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	391	2	215	27	418	2	230	46	464	2	255	0	464	2	255	0		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
EB Thru	975	2	356	68	1043	2	381	25	1068	2	404	0	1068	2	404	0		
Comb. T-R	1	356	1	381	1	381	1	404	1	404	1	404	1	404	1	404		
EB Right	94	0	94	7	101	0	94	44	145	0	94	0	145	0	94	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	439	2	241	31	470	2	258	11	481	2	264	0	481	2	264	0		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
WB Thru	734	3	245	51	785	3	262	20	805	3	268	0	805	3	268	0		
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-	0		
WB Right	212	1	212	15	227	1	227	111	338	1	338	0	338	1	338	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	597	N-S:	639	N-S:	703	N-S:	704	N-S:	704	N-S:	704	N-S:	704	N-S:	704	N-S:	
	E-W:	598	E-W:	640	E-W:	669	E-W:	669	E-W:	669	E-W:	669	E-W:	669	E-W:	669	E-W:	
	SUM:	1195	SUM:	1279	SUM:	1372	SUM:	1373	SUM:	1373	SUM:	1373	SUM:	1373	SUM:	1373	SUM:	
No. of Phases:	4			4			4			4			4			4		
(N/A=0, ATCS=1, ATCS=2)	2			2			2			2			2			2		
Volume / Capacity:	[1]	0.769	[1]	0.830	[1]	0.898	[1]	0.899	[1]	0.899	[1]	0.899	[1]	0.899	[1]	0.899	[1]	
Level of Service:	C			D			D			D			D			D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Hawthorne Boulevard
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA1
 Counts by: Accutek Traffic Data, Inc.

Hawthorne Boulevard @ Sepulveda Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	202	2	111	14	216	2	119	54	270	2	149	0	270	2	149
Comb. L-T	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
NB Thru	1788	4	447	125	1913	4	478	315	2228	4	557	3	2231	4	558
Comb. T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
NB Right	530	1	530	37	567	1	567	12	579	1	579	0	579	1	579
Comb. L-T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
SB Left	324	2	178	23	347	2	191	188	535	2	294	0	535	2	294
Comb. L-T	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
SB Thru	2264	4	566	158	2422	4	606	275	2697	4	674	6	2703	4	676
Comb. T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
SB Right	311	1	311	22	333	1	333	80	413	1	413	0	413	1	413
Comb. L-T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
EB Left	327	2	180	23	350	2	192	43	393	2	216	0	393	2	216
Comb. L-T	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
EB Thru	848	2	322	59	907	2	345	31	938	2	367	0	938	2	367
Comb. T-R	1	1	322	8	127	0	345	34	161	1	367	0	161	1	367
EB Right	119	0	-	-	-	0	-	-	-	0	-	-	-	0	-
Comb. L-T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
WB Left	600	2	330	42	642	2	353	9	651	2	358	0	651	2	358
Comb. L-T	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
WB Thru	996	3	332	70	1066	3	355	31	1097	3	366	0	1097	3	366
Comb. T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
WB Right	193	1	193	14	207	1	207	98	305	1	305	0	305	1	305
Comb. L-T-R	0	0	-	-	-	0	-	-	-	0	-	-	-	0	-
Crit. Volumes:	N-S: 677	E-W: 652	SUM: 1329	N-S: 724	E-W: 698	SUM: 1422	N-S: 851	E-W: 725	SUM: 1576	N-S: 852	E-W: 725	SUM: 1576	N-S: 852	E-W: 725	SUM: 1576
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	[1]	0.867	[1]	0.935	[1]	1.046	[1]	1.047	[1]	1.047	[1]	1.047	[1]	1.047	[1]
Level of Service:	D	E	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Hawthorne Boulevard
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA2
 Counts by: Accutek Traffic Data, Inc.

Hawthorne Boulevard @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	242	2	133	17	259	2	142	11	270	2	148	0	270	0	270	2	148	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Thru	1340	2	466	94	1434	2	499	135	1569	2	550	3	1572	0	1572	2	551	0
Comb. T-R	1	1	466	1	466	1	499	1	499	1	550	1	551	1	551	1	551	1
NB Right	59	0	-	4	63	0	-	18	81	0	-	0	81	0	81	0	-	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	226	2	124	16	242	2	133	10	252	2	139	0	252	0	252	2	139	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	695	3	232	49	744	3	248	100	844	3	281	1	845	0	845	3	282	0
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Right	404	1	404	28	432	1	432	13	445	1	445	0	445	0	445	1	445	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	329	1	329	23	352	1	352	70	422	1	422	0	422	0	422	1	422	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	1076	2	458	75	1151	2	490	135	1286	2	540	3	1289	0	1289	2	541	0
Comb. T-R	1	1	458	1	458	1	490	1	490	1	540	1	541	1	541	1	541	1
EB Right	297	0	-	21	318	0	-	15	333	0	-	0	333	0	333	0	-	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	130	1	130	9	139	1	139	25	164	1	164	0	164	0	164	1	164	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	994	2	410	70	1064	2	438	105	1169	2	484	12	1181	0	1181	2	488	0
Comb. T-R	1	1	410	1	410	1	438	1	438	1	484	1	488	1	488	1	488	1
WB Right	235	0	-	16	251	0	-	31	282	0	-	0	282	0	282	0	-	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 591	E-W: 739	SUM: 1329	N-S: 632	E-W: 790	SUM: 1422	N-S: 688	E-W: 906	SUM: 1594	N-S: 688	E-W: 910	SUM: 1599	N-S: 689	E-W: 910	SUM: 1599	N-S: 689	E-W: 910	SUM: 1599
No. of Phases:	(N/A=0, ATCS=1, ATCS=2)	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4
Volume / Capacity:	[1] 0.867	[1] 0.934	[1] 1.059	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063	[1] 1.063
Level of Service:	D	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Hawthorne Boulevard
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 Project: Ponite Vista Project/1-103861-1
 File Name: CMA2
 Counts by: Accutek Traffic Data, Inc.

Hawthorne Boulevard @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	2	163	21	2	174	2	181	0	330	2	181	0	330	2	181	181		
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
NB Thru	2	307	59	2	328	2	384	2	1044	2	385	0	1044	2	385	385		
Comb. T-R	1	307	1	1	328	1	384	1	1111	1	385	0	1111	1	385	385		
NB Right	0	-	6	0	-	0	-	0	0	0	-	0	0	0	-	-		
Comb. L-T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
SB Left	2	223	28	2	239	2	269	0	489	2	269	0	489	2	269	269		
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
SB Thru	3	418	88	3	447	3	510	3	1534	3	511	0	1534	3	511	511		
Comb. T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
SB Right	1	450	32	1	482	1	560	0	560	1	560	0	560	1	560	560		
Comb. L-T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
EB Left	1	252	18	1	270	1	293	0	293	1	293	0	293	1	293	293		
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
EB Thru	2	447	73	2	478	2	525	12	1249	2	529	0	1249	2	529	529		
Comb. T-R	1	447	1	1	478	1	525	0	339	1	529	0	339	1	529	529		
EB Right	0	-	21	0	-	0	-	0	0	0	-	0	0	0	-	-		
Comb. L-T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
WB Left	1	186	13	1	199	1	224	0	224	1	224	0	224	1	224	224		
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
WB Thru	2	427	71	2	457	2	519	6	1250	2	521	0	1250	2	521	521		
Comb. T-R	1	427	1	1	457	1	519	0	312	1	521	0	312	1	521	521		
WB Right	0	-	18	0	-	0	-	0	0	0	-	0	0	0	-	-		
Comb. L-T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	-		
Crit. Volumes:	N-S:	581	N-S:	621	N-S:	692	N-S:	693	N-S:	693	N-S:	693	N-S:	693	N-S:	693	693	
	E-W:	679	E-W:	727	E-W:	812	E-W:	814	E-W:	814	E-W:	814	E-W:	814	E-W:	814	814	
	SUM:	1260	SUM:	1348	SUM:	1503	SUM:	1506	SUM:	1506	SUM:	1506	SUM:	1506	SUM:	1506	1506	
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	[1] 0.816			[1] 0.880			[1] 0.993			[1] 0.995			[1] 0.995			[1] 0.995		
Level of Service:	D			D			E			E			E			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Hawthorne Boulevard
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA3
 Counts by: Accutek Traffic Data, Inc.

Hawthorne Boulevard @ Palos Verdes Drive North
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	31	1	31	2	33	1	33	3	36	1	36	0	36	0	36	1	36	
Comb. L-T	0	-	0	65	988	2	494	99	1087	0	543	0	1087	0	1087	2	543	
NB Thru	923	2	462	21	318	0	318	4	322	0	322	2	324	0	324	0	324	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	297	1	297	8	126	0	126	11	137	0	137	1	138	0	138	1	138	
Comb. L-T-R	0	-	0	43	655	2	327	72	727	2	363	0	727	0	727	2	363	
SB Left	118	1	118	16	244	0	244	9	253	0	253	0	253	0	253	1	253	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	612	2	306	31	471	1	330	28	499	1	349	0	499	0	499	1	349	
Comb. T-R	0	-	0	34	516	0	333	10	526	0	344	1	527	0	527	0	345	
SB Right	228	1	228	1	10	0	10	3	13	0	13	0	13	0	13	0	13	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	440	1	308	207	14	221	1	221	3	224	1	224	6	230	0	230	1	230
Comb. L-T	0	-	0	28	431	1	431	5	436	0	436	3	439	0	439	1	439	
EB Thru [1]	482	0	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	0	9	135	1	135	9	144	1	144	3	147	0	147	1	147	
EB Right	9	0	9	1	10	0	10	3	13	0	13	0	13	0	13	0	13	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	207	1	207	14	221	1	221	3	224	1	224	6	230	0	230	1	230	
Comb. L-T	0	-	0	28	431	1	431	5	436	0	436	3	439	0	439	1	439	
WB Thru [1]	403	1	403	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	0	9	135	1	135	9	144	1	144	3	147	0	147	1	147	
WB Right	126	1	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 580	E-W: 715	SUM: 1294	N-S: 620	E-W: 765	SUM: 1385	N-S: 681	E-W: 788	SUM: 1466	N-S: 682	E-W: 788	SUM: 1470	N-S: 682	E-W: 788	SUM: 1470	N-S: 682	E-W: 788	SUM: 1470
No. of Phases:	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0
Volume / Capacity:	0.941	1.007	1.066	1.066	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Eastbound/Westbound is a split phase.

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CRITICAL MOVEMENT ANALYSIS

Hawthorne Boulevard
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA3
 Counts by: Accutek Traffic Data, Inc.

Hawthorne Boulevard @ Palos Verdes Drive North
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	14	1	14	1	15	1	15	3	18	1	18	0	18	1	18	0	18
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	706	2	353	49	755	2	378	117	872	2	436	0	872	2	436	0	872
Comb. T-R	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
NB Right	220	1	220	15	235	1	235	3	238	1	238	6	244	1	244	0	244
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	120	1	120	8	128	1	128	14	142	1	142	3	145	1	145	0	145
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1011	2	506	71	1082	2	541	141	1223	2	611	0	1223	2	611	0	1223
Comb. T-R	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Right	296	1	296	21	317	1	317	33	350	1	350	0	350	1	350	0	350
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	137	14	209	1	146	20	229	1	160	0	229	1	160	0	229
Comb. L-T	1	246	1	246	30	454	1	263	14	468	0	3	471	0	276	0	471
EB Thru [1]	424	0	-	30	454	0	-	14	468	0	274	3	471	0	276	0	471
Comb. T-R	1	246	1	246	1	263	1	263	3	13	0	0	13	0	13	0	13
EB Right	9	0	-	1	10	0	-	3	13	0	0	0	13	0	13	0	13
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	233	1	233	16	249	1	249	4	253	1	253	3	256	1	256	0	256
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru [1]	400	1	400	28	428	1	428	7	435	1	435	2	437	1	437	0	437
Comb. T-R	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	106	1	106	7	113	1	113	12	125	1	125	2	127	1	127	0	127
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 520	E-W: 646	SUM: 1166	N-S: 556	E-W: 691	SUM: 1247	N-S: 629	E-W: 709	SUM: 1339	N-S: 629	E-W: 713	SUM: 1342	N-S: 629	E-W: 713	SUM: 1342		
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	4	0	4	0	4	0	4	0	4	0	4	4	0	4	0	
Volume / Capacity:	0.847	0.907	0.974	0.976	0.976	0.976	0.976	0.976	0.976	0.976	0.976	0.976	0.976	0.976	0.976	0.976	
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 [1] Eastbound/Westbound is a split phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA4
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Sepulveda Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	2	156	20	304	2	167	5	309	2	170	0	309	2	170	0	309	2	170
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	4	289	81	1236	4	309	140	1376	4	344	0	1376	4	344	0	1376	4	344
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	1	238	17	255	1	255	56	311	1	311	0	311	1	311	0	311	1	311
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	2	111	14	216	2	119	-2	214	2	118	1	215	2	118	0	215	2	118
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	3	300	63	962	3	321	222	1184	3	395	0	1184	3	395	0	1184	3	395
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	1	138	10	148	1	148	1	149	1	149	0	149	1	149	0	149	1	149
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	2	142	18	277	2	152	1	278	2	153	0	278	2	153	0	278	2	153
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	3	345	73	1109	3	370	56	1165	3	388	0	1165	3	388	0	1165	3	388
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	1	133	9	142	1	142	1	143	1	143	0	143	1	143	0	143	1	143
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	2	298	38	579	2	318	134	713	2	392	0	713	2	392	0	713	2	392
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	4	355	99	1517	4	379	127	1644	4	411	0	1644	4	411	0	1644	4	411
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	1	284	20	304	1	304	5	309	1	309	3	312	1	312	0	312	1	312
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 456	E-W: 643	SUM: 1099	N-S: 488	E-W: 688	SUM: 1176	N-S: 565	E-W: 780	SUM: 1345	N-S: 565	E-W: 780	SUM: 1345	N-S: 565	E-W: 780	SUM: 1345	N-S: 565	E-W: 780	SUM: 1345
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.799			0.855			0.978			0.978			0.978			0.978		
Level of Service:	C			D			E			E			E			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA4
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Sepulveda Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume		
NB Left	2	153	19	2	164	4	301	2	166	0	301	2	166	0	301	2	166	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Thru	4	303	85	4	324	286	1581	4	395	0	1581	4	395	0	1581	4	395	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
NB Right	1	549	38	1	587	154	741	1	741	0	741	1	741	0	741	1	741	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	2	191	24	2	205	5	377	2	208	3	380	2	209	0	380	2	209	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Thru	3	440	92	3	470	201	1612	3	537	0	1612	3	537	0	1612	3	537	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
SB Right	1	192	13	1	205	1	206	1	206	0	206	1	206	0	206	1	206	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	2	98	13	2	105	1	193	2	106	0	193	2	106	0	193	2	106	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Thru	3	422	89	3	452	211	1566	3	522	0	1566	3	522	0	1566	3	522	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
EB Right	1	239	17	1	256	8	264	1	264	0	264	1	264	0	264	1	264	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	2	238	30	2	254	76	538	2	296	0	538	2	296	0	538	2	296	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Thru	4	301	84	4	322	125	1413	4	353	0	1413	4	353	0	1413	4	353	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	
WB Right	1	200	14	1	214	0	214	1	214	2	216	1	216	0	216	1	216	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	622	N-S:	665	N-S:	801	N-S:	803	N-S:	803	N-S:	803	N-S:	803	E-W:	818	E-W:	818
	E-W:	660	E-W:	706	E-W:	1619	E-W:	1621	E-W:	1621	E-W:	1621	E-W:	1621	SUM:	1621	SUM:	1621
	SUM:	1281	SUM:	1371	SUM:	1619	SUM:	1619	SUM:	1621	SUM:	1621	SUM:	1621				
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATSA=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume / Capacity:	0.932	0.997	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.179	
Level of Service:	E	E	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Lomita Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA5
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Lomita Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	71	1	71	5	76	1	76	65	141	1	141	1	141	0	141	1	141
Comb. L-T	0	-	-	3	338	3	338	89	1104	3	368	3	368	0	1104	3	368
NB Thru	949	3	316	66	1015	3	338	89	1104	3	368	3	368	0	1104	3	368
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	182	1	182	13	195	1	195	0	195	1	195	1	195	0	195	1	195
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	183	1	183	13	196	1	196	0	196	1	196	1	196	0	196	1	196
Comb. L-T	0	-	-	3	383	3	383	93	1241	3	414	3	414	0	1241	3	414
SB Thru	1073	3	358	75	1148	3	383	93	1241	3	414	3	414	0	1241	3	414
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	380	1	380	27	407	1	407	273	680	1	680	1	680	0	680	1	680
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	207	2	114	14	221	2	122	116	337	2	186	2	186	0	337	2	186
Comb. L-T	0	-	-	2	263	2	263	25	550	2	275	2	275	0	552	2	276
EB Thru	491	2	246	34	525	2	263	25	550	2	275	2	275	0	552	2	276
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	39	1	39	3	42	1	42	19	61	1	61	1	61	0	61	1	61
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	437	2	240	31	468	2	257	7	475	2	261	2	261	0	475	2	261
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1112	2	556	78	1190	2	595	89	1279	2	639	2	644	0	1288	2	644
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	155	1	155	11	166	1	166	0	166	1	166	1	166	0	166	1	166
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 499	E-W: 670	SUM: 1169	N-S: 534	E-W: 717	SUM: 1251	N-S: 635	E-W: 825	SUM: 1460	N-S: 635	E-W: 830	SUM: 1464	N-S: 635	E-W: 830	SUM: 1464		
No. of Phases:	(N/A=0, ATSA=2)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.850	0.910	1.062	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065	1.065
Level of Service:	D	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 100% of overlapping left turn.
 [1] Overlap phase for right-turn lanes.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Lomita Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA5
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Lomita Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	72	1	72	5	77	1	77	27	104	1	104	0	104	1	104	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
NB Thru	1325	3	442	93	1418	3	473	131	1549	3	516	0	1549	3	516	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
NB Right [1]	562	1	562	39	601	1	601	6	607	1	607	0	607	1	607	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	187	1	187	13	200	1	200	0	200	1	200	0	200	1	200	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
SB Thru	1372	3	457	96	1468	3	489	125	1593	3	531	0	1593	3	531	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
SB Right [1]	293	1	293	21	314	1	314	159	473	1	473	0	473	1	473	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	547	2	301	38	585	2	322	316	901	2	496	0	901	2	496	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
EB Thru	963	2	482	67	1030	2	515	97	1127	2	564	9	1136	2	568	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
EB Right [1]	99	1	99	7	106	1	106	73	179	1	179	0	179	1	179	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	331	2	182	23	354	2	195	1	355	2	195	0	355	2	195	
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
WB Thru	734	2	367	51	785	2	393	40	825	2	413	5	830	2	415	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	-	0	0	-	
WB Right [1]	159	1	159	11	170	1	170	1	171	1	171	0	171	1	171	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	629	N-S:	673	N-S:	716	N-S:	716	N-S:	716	N-S:	716	N-S:	716	N-S:	716
	E-W:	668	E-W:	715	E-W:	908	E-W:	911	E-W:	911	E-W:	911	E-W:	911	E-W:	911
	SUM:	1297	SUM:	1387	SUM:	1625	SUM:	1627	SUM:	1627	SUM:	1627	SUM:	1627	SUM:	1627
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATSA=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume / Capacity:	0.943	1.009	1.182	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 [1] Overlap phase for right-turn lanes.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA6
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	77	1	77	5	82	1	82	8	90	1	90	0	90	1	90
Comb. L-T	0	-	0	-	-	0	-	-	0	-	0	-	-	0	-
NB Thru	915	3	305	64	979	3	326	149	1128	3	376	6	1134	3	378
Comb. T-R	0	-	0	-	-	0	-	-	0	-	0	-	-	0	-
NB Right	449	1	449	31	480	1	480	0	480	1	480	0	480	1	480
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	175	1	175	12	187	1	187	19	206	1	206	0	206	1	206
Comb. L-T	0	-	0	-	-	0	-	-	0	-	0	-	-	0	-
SB Thru	486	2	184	34	520	2	197	128	648	2	244	2	650	2	245
Comb. T-R	1	184	1	184	197	1	197	13	84	0	84	0	84	0	84
SB Right	66	0	-	5	71	0	-	5	16	0	16	0	16	0	16
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	135	2	74	9	144	2	79	17	161	2	89	0	161	2	89
Comb. L-T	0	-	0	-	-	0	-	-	0	-	0	-	-	0	-
EB Thru	1169	1	590	82	1251	1	631	112	1363	1	689	4	1367	1	691
Comb. T-R	1	590	1	590	631	1	631	5	16	0	16	0	16	0	16
EB Right	10	0	-	1	11	0	-	1	16	0	16	0	16	0	16
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	675	2	371	47	722	2	397	1	723	2	398	0	723	2	398
Comb. L-T	0	-	0	-	-	0	-	-	0	-	0	-	-	0	-
WB Thru	1687	2	660	118	1805	2	707	130	1935	2	785	15	1950	2	790
Comb. T-R	1	660	1	660	707	1	707	105	420	0	420	0	420	0	420
WB Right	294	0	-	21	315	0	-	21	315	0	315	0	315	0	315
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 480	E-W: 961	SUM: 1441	N-S: 514	E-W: 1028	SUM: 1542	N-S: 582	E-W: 1087	SUM: 1669	N-S: 584	E-W: 1089	SUM: 1673	N-S: 584	E-W: 1089	SUM: 1673
No. of Phases:	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4
Volume / Capacity:	[1] 0.948	[1] 1.021	[1] 1.114	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117	[1] 1.117
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA6
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	88	1	88	1	94	1	94	9	103	1	103	0	103	1	103	103
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-
NB Thru	641	3	214	3	229	3	229	126	812	3	271	3	815	3	272	272
Comb. T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-
NB Right	346	1	346	1	370	1	370	1	371	1	371	0	371	1	371	371
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	382	1	382	1	409	1	409	116	525	1	525	0	525	1	525	525
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-
SB Thru	728	2	283	2	303	2	303	148	927	2	358	6	933	2	360	360
Comb. T-R	1	283	283	1	303	1	303	17	148	0	358	0	148	1	360	360
SB Right	122	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	168	2	92	2	99	2	99	13	193	2	106	0	193	2	106	106
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-
EB Thru	1428	1	716	1	766	1	766	160	1688	1	851	15	1703	1	859	859
Comb. T-R	1	716	716	1	766	1	766	0	14	0	851	0	14	1	859	859
EB Right	3	0	-	0	-	0	-	11	14	0	0	0	14	0	14	14
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	383	2	211	2	225	2	225	1	411	2	226	0	411	2	226	226
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-
WB Thru	1314	2	537	2	575	2	575	142	1548	2	633	8	1556	2	636	636
Comb. T-R	1	537	537	1	575	1	575	34	352	0	633	0	352	1	636	636
WB Right	297	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	623	666	N-S:	795	795	795	N-S:	796	796	796	N-S:	796	796	796	796
	E-W:	926	991	E-W:	1077	1077	1077	E-W:	1085	1085	1085	E-W:	1085	1085	1085	1085
	SUM:	1549	1657	SUM:	1657	1657	1657	SUM:	1881	1881	1881	SUM:	1881	1881	1881	1881
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	[1] 1.026			[1] 1.105			[1] 1.261			[1] 1.268			[1] 1.268			
Level of Service:	F			F			F			F			F			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA7
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Palos Verdes Drive North
 Peak Hour: AM
 Annual Growth: 1.0%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	97	1	97	7	104	1	104	0	104	1	104	0	104	1	104	104
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
NB Thru	761	2	381	53	814	2	407	94	908	2	454	2	908	2	454	454
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
NB Right [1,2]	509	1	509	36	545	1	545	40	585	1	585	2	587	1	587	587
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
SB Left	65	1	65	5	70	1	70	7	77	1	77	2	79	1	79	79
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
SB Thru	663	2	332	46	709	2	355	71	780	2	390	0	780	2	390	390
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
SB Right	220	1	220	15	235	1	235	0	235	1	235	0	235	1	235	235
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
EB Left	416	2	229	29	445	2	245	0	445	2	245	0	445	2	245	245
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
EB Thru	489	1	264	34	523	1	282	24	547	1	294	3	550	1	296	296
Comb. T-R	1	264	264	1	282	1	282	0	282	1	294	0	296	1	296	296
EB Right	39	0	39	3	42	0	42	0	42	0	42	0	42	0	42	42
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
WB Left	404	2	222	28	432	2	238	35	467	2	257	6	473	2	260	260
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
WB Thru	466	1	276	33	499	1	295	12	511	1	309	12	523	1	318	318
Comb. T-R	1	276	276	1	295	1	295	0	295	1	309	0	318	1	318	318
WB Right	85	0	85	6	91	0	91	16	107	0	107	6	113	0	113	113
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
Crit. Volumes:	N-S:	574	614	N-S:	661	665	N-S:	661	665	N-S:	665	N-S:	665	N-S:	665	533
	E-W:	504	540	E-W:	554	563	E-W:	554	563	E-W:	563	E-W:	563	E-W:	563	563
	SUM:	1078	1154	SUM:	1215	1228	SUM:	1215	1228	SUM:	1228	SUM:	1228	SUM:	1095	1095
No. of Phases:	(N/A=0, ATSA=2)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:		0.784	0.839	0.839	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.797
Level of Service:		C	D	D	D	D	D	D	D	D	D	D	D	D	D	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 0% of overlapping left turn.

[1] No right-turn on red from 7:00 AM - 6:00 PM.

[2] Mitigation: Northbound right-turn overlap signal phase with westbound left-turn signal phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Crenshaw Boulevard
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA7
 Counts by: Accutek Traffic Data, Inc.

Crenshaw Boulevard @ Palos Verdes Drive North
 Peak Hour: PM
 Annual Growth: 1.00%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	34	1	34	2	36	1	36	0	36	1	36	0	36	1	36	0	36	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	553	2	277	39	592	2	296	122	714	2	357	2	714	2	357	2	714	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right [1,2]	428	1	428	30	458	1	458	54	512	1	512	6	518	1	518	0	518	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	153	1	153	11	164	1	164	18	182	1	182	6	188	1	188	0	188	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	788	2	394	55	843	2	422	134	977	2	489	0	977	2	489	0	977	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	205	1	205	14	219	1	219	0	219	1	219	0	219	1	219	0	219	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	307	2	169	21	328	2	181	0	328	2	181	0	328	2	181	0	328	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	522	1	282	37	559	1	302	24	583	1	314	12	595	1	320	0	595	
Comb. T-R	1	282	282	1	302	1	302	0	302	1	314	0	314	1	320	0	320	
EB Right	42	0	-	3	45	0	-	0	45	0	-	0	45	0	-	0	45	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	467	2	257	33	500	2	275	56	556	2	306	3	559	2	307	0	559	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	441	1	246	31	472	1	263	18	490	1	277	6	496	1	281	0	496	
Comb. T-R	1	246	246	1	263	1	263	0	263	1	277	0	277	1	281	0	281	
WB Right	50	0	-	4	54	0	-	10	64	0	-	3	67	0	-	0	67	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 581	E-W: 539	SUM: 1120	N-S: 622	E-W: 577	SUM: 1198	N-S: 694	E-W: 619	SUM: 1313	N-S: 706	E-W: 627	SUM: 1333	N-S: 706	E-W: 627	SUM: 1333	N-S: 545	E-W: 627	SUM: 1172
No. of Phases:	(N/A=0, ATCS=2)	4	0	4	0	4	4	0	4	4	0	4	4	0	4	4	0	4
Volume / Capacity:	0.814	0.871	0.955	0.969	0.852	0.969	0.969	0.969	0.969	0.969	0.969	0.969	0.969	0.969	0.969	0.969	0.969	0.969
Level of Service:	D	D	D	D	D	D	E	E	E	E	E	E	E	E	E	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 0% of overlapping left turn.
 [1] No right-turn on red from 7:00 AM - 6:00 PM.
 [2] Mitigation: Northbound right-turn overlap signal phase with westbound left-turn signal phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Arlington Avenue-Narbornme Avenue
 E-W St: Lomita Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA8
 Counts by: Accutek Traffic Data, Inc.

Arlington Avenue-Narbornme Avenue @ Lomita Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	179	1	179	13	192	1	192	15	207	1	207	0	207	1	207
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	337	1	337	24	361	1	361	1	362	1	362	0	362	1	362
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	150	1	150	11	161	1	161	0	161	1	161	0	161	1	161
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	88	1	88	6	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	244	1	244	17	261	1	261	1	262	1	262	0	262	1	262
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	91	1	91	6	97	1	97	11	108	1	108	0	108	1	108
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	69	1	69	5	74	1	74	2	76	1	76	0	76	1	76
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	787	1	460	55	842	1	492	27	869	1	509	2	871	1	510
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	133	0	0	9	142	0	0	6	148	0	0	0	148	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	127	1	127	9	136	1	136	0	136	1	136	0	136	1	136
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1409	1	734	99	1508	1	785	85	1593	1	828	9	1602	1	832
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	59	0	0	4	63	0	0	0	63	0	0	0	63	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 425	E-W: 803	SUM: 1228	N-S: 455	E-W: 859	SUM: 1314	N-S: 469	E-W: 904	SUM: 1372	N-S: 469	E-W: 908	SUM: 1377	N-S: 469	E-W: 908	SUM: 1377
No. of Phases:	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0
Volume / Capacity:	0.893	0.956	0.998	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001
Level of Service:	D	E	E	E	E	E	E	E	E	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Arlington Avenue-Narbornme Avenue
 E-W St: Lomita Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA8
 Counts by: Accutek Traffic Data, Inc.

Arlington Avenue-Narbornme Avenue @ Lomita Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	1	138	10	148	1	148	7	155	1	155	1	155	0	155	1	155
Comb. L-T	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
NB Thru	253	1	253	18	271	1	271	4	275	1	275	0	275	1	275	1
Comb. T-R	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
NB Right	156	1	156	11	167	1	167	0	167	1	167	0	167	1	167	1
Comb. L-T-R	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
SB Left	115	1	115	8	123	1	123	0	123	1	123	0	123	1	123	1
Comb. L-T	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
SB Thru	320	1	320	22	342	1	342	3	345	1	345	0	345	1	345	1
Comb. T-R	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
SB Right	110	1	110	8	118	1	118	4	122	1	122	0	122	1	122	1
Comb. L-T-R	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
EB Left	83	1	83	6	89	1	89	13	102	1	102	0	102	1	102	1
Comb. L-T	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
EB Thru	1319	1	1319	92	1411	1	1411	86	1497	1	1497	9	1506	1	1506	1
Comb. T-R	1	733	1	733	1	733	1	733	1	733	1	733	1	733	1	733
EB Right	147	0	-	10	157	0	157	15	172	0	172	0	172	0	172	0
Comb. L-T-R	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
WB Left	93	1	93	7	100	1	100	0	100	1	100	0	100	1	100	1
Comb. L-T	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
WB Thru	1052	1	1052	74	1126	1	1126	38	1164	1	1164	5	1169	1	1169	1
Comb. T-R	1	569	1	569	1	569	1	569	1	569	1	569	1	569	1	569
WB Right	86	0	-	6	92	0	92	0	92	0	92	0	92	0	92	0
Comb. L-T-R	0	-	-	-	0	-	-	0	0	-	0	-	0	0	0	-
Crit. Volumes:	N-S: 458	E-W: 826	SUM: 1284	N-S: 490	E-W: 884	SUM: 1374	N-S: 500	E-W: 934	SUM: 1434	N-S: 500	E-W: 939	SUM: 1439	N-S: 500	E-W: 939	SUM: 1439	
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	4	0	4	0	4	4	0	4	4	0	4	4	0	4	
Volume / Capacity:	0.934	0.999	1.043	0.934	0.999	1.043	0.934	0.999	1.043	0.934	0.999	1.043	0.934	0.999	1.043	
Level of Service:	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

Narbonne Avenue @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Narbonne Avenue
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA9
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	285	1	285	20	305	1	305	17	322	1	322	0	322	0	322
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	381	1	238	27	408	1	255	4	412	1	257	0	412	0	412
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	95	0	238	7	102	0	255	0	102	0	257	0	102	0	102
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	150	1	150	11	161	1	161	15	176	1	176	0	176	0	176
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	170	1	133	12	182	1	142	4	186	1	144	0	186	0	186
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	95	0	133	7	102	0	142	1	103	0	144	0	103	0	103
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	1	63	4	67	1	67	1	68	1	68	0	68	0	68
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1482	2	541	104	1586	2	579	127	1713	2	622	5	1718	0	1718
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	140	0	541	10	150	0	579	3	153	0	622	0	153	0	153
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	6	89	1	89	0	89	1	89	0	89	0	89
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	2134	2	756	149	2283	2	809	223	2506	2	890	18	2524	0	2524
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	133	0	756	9	142	0	809	20	162	0	890	0	162	0	162
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 418	E-W: 819	SUM: 1236	N-S: 447	E-W: 876	SUM: 1323	N-S: 466	E-W: 958	SUM: 1424	N-S: 466	E-W: 964	SUM: 1430	N-S: 466	E-W: 964	SUM: 1430
No. of Phases:	(N/A=0, ATSC=1, ATCS=2)	4	2	4	2	4	4	2	4	2	4	2	4	2	4
Volume / Capacity:	[1] 0.799	[1] 0.862	[1] 0.936	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940	[1] 0.940
Level of Service:	C	D	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Narbonne Avenue @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Narbonne Avenue
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA9
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	160	11	171	1	171	1	178	7	178	1	178	0	178	1	178	1		
Comb. L-T	0	-	-	0	-	0	0	-	0	0	-	0	-	0	-	0		
NB Thru	241	17	258	1	168	1	261	3	261	1	169	0	261	1	169	1		
Comb. T-R	1	157	168	1	168	1	169	0	169	1	169	0	169	1	169	1		
NB Right	73	0	73	0	-	0	78	0	78	0	-	0	78	0	78	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	191	13	204	1	204	1	241	37	241	1	241	0	241	1	241	1		
Comb. L-T	0	-	-	0	-	0	0	-	0	0	-	0	-	0	-	0		
SB Thru	301	21	322	1	228	1	325	3	325	1	231	0	325	1	231	1		
Comb. T-R	1	214	228	1	228	1	231	0	231	1	231	0	231	1	231	1		
SB Right	126	0	126	0	-	0	138	3	138	0	-	0	138	0	138	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	101	7	108	1	108	1	112	4	112	1	112	0	112	1	112	1		
Comb. L-T	0	-	-	0	-	0	0	-	0	0	-	0	-	0	-	0		
EB Thru	1724	2	1845	2	700	2	2111	266	2111	2	795	18	2129	2	801	2		
Comb. T-R	1	654	700	1	700	1	795	0	795	1	801	0	801	1	801	1		
EB Right	238	0	238	0	-	0	275	20	275	0	-	0	275	0	275	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	88	1	89	1	94	1	94	0	94	1	94	0	94	1	94	1		
Comb. L-T	0	-	-	0	-	0	0	-	0	0	-	0	-	0	-	0		
WB Thru	1891	2	2023	2	715	2	2201	178	2201	2	787	10	2211	2	790	2		
Comb. T-R	1	668	715	1	715	1	787	0	787	1	790	0	790	1	790	1		
WB Right	114	0	114	0	-	0	159	37	159	0	-	0	159	0	159	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	374	400	N-S:	411	N-S:	411	N-S:	411	N-S:	411	N-S:	411	N-S:	411	411		
	E-W:	769	823	E-W:	899	E-W:	899	E-W:	899	E-W:	902	E-W:	902	E-W:	902	902		
	SUM:	1143	1223	SUM:	1310	SUM:	1310	SUM:	1310	SUM:	1313	SUM:	1313	SUM:	1313	1313		
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	[1] 0.731			[1] 0.789			[1] 0.853			[1] 0.855			[1] 0.855			[1] 0.855		
Level of Service:	C			C			D			D			D			D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Palos Verdes Drive East @ Palos Verdes Drive North
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Palos Verdes Drive East
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA10
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	373	2	205	2	220	5	404	2	222	0	404	2	222	0	404	2
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
NB Thru	229	1	229	1	245	10	255	1	255	0	255	1	255	0	255	1
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
NB Right	128	1	128	1	137	6	143	1	143	1	144	1	144	0	144	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	143	2	79	2	84	14	167	2	92	0	167	2	92	0	167	2
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
SB Thru	116	1	116	1	124	6	130	1	130	0	130	1	130	0	130	1
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
SB Right	43	1	43	1	46	0	46	1	46	0	46	1	46	0	46	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	75	1	75	1	80	0	80	1	80	0	80	1	80	0	80	1
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
EB Thru	1047	2	524	2	560	65	1185	2	593	6	1191	2	596	0	1191	2
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
EB Right	202	1	202	1	216	15	231	1	231	0	231	1	231	0	231	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	183	1	183	1	196	5	201	1	201	3	204	1	204	0	204	1
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
WB Thru	834	1	516	1	552	51	943	1	581	24	967	1	593	0	967	1
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0
WB Right	197	0	197	0	211	7	218	0	218	0	218	0	218	0	218	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 321	E-W: 707	SUM: 1028	N-S: 344	E-W: 756	SUM: 1100	N-S: 352	E-W: 799	SUM: 1152	N-S: 352	E-W: 799	SUM: 1152	N-S: 352	E-W: 799	SUM: 1152	
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.747			0.800			0.833			0.838			0.838			
Level of Service:	C			C			D			D			D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Palos Verdes Drive East @ Palos Verdes Drive North
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Palos Verdes Drive East
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA10
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	2	80	10	155	2	85	9	164	2	90	2	0	164	2	90	2
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
NB Thru	1	147	10	157	1	157	8	165	1	165	1	0	165	1	165	1
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
NB Right	1	123	9	132	1	132	6	138	1	138	1	3	141	1	141	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	2	117	15	227	2	125	10	237	2	130	2	0	237	2	130	2
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
SB Thru	1	233	16	249	1	249	13	262	1	262	1	0	262	1	262	1
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
SB Right	1	75	5	80	1	80	0	80	1	80	1	0	80	1	80	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	58	4	62	1	62	0	62	1	62	1	0	62	1	62	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
EB Thru	2	482	67	1031	2	516	82	1113	2	557	2	24	1137	2	569	2
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
EB Right	1	304	21	325	1	325	8	333	1	333	1	0	333	1	333	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	124	9	133	1	133	5	138	1	138	1	2	140	1	140	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
WB Thru	1	558	72	1101	1	597	78	1179	1	642	1	13	1192	1	649	1
Comb. T-R	1	558	0	558	1	597	0	597	1	642	1	0	642	1	649	1
WB Right	0	-	6	92	0	-	13	105	0	-	0	0	105	0	-	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 313	E-W: 616	SUM: 928	N-S: 335	E-W: 659	SUM: 993	N-S: 353	E-W: 704	SUM: 1057	N-S: 353	E-W: 711	SUM: 1063	N-S: 353	E-W: 711	SUM: 1063	
No. of Phases:	4	0	0	4	0	0	4	0	0	4	0	0	4	0	0	
Volume / Capacity:	0.675	0.722	0.768	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	0.773	
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA11
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Sepulveda Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	
NB Left	132	1	132	9	141	1	141	9	150	1	150	3	153	1	153	0	153
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	1095	2	448	77	1172	2	480	98	1270	2	511	15	1285	2	516	0	1285
Comb. T-R	1	448	1	480	1	511	1	511	1	516	1	516	1	516	1	516	2
NB Right	250	0	-	18	268	0	-	-5	263	0	0	0	263	0	263	0	263
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	79	1	79	6	85	1	85	-1	84	1	84	0	84	1	84	0	84
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	925	2	370	65	990	2	396	110	1100	2	442	4	1104	2	443	0	1104
Comb. T-R	1	370	1	396	1	442	1	442	1	443	1	443	1	443	1	443	2
SB Right	184	0	-	13	197	0	-	29	226	0	0	0	226	0	226	0	226
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	157	1	157	11	168	1	168	15	183	1	183	0	183	1	183	0	183
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	1130	2	394	79	1209	2	422	73	1282	2	447	0	1282	2	447	0	1282
Comb. T-R	1	394	1	422	1	447	1	447	1	447	1	447	1	447	1	447	2
EB Right	52	0	-	4	56	0	-	3	59	0	0	1	60	0	60	0	60
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	317	1	317	22	339	1	339	14	353	1	353	0	353	1	353	0	353
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	1587	2	580	111	1698	2	621	207	1905	2	693	0	1905	2	693	0	1905
Comb. T-R	1	580	1	621	1	693	1	693	1	693	1	693	1	693	1	693	2
WB Right	154	0	-	11	165	0	-	10	175	0	0	0	175	0	175	0	175
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 527	E-W: 737	SUM: 1265	N-S: 564	E-W: 789	SUM: 1353	N-S: 594	E-W: 876	SUM: 1471	N-S: 599	E-W: 876	SUM: 1476	N-S: 599	E-W: 876	SUM: 1476		
No. of Phases:	4	0	0	4	2	2	4	2	2	4	2	4	4	2	2	2	
(N/A=0, ATCSAC=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume / Capacity:	0.920	0.920	0.920	0.884	0.884	0.884	0.969	0.969	0.969	0.973	0.973	0.973	0.973	0.973	0.973		
Level of Service:	E	E	E	D	D	D	E	E	E	E	E	E	E	E	E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Harbor Gateway 2 ATCSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Sepulveda Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA11
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	Volume	Lane	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes		
NB Left	145	1	145	10	155	1	155	9	164	1	164	1	166	0	166	1	166
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	777	2	346	54	831	2	371	63	894	2	396	2	399	0	902	2	399
Comb. T-R	1	1	346	1	371	1	371	1	396	1	396	1	399	1	399	1	399
NB Right	262	0	0	18	280	0	0	14	294	0	0	0	294	0	294	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	200	1	200	14	214	1	214	6	220	1	220	1	220	0	220	1	220
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1045	2	396	73	1118	2	424	69	1187	2	452	2	457	0	1202	2	457
Comb. T-R	1	1	396	1	424	1	424	1	452	1	452	1	457	1	457	1	457
SB Right	143	0	0	10	153	0	0	15	168	0	0	0	168	0	168	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	168	1	168	12	180	1	180	28	208	1	208	1	208	0	208	1	208
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1469	2	533	103	1572	2	570	299	1871	2	675	2	676	0	1871	2	676
Comb. T-R	1	1	533	1	570	1	570	1	675	1	675	1	676	1	676	1	676
EB Right	129	0	0	9	138	0	0	16	154	0	0	0	157	0	157	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	302	1	302	21	323	1	323	0	323	1	323	1	323	0	323	1	323
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1337	2	492	94	1431	2	527	154	1585	2	578	2	578	0	1585	2	578
Comb. T-R	1	1	492	1	527	1	527	1	578	1	578	1	578	1	578	1	578
WB Right	140	0	0	10	150	0	0	0	150	0	0	0	150	0	150	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 546	E-W: 835	SUM: 1381	N-S: 585	E-W: 893	SUM: 1478	N-S: 616	E-W: 998	SUM: 1614	N-S: 623	E-W: 999	SUM: 1622	N-S: 623	E-W: 999	SUM: 1622		
No. of Phases:	4	2	4	4	2	4	4	2	4	4	2	4	4	2	4		
(N/A=0, ATSA=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Volume / Capacity:	1.004	0.975	1.074	1.074	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080		
Level of Service:	F	E	F	F	F	F	F	F	F	F	F	F	F	F	F		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA11
 Counts by: City Traffic Counters

Western Avenue @ Sepulveda Boulevard
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lane	Volume	Total	No. of Lane	Volume	Total	No. of Lane	Volume	Total	No. of Lane	Volume	Total	No. of Lane	Volume	Total	
NB Left	1	180	13	193	1	193	1	209	1	211	1	211	1	211	1	211
Comb. L-T	0	-	-	-	0	-	0	-	0	0	0	0	0	0	0	-
NB Thru	2	306	48	737	2	328	2	349	2	799	2	352	2	799	2	352
Comb. T-R	1	306	1	328	1	328	1	349	1	352	1	352	1	352	1	352
NB Right	0	-	16	246	0	-	11	257	0	0	0	0	0	257	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	257	0	0
SB Left	1	121	8	129	1	129	1	130	1	130	1	130	1	130	1	130
Comb. L-T	0	-	-	-	0	-	0	-	0	0	0	0	0	0	0	-
SB Thru	2	214	37	571	2	229	2	634	2	645	2	645	2	645	2	645
Comb. T-R	1	214	1	229	1	229	1	257	1	257	1	261	1	261	1	261
SB Right	0	-	7	114	0	-	23	137	0	0	0	0	0	137	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	0
EB Left	1	235	16	251	1	251	1	272	1	272	1	272	1	272	1	272
Comb. L-T	0	-	-	-	0	-	0	-	0	0	0	0	0	0	0	-
EB Thru	2	419	79	1202	2	448	2	1460	2	1460	2	1460	2	1460	2	1460
Comb. T-R	1	419	1	448	1	448	1	539	1	539	1	540	1	540	1	540
EB Right	0	-	9	143	0	-	14	157	0	0	0	0	0	159	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	159	0	0
WB Left	1	224	16	240	1	240	1	252	1	252	1	252	1	252	1	252
Comb. L-T	0	-	-	-	0	-	0	-	0	0	0	0	0	0	0	-
WB Thru	2	449	85	1305	2	480	2	1603	2	1603	2	1603	2	1603	2	1603
Comb. T-R	1	449	1	480	1	480	1	581	1	581	1	581	1	581	1	581
WB Right	0	-	9	135	0	-	5	140	0	0	0	0	0	140	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	140	0	0
Crit. Volumes:	N-S:	427			N-S:	457			N-S:	479			N-S:	483		483
	E-W:	684			E-W:	732			E-W:	854			E-W:	854		854
	SUM:	1111			SUM:	1189			SUM:	1333			SUM:	1336		1336
No. of Phases:		4				4				4				4		4
(M/A=0, ATSA=1, ATCS=2)		0				2				2				2		2
Volume / Capacity:		0.808				[1]	0.765			[1]	0.869			[1]	0.872	0.872
Level of Service:		D				C				D				D		D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Harbor Gateway 2 ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Lomita Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA12
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Lomita Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [3]								
	Volume	Lane	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes						
NB Left	378	2	208	26	404	2	222	9	413	2	227	9	422	0	422	2	232	0	422	2	232
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	860	1	491	60	920	1	525	85	1005	1	567	18	1023	1	581	1	581	0	1023	1	581
Comb. T-R	121	0	491	8	129	0	525	0	129	0	567	9	138	0	581	1	581	0	138	0	581
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	161	2	89	11	172	2	95	0	172	2	95	0	172	0	172	2	95	0	172	0	172
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	743	1	495	52	795	1	529	103	898	1	590	5	903	1	593	1	593	0	903	2	452
Comb. T-R	246	0	495	17	263	0	529	19	282	0	590	0	282	0	593	1	593	0	282	0	452
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	282
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	282
EB Left	156	1	156	11	167	1	167	0	167	1	167	0	167	1	167	1	167	0	167	1	167
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167
EB Thru	866	2	433	61	927	2	463	42	969	2	484	0	969	2	484	2	484	0	969	2	484
Comb. T-R	215	0	433	15	230	0	463	4	234	1	234	2	236	1	236	1	236	0	236	1	236
EB Right [1]	0	0	215	0	230	0	230	0	234	0	234	0	236	0	236	0	236	0	236	0	236
Comb. L-T-R	0	0	215	0	230	0	230	0	234	0	234	0	236	0	236	0	236	0	236	0	236
WB Left	70	1	70	5	75	1	75	0	75	1	75	2	77	1	77	1	77	0	77	1	77
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
WB Thru	953	2	477	67	1020	2	510	59	1079	2	539	0	1079	2	539	2	539	0	1079	2	539
Comb. T-R	163	0	477	11	174	0	510	0	174	0	539	0	174	0	539	0	539	0	1079	2	539
WB Right [1]	0	0	163	0	174	0	174	0	174	1	174	0	174	1	174	1	174	0	174	1	174
Comb. L-T-R	0	0	163	0	174	0	174	0	174	0	174	0	174	0	174	0	174	0	174	0	174
Comb. L-T-R	0	0	163	0	174	0	174	0	174	0	174	0	174	0	174	0	174	0	174	0	174
Crit. Volumes:	N-S: 702	E-W: 633	SUM: 1335	N-S: 752	E-W: 677	SUM: 1428	N-S: 818	E-W: 706	SUM: 1524	N-S: 825	E-W: 706	SUM: 1531	N-S: 825	E-W: 706	SUM: 1531	N-S: 825	E-W: 706	SUM: 1531	N-S: 825	E-W: 706	SUM: 1531
No. of Phases:	4	0	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.971	0.971	0.971	0.939	0.939	0.939	1.008	1.008	1.008	1.008	1.008	1.014	1.014	1.014	1.014	1.014	1.014	1.014	1.014	1.014	1.014
Level of Service:	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] Overlap phase for right-turn lanes.

[2] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.

[3] The southbound right-turn movement has an overlapping phase with the eastbound left-turn phase in Mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Lomita Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA12
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Lomita Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [3]				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume		
NB Left	2	123	16	2	132	16	2	141	5	261	2	143	0	261	2	143	
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	595	342	42	637	366	51	688	391	10	698	1	399	0	698	1	399	
Comb. T-R	1	342	1	366	1	391	1	391	1	399	1	399	1	399	1	399	
NB Right	89	0	6	95	0	0	95	0	5	100	0	0	0	100	0	0	
Comb. L-T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	
SB Left	177	2	12	189	2	104	188	2	104	0	188	2	104	0	188	2	104
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	885	543	62	947	581	50	997	613	18	1015	1	622	0	1015	2	507	
Comb. T-R	1	543	1	581	1	613	1	613	1	622	1	622	1	622	2	507	
SB Right	201	0	14	215	0	14	229	0	0	229	0	0	0	229	1	229	
Comb. L-T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	
EB Left	184	1	13	197	1	197	26	223	0	223	1	223	0	223	1	223	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1176	588	82	1258	2	629	65	1323	0	1323	2	662	0	1323	2	662	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right [1]	407	1	28	435	1	435	18	453	9	462	1	462	0	462	1	462	
Comb. L-T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	
WB Left	94	1	7	101	1	101	0	101	9	110	1	110	0	110	1	110	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	929	2	65	994	2	497	49	1043	0	1043	2	522	0	1043	2	522	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right [1]	119	1	8	127	1	127	-1	126	0	126	1	126	0	126	1	126	
Comb. L-T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S: 666	E-W: 682	SUM: 1348	N-S: 713	E-W: 730	SUM: 1443	N-S: 754	E-W: 762	SUM: 1516	N-S: 765	E-W: 771	SUM: 1537	N-S: 765	E-W: 771	SUM: 1537		
No. of Phases:	4	0	2	4	2	2	4	2	2	4	2	4	2	4	2	4	
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume / Capacity:	0.981	0.981	0.949	0.981	0.949	0.949	1.002	1.018	1.018	1.018	1.018	1.018	1.018	1.018	1.018	1.018	
Level of Service:	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F	E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] Overlap phase for right-turn lanes.

[2] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.

[3] The southbound right-turn movement has an overlapping phase with the eastbound left-turn phase in Mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Lomita Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA12
 Counts by: City Traffic Counters

Western Avenue @ Lomita Boulevard
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [3]					
	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes			
NB Left	235	2	129	16	251	2	138	23	274	2	151	2	154	0	280	2	154	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	530	1	290	37	567	1	310	42	609	1	331	1	340	1	621	1	340	
Comb. T-R	1	290	-	1	310	1	310	1	331	1	331	1	340	1	621	1	340	
NB Right	49	0	-	3	52	0	-	0	52	0	-	0	58	0	58	0	-	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	105	2	58	7	112	2	62	-1	111	2	61	2	61	0	111	2	61	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	606	1	412	42	648	1	441	51	699	1	480	1	487	0	713	2	357	
Comb. T-R	1	412	-	1	441	1	441	1	480	1	480	1	487	0	713	2	357	
SB Right	218	0	-	15	233	0	-	27	260	0	-	0	260	0	260	1	260	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	140	1	140	10	150	1	150	24	174	1	174	1	174	0	174	1	174	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	720	2	360	50	770	2	385	75	845	2	423	2	423	0	845	2	423	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right [1]	170	1	170	12	182	1	182	21	203	1	203	1	210	0	210	1	210	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	85	1	85	6	91	1	91	0	91	1	91	1	98	0	98	1	98	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	712	2	356	50	762	2	381	70	832	2	416	2	416	0	832	2	416	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right [1]	65	1	65	5	70	1	70	-1	69	1	69	1	69	0	69	1	69	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S: 541	E-W: 496	SUM: 1037	N-S: 579	E-W: 531	SUM: 1110	N-S: 631	E-W: 590	SUM: 1221	N-S: 641	E-W: 590	SUM: 1231	N-S: 641	E-W: 590	SUM: 1231	N-S: 511	E-W: 590	SUM: 1101
No. of Phases:	4	0	0	4	2	2	4	2	2	4	2	4	4	2	2	4	2	2
(M/A=0, ATSC=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.754	0.754	0.754	0.707	0.707	0.707	0.788	0.788	0.788	0.788	0.788	0.795	0.795	0.795	0.795	0.795	0.795	0.700
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] Overlap phase for right-turn lanes.

[2] Reduction of 0.10 due to installation of Wilmington ATSC/ATCS system.

[3] The southbound right-turn movement has an overlapping phase with the eastbound left-turn phase in Mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Pacific Coast Highway
 Project: Pontic Vista Project/1-103861-1
 File Name: CMA13
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	476	2	262	33	509	2	280	35	544	2	299	18	562	2	309
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	824	1	456	58	882	1	488	49	931	1	512	36	967	1	541
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	88	0	0	6	94	0	0	0	94	0	0	21	115	0	115
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	178	1	178	12	190	1	190	4	194	1	194	0	194	1	194
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	582	2	291	41	623	2	311	60	683	2	341	9	692	2	692
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	131	1	131	9	140	1	140	43	183	1	183	0	183	1	183
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	124	1	124	9	133	1	133	36	169	1	169	0	169	1	169
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1543	2	601	108	1651	2	643	161	1812	2	701	0	1812	2	702
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	261	1	601	18	279	1	643	11	290	0	701	5	295	1	702
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	130	1	130	9	139	1	139	0	139	1	139	5	144	1	144
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1653	2	588	116	1769	2	630	231	2000	2	710	0	2000	2	710
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	112	0	0	8	120	0	630	9	129	1	710	0	129	1	710
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 634	E-W: 731	SUM: 1365	N-S: 678	E-W: 783	SUM: 1461	N-S: 707	E-W: 878	SUM: 1585	N-S: 735	E-W: 878	SUM: 1614	N-S: 735	E-W: 878	SUM: 1614
No. of Phases:	4	2	4	4	2	4	4	2	4	4	2	4	4	2	4
(N/A=0, ATCS=1, ATCS=2)	0.893	0.962	1.053	1.074	1.074	1.074	1.074	1.074	1.074	1.074	1.074	1.074	1.074	1.074	1.074
Level of Service:	D	E	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Pacific Coast Highway
 Project: Pontic Vista Project/1-103861-1
 File Name: CMA13
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume		
NB Left	419	2	230	29	448	2	247	20	468	2	258	10	478	2	263	2	263
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	620	1	362	43	663	1	387	50	713	1	412	19	732	1	427	1	427
Comb. T-R	1	362	362	1	387	1	387	0	0	0	412	1	427	1	427	1	427
NB Right	103	0	-	7	110	0	-	0	110	0	-	11	121	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	157	1	157	11	168	1	168	18	186	1	186	0	186	1	186	2	102
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	751	2	376	53	804	2	402	49	853	2	426	36	889	2	444	0	889
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	340
SB Right	123	1	123	9	132	1	132	1	133	1	133	0	133	1	133	0	133
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	131	1	131	9	140	1	140	1	141	1	141	0	141	1	141	1	141
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1359	2	591	95	1454	2	632	223	1677	2	719	0	1677	2	725	0	1677
Comb. T-R	1	591	591	1	632	1	632	0	0	1	719	1	725	1	725	1	725
EB Right	413	0	-	29	442	0	-	38	480	0	-	18	498	0	0	0	498
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	111	1	111	8	119	1	119	0	119	1	119	18	137	1	137	0	137
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1413	2	516	99	1512	2	552	159	1671	2	610	0	1671	2	610	0	1671
Comb. T-R	1	516	516	1	552	1	552	0	0	1	610	1	610	1	610	1	610
WB Right	135	0	-	9	144	0	-	16	160	0	-	0	160	0	0	0	160
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 606	E-W: 702	SUM: 1308	N-S: 648	E-W: 751	SUM: 1399	N-S: 684	E-W: 838	SUM: 1522	N-S: 707	E-W: 862	SUM: 1569	N-S: 603	E-W: 862	SUM: 1465		
No. of Phases:	4	2	4	4	2	4	4	2	4	4	2	4	4	2	4		
(N/A=0, ATCS=1, ATCS=2)	0.851	[1]	0.918	[1]	1.007	[1]	1.041	[1]	1.041	[1]	1.041	[1]	0.966	[1]	0.966		
Level of Service:	D	E	E	F	F	F	F	F	F	F	F	F	E	E	E		

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Pacific Coast Highway
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA13
 Counts by: City Traffic Counters

Western Avenue @ Pacific Coast Highway
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes			
NB Left	520	2	286	36	556	2	306	2	582	2	320	2	327	2	594	2	327	
Comb. L-T	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	536	1	336	38	574	1	360	1	611	1	378	1	397	1	635	1	397	
Comb. T-R	1	336	1	360	1	360	1	378	1	378	1	397	1	397	1	635	1	397
NB Right	136	0	-	10	146	0	-	0	146	0	-	0	0	0	160	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	0	0	
SB Left	153	1	153	11	164	1	164	1	185	1	185	1	185	1	185	1	185	
Comb. L-T	0	-	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
SB Thru	527	2	264	37	564	2	282	2	608	2	304	2	317	2	635	2	274	
Comb. T-R	0	-	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
SB Right	168	1	168	12	180	1	180	1	187	1	187	1	187	1	187	1	187	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	0	0	
EB Left	167	1	167	12	179	1	179	1	184	1	184	1	184	1	184	1	184	
Comb. L-T	0	-	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
EB Thru	1353	2	575	95	1448	2	615	2	1662	2	695	2	700	2	1662	2	700	
Comb. T-R	1	575	1	615	1	615	1	695	1	695	1	700	1	700	1	700	1	700
EB Right	372	0	-	26	398	0	-	25	423	0	-	14	437	0	437	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	437	0	0	
WB Left	135	1	135	9	144	1	144	1	144	1	144	1	158	1	158	1	158	
Comb. L-T	0	-	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
WB Thru	1355	2	484	95	1450	2	518	2	1685	2	604	2	604	2	1685	2	604	
Comb. T-R	1	484	1	518	1	518	1	604	1	604	1	604	1	604	1	1685	1	604
WB Right	96	0	-	7	103	0	-	23	126	0	-	0	126	0	126	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	0	0	
Crit. Volumes:	N-S:	550		N-S:	588		N-S:	624		N-S:	644		N-S:	644		N-S:	601	
	E-W:	710		E-W:	760		E-W:	839		E-W:	858		E-W:	858		E-W:	858	
	SUM:	1260		SUM:	1348		SUM:	1464		SUM:	1502		SUM:	1502		SUM:	1459	
No. of Phases:	4		4		4		4		4		4		4		4		4	
(M/A=0, ATSA=1, ATCS=2)	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.816		[1]	0.880		[1]	0.964		[1]	0.993		[1]	0.961		[1]	0.961	0.961	
Level of Service:	D		D		D		E		E		E		E		E		E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA14
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Anaheim Street
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	980	1	530	69	1049	1	567	68	1117	1	602	1	639	0	1191	1	639
Comb. T-R	1	530	1	567	1	567	1	602	1	602	1	639	1	639	1	639	
NB Right	80	0	6	86	0	0	1	87	0	0	0	0	0	87	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	87	0	0	
SB Left	325	2	179	23	348	2	191	4	352	2	193	0	352	0	352	2	193
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	647	2	324	45	692	2	346	67	759	2	380	18	777	0	777	2	389
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	4	1	4	0	4	1	4	0	4	1	4	0	4	0	4	1	4
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	155	0	0	11	166	0	0	7	173	0	0	0	173	0	173	0	0
Comb. L-T	1	204	1	218	1	218	1	225	1	225	1	225	1	225	1	225	
WB Thru	49	0	3	52	0	0	0	52	0	0	0	52	0	52	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	434	2	239	30	464	2	255	16	480	2	264	0	480	0	480	2	264
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 709	E-W: 204	SUM: 913	N-S: 758	E-W: 218	SUM: 977	N-S: 795	E-W: 225	SUM: 1020	N-S: 832	E-W: 225	SUM: 1057	N-S: 832	E-W: 225	SUM: 1057		
No. of Phases:	3			3			3			3			3				
(N/A=0, ATSA=1, ATCS=2)	0			2			2			2			2				
Volume / Capacity:	0.641			[2] 0.585			[2] 0.616			[2] 0.642			[2] 0.642				
Level of Service:	B			A			B			B			B				

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The westbound right-turn movement has an overlapping phase with the southbound left-turn phase.

[2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

100%

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA14
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Anaheim Street
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
NB Thru	722	1	389	51	773	1	416	62	835	1	450	1	41	876	1	470
Comb. T-R	1	389	-	1	416	-	416	1	450	1	450	-	1	470	1	470
NB Right	55	0	-	4	59	0	-	6	65	0	-	0	0	65	0	-
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
SB Left	424	2	233	30	454	2	250	18	472	2	259	0	0	472	2	259
Comb. L-T	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
SB Thru	913	2	457	64	977	2	488	69	1046	2	523	2	73	1119	2	559
Comb. T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
SB Right	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
EB Left	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
Comb. L-T	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
EB Thru	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
Comb. T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
EB Right	1	1	1	0	1	1	1	0	1	1	1	1	0	1	1	1
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
WB Left	93	0	-	7	100	0	-	1	101	0	-	0	0	101	0	-
Comb. L-T	1	120	-	1	128	1	128	1	129	1	129	1	0	129	1	129
WB Thru	27	0	-	2	29	0	-	0	29	0	-	0	0	29	0	-
Comb. T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
WB Right [1]	354	2	195	25	379	2	208	8	387	2	213	2	0	387	2	213
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S: 622	E-W: 120	SUM: 742	N-S: 665	E-W: 128	SUM: 794	N-S: 709	E-W: 129	SUM: 839	N-S: 730	E-W: 129	SUM: 859	N-S: 730	E-W: 129	SUM: 859	
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.520			[2] 0.457			[2] 0.488			[2] 0.503			[2] 0.503			
Level of Service:	A			A			A			A			A			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA14
 Counts by: City Traffic Counters

Western Avenue @ Anaheim Street
 Peak Hour: Saturday
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
NB Thru	839	1	450	898	1	482	52	950	1	508	49	999	0	999	1	533
Comb. T-R	1	450	450	1	482	482	1	508	1	508	1	533	1	533	1	533
NB Right	61	-	4	65	0	-	1	66	0	-	0	66	0	66	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	66	0	66	0	-
SB Left	264	2	145	282	2	155	11	293	2	161	0	293	0	293	2	161
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
SB Thru	710	2	355	760	2	380	57	817	2	408	54	871	0	871	2	435
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
SB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
EB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
EB Thru	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
EB Right	0	1	0	0	1	0	0	0	1	0	0	0	0	0	1	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
WB Left	78	0	-	83	0	-	1	84	0	-	0	84	0	84	0	-
Comb. L-T	1	78	0	83	1	83	1	84	1	84	1	84	0	84	1	84
WB Thru	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
WB Right [1]	341	2	188	24	365	2	201	11	376	2	207	0	376	2	207	207
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	-
Crit. Volumes:	N-S: 595	E-W: 78	SUM: 673	N-S: 637	E-W: 83	SUM: 720	N-S: 669	E-W: 84	SUM: 754	N-S: 694	E-W: 84	SUM: 778	N-S: 694	E-W: 84	SUM: 778	
No. of Phases:	3	0	3	3	2	3	3	2	3	2	3	2	3	2	3	2
(N/A=0, ATSC=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.472	[2]	0.405	[2]	0.429	[2]	0.446	[2]	0.446	[2]	0.446	[2]	0.446	[2]	0.446	[2]
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] The westbound right-turn movement has an overlapping phase with the southbound left-turn phase.
 [2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Palos Verdes Drive North
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA15
 Counts by: City Traffic Counters

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	2	337	43	2	360	18	673	2	370	27	700	2	385	2	385
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
NB Thru	1	667	67	1	713	55	1074	1	747	74	1148	0	840	2	574
Comb. T-R	1	667	1	1	713	1	747	1	747	1	840	1	840	0	-
NB Right	0	-	27	0	-	13	421	0	-	112	533	0	533	1	533
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Left	1	67	5	1	72	3	75	1	75	0	75	0	75	1	75
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
SB Thru	1	355	42	1	379	59	701	1	411	18	719	0	420	2	360
Comb. T-R	1	355	1	1	379	1	411	1	411	1	420	1	420	0	-
SB Right	0	-	8	0	-	5	122	0	-	0	122	0	122	1	122
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	122	0	122	0	0
EB Left	1	113	8	1	121	5	126	1	126	0	126	0	126	1	126
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Thru	3	354	74	3	379	48	1185	3	395	0	1185	0	1185	3	395
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Right [1]	1	289	20	1	309	9	318	1	318	7	325	0	325	1	325
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Left	1	294	21	1	315	37	352	1	352	26	378	0	378	2	208
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Thru	2	230	46	2	246	53	763	2	268	0	763	0	763	2	268
Comb. T-R	1	230	1	1	246	1	268	1	268	1	268	1	268	1	268
WB Right	0	-	2	0	-	12	40	0	-	0	40	0	40	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	40	0	40	0	-
Crit. Volumes:	N-S: 734	E-W: 648	SUM: 1382	N-S: 785	E-W: 694	SUM: 1479	N-S: 822	E-W: 773	SUM: 1569	N-S: 915	E-W: 1688	SUM: 1688	N-S: 744	E-W: 603	SUM: 1347
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	[2] 0.905	[2] 0.975	[2] 1.041	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127	[2] 1.127
Level of Service:	E	E	F	F	F	F	F	F	F	F	F	F	F	F	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 100% of overlapping left turn.
 [1] The eastbound right-turn movement has an overlapping phase with the northbound left-turn phase.
 [2] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Palos Verdes Drive North
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA15
 Counts by: City Traffic Counters

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	2	219	28	2	235	12	439	2	241	15	454	2	250	2	250
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	1	424	46	1	454	50	760	1	490	41	801	1	542	2	401
Comb. T-R	1	424	13	1	454	23	220	0	490	62	282	0	542	0	0
NB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	1	282
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Left	1	38	3	1	41	12	53	1	53	0	53	0	53	1	53
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1	479	59	1	512	55	951	1	542	73	1024	1	579	2	512
Comb. T-R	1	479	8	1	512	6	134	0	542	0	134	0	579	0	0
SB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	1	134
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Left	1	166	12	1	178	5	183	1	183	0	183	0	183	1	183
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	3	240	50	3	257	79	850	3	283	0	850	0	850	3	283
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Right [1]	1	523	37	1	560	16	576	1	576	27	603	0	603	1	603
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Left	1	306	21	1	327	21	348	1	348	103	451	0	451	2	248
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	2	291	59	2	311	65	969	2	335	0	969	0	969	2	335
Comb. T-R	1	291	2	1	311	6	36	0	335	0	36	0	335	1	335
WB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	698	747	N-S:	784	N-S:	829	N-S:	829	N-S:	829	N-S:	829	N-S:	761
	E-W:	610	652	E-W:	683	E-W:	683	E-W:	683	E-W:	683	E-W:	683	E-W:	601
	SUM:	1308	1399	SUM:	1467	SUM:	1467	SUM:	1467	SUM:	1633	SUM:	1633	SUM:	1363
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	[2]	0.851	[2]	0.917	[2]	0.967	[2]	1.088	[2]	1.088	[2]	1.088	[2]	1.088	0.891
Level of Service:	D	D	E	E	E	E	F	F	F	F	F	F	F	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Palos Verdes Drive North
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Palos Verdes Drive North
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA15
 Counts by: City Traffic Counters

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume			
NB Left	457	2	251	32	2	489	2	269	1	490	2	269	18	2	508	0	2	279
Comb. L-T	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
NB Thru	774	1	484	54	1	828	1	518	41	869	1	544	49	1	918	0	2	459
Comb. T-R	1	1	484	1	1	518	1	544	1	544	1	544	1	1	606	0	0	-
NB Right	194	0	-	14	0	208	0	-	12	220	0	-	75	0	295	0	0	295
Comb. L-T-R	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
SB Left	45	1	45	3	1	48	1	48	8	56	1	56	0	1	56	0	1	56
Comb. L-T	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
SB Thru	600	1	353	42	1	642	1	377	45	687	1	400	54	1	741	0	2	371
Comb. T-R	1	1	353	1	1	377	1	377	1	377	1	400	1	1	427	0	0	-
SB Right	105	0	-	7	0	112	0	-	1	113	0	-	0	0	113	0	1	113
Comb. L-T-R	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
EB Left	130	1	130	9	1	139	1	139	2	141	1	141	0	1	141	0	1	141
Comb. L-T	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
EB Thru	639	3	213	45	3	684	3	228	54	738	3	246	0	3	738	0	3	246
Comb. T-R	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
EB Right [1]	403	1	403	28	1	431	1	431	1	432	1	432	20	1	452	0	1	452
Comb. L-T-R	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
WB Left	212	1	212	15	1	227	1	227	16	243	1	243	77	1	320	0	2	176
Comb. L-T	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
WB Thru	505	2	183	35	2	540	2	196	49	589	2	215	0	2	589	0	2	215
Comb. T-R	1	1	183	1	1	196	1	196	1	196	1	215	1	1	215	1	1	215
WB Right	45	0	-	3	0	48	0	-	8	56	0	-	0	0	56	0	0	-
Comb. L-T-R	0	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	-
Crit. Volumes:	N-S: 604	N-S:	646	N-S:	670	N-S:	707	N-S:	707	N-S:	707	N-S:	707	N-S:	707	N-S:	707	N-S:
	E-W: 425	E-W:	455	E-W:	489	E-W:	566	E-W:	566	E-W:	566	E-W:	566	E-W:	566	E-W:	566	E-W:
	SUM: 1029	SUM:	1101	SUM:	1158	SUM:	1272	SUM:	1272	SUM:	1272	SUM:	1272	SUM:	1272	SUM:	1272	SUM:
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
(N/A=0, ATSC=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	[2] 0.648	[2] 0.701	[2] 0.742	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825	[2] 0.825
Level of Service:	B	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Peninsula Verde Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA16
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Peninsula Verde Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6	6
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Thru	1912	2	956	134	2046	2	1023	81	2127	2	1063	213	2340	2	1170	1170
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Right	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
SB Left	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Thru	1148	1	577	80	1228	1	617	104	1332	1	669	51	1383	1	694	694
Comb. T-R	1	577	-	1	617	-	669	1	669	1	669	1	694	1	694	694
SB Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	5	5
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
EB Left	16	0	-	1	17	0	-	0	17	0	-	0	17	0	17	17
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Thru	0	0	23	0	0	0	25	0	0	0	25	0	25	0	25	25
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	7	7
Comb. L-T-R	1	1	-	1	1	1	-	1	1	1	-	1	1	1	1	1
WB Left	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Right	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	-
Crit. Volumes:	N-S: 956	23	979	N-S: 1023	25	1048	N-S: 1063	25	1088	N-S: 1170	25	1195	25	1195	25	1195
	E-W: 23	979		E-W: 25	1048		E-W: 25	1088		E-W: 25	1195		E-W: 25	1195		E-W: 25
	SUM: 979		SUM: 1048	SUM: 1088		SUM: 1195	SUM: 1088		SUM: 1195	SUM: 1195		SUM: 1195	SUM: 1195		SUM: 1195	
No. of Phases:	U	0	0	U	0	0	U	0	0	U	0	0	0	U	0	2
(N/A=0, ATCS=1, ATCS=2)	U	0	0	U	0	0	U	0	0	U	0	0	0	U	0	2
Volume / Capacity:	0.816		0.873	0.907		0.995	0.907		0.995	0.995		0.995	0.995	[1]	0.696	0.696
Level of Service:	D		D	E		E	E		E	E		E	E		B	B

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Peninsula Verde Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA16
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Peninsula Verde Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	
NB Left	10	1	10	1	11	0	11	1	11	0	11	0	11	1	11	0	11	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
NB Thru	1202	2	601	84	1286	2	643	2	685	117	1486	2	743	0	1486	2	743	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
SB Thru	1627	1	821	114	1741	1	878	1	921	204	2031	1	1023	0	2031	1	1023	
Comb. T-R	1	821	821	1	878	1	921	1	921	1	1023	1	1023	0	1023	1	1023	
SB Right	15	0	15	1	16	0	16	0	16	0	16	0	16	0	16	0	16	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	9	0	9	1	10	0	10	0	10	0	10	0	10	0	10	0	10	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
EB Thru	0	15	15	0	16	0	16	0	16	0	16	0	16	0	16	0	16	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
EB Right	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	
Comb. L-T-R	1	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 831	E-W: 15	SUM: 846	N-S: 889	E-W: 16	SUM: 905	N-S: 932	E-W: 16	SUM: 948	N-S: 1034	E-W: 16	SUM: 1050	N-S: 1034	E-W: 16	SUM: 1050	N-S: 1034	E-W: 16	SUM: 1050
No. of Phases:	U	0	0	U	0	0	U	0	0	U	0	0	U	0	0	U	0	0
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.705	0.754	0.790	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Peninsula Verde Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA16
 Counts by: Accutek Traffic Data, Inc.

Western Avenue @ Peninsula Verde Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	1	0	1	-	0	0	1	0	0	0	1	0	0	1
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	1430	2	715	100	2	1530	2	765	50	2	1580	2	790	142	1722
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1306	1	658	91	1	1397	1	704	60	1	1457	1	734	152	1609
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Right	9	0	-	1	10	0	0	0	0	10	0	0	0	0	10
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Left	10	0	-	1	11	0	0	0	0	0	11	0	0	0	11
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	18	0	0	0	19	0	0	0	0	0	19	0	19
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Right	8	0	-	1	9	0	0	0	0	9	0	0	0	0	9
Comb. L-T-R	1	-	0	1	1	0	0	0	0	1	0	0	0	0	1
WB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	715		N-S:	765		N-S:	790		N-S:	861		N-S:	861	
	E-W:	18		E-W:	19		E-W:	19		E-W:	19		E-W:	19	
	SUM:	733		SUM:	784		SUM:	809		SUM:	880		SUM:	880	
No. of Phases:	U			U			U			U			U		
(N/A=0, ATSC=1, ATCS=2)	0			0			0			0			0		
Volume / Capacity:	0.611			0.654			0.674			0.734			[1]		
Level of Service:	B			B			B			C			A		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Green Hills Drive
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Green Hills Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA17
 Counts by: City Traffic Counters

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	11	1	11	1	12	1	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru [1,2]	1879	1	1016	132	2011	1	1082	1	1125	86	2097	1	1125	65	2162	2.5	865
Comb. T-R	1	1016	-	1	1082	1	1082	1	1125	0	1125	0	1125	0	1125	0	1125
NB Right [2]	153	0	-	0	153	0	-	0	-	0	153	0	-	-145	8	0.5	8
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Left [2]	126	1	126	0	126	1	126	1	126	0	126	1	126	-90	36	1	36
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru [2]	988	1	500	69	1057	1	535	1	588	105	1162	1	588	141	1303	1	658
Comb. T-R	1	500	-	1	535	1	535	1	588	0	588	1	588	0	588	1	588
SB Right	12	0	-	1	13	0	-	0	0	0	13	0	0	0	13	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Left	1	0	-	0	1	0	-	0	-	0	1	0	-	0	1	0	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	1	0	-	0	0	1	-	0	0	0	0	1	0	0	0	0	1
WB Left	0	1	-	0	0	1	-	0	0	0	0	1	-	38	38	1	38
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	0	1	0	0	0	1	0	0	0	0	0	1	0	148	148	1	148
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	1142		N-S:	1208		N-S:	1251		N-S:	1251		N-S:	901		N-S:	901
	E-W:	1		E-W:	1		E-W:	1		E-W:	1		E-W:	131		E-W:	131
	SUM:	1143		SUM:	1209		SUM:	1252		SUM:	1252		SUM:	1032		SUM:	1032
No. of Phases:		2			2			2			2			2			2
(N/A=0, ATC=1, ATCS=2)		2			2			2			2			2			2
Volume / Capacity:	[3]	0.662		[3]	0.706		[3]	0.735		[3]	0.735		[3]	0.588		[3]	0.588
Level of Service:		B			C			C			C			A			A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The proposed third northbound through lane on Western Avenue merges after the Main Project Access.

[2] Includes existing Mary Star High School shifted from Western Avenue/John Montgomery Drive intersections to new project southerly driveway.

[3] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Green Hills Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA17
 Counts by: City Traffic Counters

Western Avenue @ Green Hills Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Total Volume	Add/Shift Volume	Lane Volume	Total Volume	No. of Lanes	Total Volume	Lane Volume	
NB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	0	7	1	7	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru [1,2]	1178	1	589	82	1260	1	630	85	1345	1	673	36	1381	2.5	1381	2.5	553	
Comb. T-R	1	589	589	1	630	1	630	1	673	1	673	0	673	0	673	0	673	
NB Right [2]	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left [2]	6	1	6	0	6	1	6	0	6	1	6	137	143	0	143	1	143	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru [2]	1610	1	817	113	1723	1	874	92	1815	1	920	67	1882	1	1882	1	954	
Comb. T-R	1	817	817	1	874	1	874	1	920	1	920	0	920	0	920	1	954	
SB Right	24	0	-	2	26	0	-	0	26	0	26	0	26	0	26	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	27	0	-	2	29	0	-	0	29	0	29	0	29	0	29	0	-	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	0	0	30	0	0	0	32	0	0	0	32	0	0	0	0	0	32	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	3	0	-	0	3	0	-	0	3	0	3	0	3	0	3	0	-	
Comb. L-T-R	1	-	-	1	-	1	-	1	-	1	-	1	-	1	-	1	-	
WB Left	0	1	-	0	0	1	-	0	0	1	-	21	21	1	21	0	21	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	0	1	0	0	0	1	0	0	0	1	0	81	81	1	81	0	81	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S: 824	E-W: 30	SUM: 854	N-S: 882	E-W: 32	SUM: 914	N-S: 928	E-W: 32	SUM: 960	N-S: 961	E-W: 53	SUM: 1014	N-S: 961	E-W: 53	SUM: 1014	N-S: 961	E-W: 53	SUM: 1014
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
(N/A=0, ATCS=1, ATCS=2)	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]	[3]
Volume / Capacity:	0.469	0.509	0.540	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576	0.576
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Green Hills Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA17
 Counts by: City Traffic Counters

Western Avenue @ Green Hills Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Total Volume	Add Volume	Volume	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Total Volume	Add Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	41	1	41	3	44	1	44	0	44	1	44	1	44	0	44	1	44	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
NB Thru [1,2]	1283	1	642	90	1373	1	686	53	1426	1	713	2.5	1469	0	1469	2.5	588	
Comb. T-R	1	642	642	1	686	1	686	-	686	1	713	0	-	-	-	0	-	
NB Right [2]	0	0	-	0	0	0	0	0	0	0	-	0.5	23	0	23	0.5	23	
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	-	0	-	-	0	0	-	
SB Left [2]	0	1	-	0	0	1	0	0	0	1	-	107	107	0	107	1	107	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Thru [2]	1139	1	644	80	1219	1	689	62	1281	1	720	1	1326	0	1326	1	743	
Comb. T-R	1	644	644	1	689	1	689	-	689	1	720	1	743	0	743	1	743	
SB Right	149	0	-	10	159	0	-	0	159	0	-	0	159	0	159	0	-	
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	-	0	-	-	0	0	-	
EB Left	109	0	-	8	117	0	-	0	117	0	-	0	117	0	117	0	-	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Thru	0	123	0	0	0	0	132	0	0	0	132	0	0	0	0	0	132	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Right	14	0	-	1	15	0	-	0	15	0	-	0	15	0	15	0	-	
Comb. L-T-R	1	0	-	1	15	1	-	0	15	1	-	0	15	0	15	1	-	
WB Left	0	1	-	0	0	1	-	0	0	1	-	26	26	0	26	1	26	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Thru	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Right	0	1	0	0	0	0	0	0	0	0	0	99	99	0	99	1	99	
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	685	N-S:	733	N-S:	764	N-S:	786	N-S:	786	N-S:	786	N-S:	786	N-S:	786	N-S:	786
	E-W:	123	E-W:	132	E-W:	132	E-W:	162	E-W:	162	E-W:	162	E-W:	162	E-W:	162	E-W:	162
	SUM:	808	SUM:	865	SUM:	896	SUM:	949	SUM:	949	SUM:	949	SUM:	949	SUM:	949	SUM:	949
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
[N/A=0, ATCSAC=1, ATCS=2]	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	[3]	0.439	[3]	0.476	[3]	0.497	[3]	0.532	[3]	0.532	[3]	0.532	[3]	0.532	[3]	0.532	[3]	0.532
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Avenida Aprenda-Southerly Project Access
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Avenida Aprenda-Southerly Project Access
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA18
 Counts by: City Traffic Counters

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	91	1	91	6	97	1	97	0	97	1	97	0	97	1	97
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru [1]	1667	1	834	117	1784	1	892	82	1866	2	933	-145	1721	2	630
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [2]	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left [2]	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	822	1	475	58	880	1	508	103	983	1	561	38	1021	1	580
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	128	0	0	9	137	0	0	2	139	0	0	0	139	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	333	0	0	23	356	0	0	4	360	0	0	0	360	0	0
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	455	0	0	0	487	0	0	0	491	2	2	0	2
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	122	0	0	9	131	0	0	0	131	0	0	0	131	0	0
Comb. L-T-R	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0
WB Left [2]	0	-	0	0	0	0	0	0	0	0	0	38	38	0	0
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	6	6	6	0	0
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [2]	0	0	0	0	0	0	0	0	0	0	65	65	65	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 834	E-W: 455	SUM: 1289	N-S: 892	E-W: 487	SUM: 1379	N-S: 933	E-W: 491	SUM: 1424	N-S: 771	E-W: 531	SUM: 1302	N-S: 771	E-W: 531	SUM: 1302
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	[3] 0.759	[3] 0.819	[3] 0.849	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768	[3] 0.768
Level of Service:	C	D	D	D	D	D	D	D	D	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The proposed third northbound through lane on Western Avenue merges after the Main Project Access.

[2] Includes existing Mary Star High School shifted from Western Avenue/John Montgomery Drive intersections to new project southerly driveway.

[3] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Avenida Aprenda-Southerly Project Access
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Avenida Aprenda-Southerly Project Access
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA18
 Counts by: City Traffic Counters

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Add/Shift Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	55	1	55	4	59	1	59	1	59	0	59	1	59	0	59	1	59
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru [1]	1126	1	563	79	1205	1	602	1	644	83	1288	2	644	30	1318	2	461
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [2]	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left [2]	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1602	1	820	112	1714	1	877	1	923	89	1803	1	923	21	1824	1	934
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	38	0	-	3	41	0	-	0	-	3	44	0	-	0	44	0	44
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	63	0	-	4	67	0	-	0	-	2	69	0	-	0	69	0	69
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	0	0	101	0	0	0	108	0	110	6	6	0	116	0	6	0	116
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	38	0	-	3	41	0	-	0	-	0	41	0	-	0	41	0	41
Comb. L-T-R	1	-	-	1	-	1	-	1	-	1	-	1	-	1	-	1	-
WB Left [2]	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	0	0	-	0	0	0	-	0	-	3	3	0	-	0	3	0	-
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [2]	0	0	-	0	0	0	-	0	-	36	36	1	36	0	36	1	36
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 875	E-W: 101	SUM: 976	N-S: 936	E-W: 108	SUM: 1044	N-S: 982	E-W: 110	SUM: 1092	N-S: 993	E-W: 137	SUM: 1130	N-S: 993	E-W: 137	SUM: 1130		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	[3] 0.551	[3] 0.596	[3] 0.628	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.628	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653	[3] 0.653
Level of Service:	A	A	A	A	A	A	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Avenida Aprenda-Southerly Project Access
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA18
 Counts by: City Traffic Counters

Western Avenue @ Avenida Aprenda-Southerly Project Access
 Peak Hour: Saturday
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	75	1	75	5	80	1	80	0	80	0	80	1	80	0	80	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru [1]	1306	1	653	91	1397	1	699	53	1450	1	725	2	507	0	1473	2		
Comb. T-R	0	1	653	0	653	1	699	0	699	1	725	1	507	0	1473	2		
NB Right [2]	0	0	0	0	0	0	0	0	0	0	48	0	48	0	48	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0		
SB Left [2]	0	1	0	0	0	1	0	0	0	1	45	1	45	0	45	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	1140	1	583	80	1220	1	624	62	1282	1	655	1	668	0	1308	1		
Comb. T-R	0	1	583	0	583	1	624	0	624	1	655	1	668	0	1308	1		
SB Right	26	0	0	2	28	0	0	0	28	0	0	0	0	0	28	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0		
EB Left	72	0	0	5	77	0	0	0	77	0	0	0	0	0	77	0		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	0	1	130	0	130	0	139	0	139	0	5	5	144	0	5	0		
Comb. T-R	0	0	130	0	130	0	139	0	139	0	0	0	144	0	5	0		
EB Right	58	0	0	4	62	0	0	0	62	0	0	0	62	0	62	0		
Comb. L-T-R	0	1	0	0	0	1	0	0	0	1	0	1	62	0	62	0		
WB Left [2]	0	0	0	0	0	0	0	0	0	0	26	0	26	0	26	0		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	0	0	0	0	0	0	0	0	0	0	4	4	4	0	4	0		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0		
WB Right [2]	0	0	0	0	0	0	0	0	0	0	43	43	43	0	43	1		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0		
Crit. Volumes:	N-S: 658	E-W: 130	SUM: 788	N-S: 704	E-W: 139	SUM: 843	N-S: 735	E-W: 139	SUM: 874	N-S: 748	E-W: 170	SUM: 918	N-S: 748	E-W: 170	SUM: 918	N-S: 748	E-W: 170	SUM: 918
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
[N/A=0, ATSC=1, ATCS=2]	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.425	0.462	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	0.483	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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 [3] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Fitness Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA19
 Counts by: The Traffic Solution

Western Avenue @ Fitness Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1692	855	118	1810	1	915	1	953	1	965	0	1911	1	965	0
Comb. T-R	1	855	1	915	1	953	1	965	1	965	1	1911	1	965	0
NB Right	18	0	1	19	0	0	0	0	0	0	0	19	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0
SB Left	4	1	4	0	4	0	4	1	4	0	4	0	4	1	4
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	960	2	480	67	1027	2	514	2	565	77	1206	2	603	0	1206
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	27	1	27	2	29	1	29	1	29	0	29	1	29	0	29
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	85	1	85	6	91	1	91	1	91	0	91	1	91	0	91
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 859	E-W: 83	SUM: 942	N-S: 919	E-W: 89	SUM: 1008	N-S: 958	E-W: 89	SUM: 1046	N-S: 970	E-W: 89	SUM: 1058	N-S: 970	E-W: 89	SUM: 1058
No. of Phases:	U	0	0	U	0	0	U	0	0	U	0	0	U	0	0
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.785	0.840	0.840	0.840	0.840	0.840	0.872	0.882	0.882	0.882	0.882	0.882	0.882	0.882	0.882
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	C

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Fitness Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA19
 Counts by: The Traffic Solution

Western Avenue @ Fitness Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1152	1	590	81	1233	1	631	1	672	94	1408	1	719	0	1408
Comb. T-R	1	590	590	1	631	1	631	1	672	1	719	1	719	1	719
NB Right	28	0	2	30	0	0	0	0	0	0	30	0	0	0	30
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30
SB Left	50	1	50	4	54	1	54	1	54	0	54	1	54	0	54
Comb. L-T	0	0	0	0	0	0	0	0	0	0	54	0	54	0	54
SB Thru	1587	2	794	111	1698	2	849	2	891	42	1823	2	912	0	1823
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	18	1	18	1	19	1	19	1	19	0	19	1	19	0	19
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	19	1	19	1	20	1	20	1	20	0	20	1	20	0	20
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 794	E-W: 18	SUM: 812	N-S: 849	E-W: 19	SUM: 868	N-S: 891	E-W: 19	SUM: 910	N-S: 912	E-W: 19	SUM: 931	N-S: 912	E-W: 19	SUM: 931
No. of Phases:	U	0	0	U	0	0	U	0	0	U	0	0	U	0	0
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.676	0.724	0.724	0.758	0.776	0.776	0.776	0.776	0.776	0.776	0.776	0.776	0.776	0.776	0.776
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	B

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

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 E-W St: Fitness Drive
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA19
 Counts by: The Traffic Solution

Western Avenue @ Fitness Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1399	710	98	1497	759	1547	1	784	70	1617	1	819	1	819	819
Comb. T-R	20	710	1	21	759	21	1	784	0	21	1	819	1	819	819
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	34	1	34	36	1	36	1	36	0	36	1	36	1	36	36
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1177	2	589	1259	2	630	2	660	51	1370	2	685	2	1370	685
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	16	1	16	17	1	17	1	17	0	17	1	17	1	17	17
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	31	1	31	33	1	33	1	33	0	33	1	33	1	33	33
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 744	E-W: 16	SUM: 760	N-S: 796	E-W: 17	SUM: 813	N-S: 821	E-W: 17	SUM: 838	N-S: 856	E-W: 17	SUM: 873	N-S: 856	E-W: 17	SUM: 873
No. of Phases:	U	0	0	U	0	0	U	0	0	U	0	0	U	0	0
(M/A=0, ATSC=1, ATCS=2)	0.633	0.677	0.698	0.727	0.727	0.727	0.727	0.727	0.727	0.727	0.727	0.727	0.727	0.727	0.727
Volume / Capacity:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Level of Service:															A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Westmont Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA20
 Counts by: City Traffic Counters

Western Avenue @ Westmont Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	1	130	1	139	1	139	0	139	1	139	0	139	1	139	0	139
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	735	1	786	1	786	68	1531	1	822	14	1545	2	829	0	1545
Comb. T-R	1	735	1	786	1	786	0	786	1	822	0	822	0	829	0	829
NB Right	0	-	0	-	0	-	3	113	0	-	0	113	0	-	0	113
Comb. L-T-R	0	-	0	-	0	-	0	0	0	-	0	0	0	0	0	0
SB Left	1	118	1	126	1	126	4	130	1	130	33	163	1	163	0	163
Comb. L-T	0	-	0	-	0	-	0	0	0	-	0	0	0	-	0	0
SB Thru	1	409	1	438	1	438	95	927	1	486	38	965	1	505	0	965
Comb. T-R	1	409	1	438	1	438	0	438	1	486	0	486	1	505	0	505
SB Right	0	-	0	-	0	-	2	45	0	-	0	45	0	-	0	45
Comb. L-T-R	0	-	0	-	0	-	0	0	0	-	0	0	0	0	0	0
EB Left	0	-	0	-	0	-	4	99	0	-	0	99	0	-	0	99
Comb. L-T	0	-	0	-	0	-	0	0	0	-	0	0	0	-	0	0
EB Thru	0	315	0	337	0	337	0	341	0	341	0	341	0	341	0	341
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Right	0	-	0	-	0	-	0	95	0	-	0	95	0	-	0	95
Comb. L-T-R	1	-	1	-	1	-	1	95	1	-	1	95	1	-	1	95
WB Left	1	144	1	154	1	154	7	161	1	161	0	161	1	161	0	161
Comb. L-T	0	-	0	-	0	-	0	0	0	-	0	0	0	-	0	0
WB Thru	1	148	1	158	1	158	0	158	1	158	0	158	1	158	0	158
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	1	301	1	322	1	322	12	334	1	334	8	342	1	342	0	342
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	853	N-S:	913	N-S:	952	N-S:	992	N-S:	992	N-S:	936	N-S:	936		
	E-W:	459	E-W:	491	E-W:	502	E-W:	502	E-W:	502	E-W:	403	E-W:	403		
	SUM:	1312	SUM:	1404	SUM:	1454	SUM:	1454	SUM:	1494	SUM:	1339	SUM:	1339		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3			
(N/A=0, ATSC=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2			
Volume / Capacity:	[1]	0.821	[1]	0.885	[1]	0.921	[1]	0.949	[1]	0.949	[1]	0.839	[1]	0.839		
Level of Service:	D	D	D	D	D	E	E	E	E	E	D	D	D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

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Right turns on red from excl. lanes = 50% of overlapping left turn.

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[2] Mitigation improvements are consistent with recommended measures included in the Western Corridor Improvement Project.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Westmont Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA20
 Counts by: City Traffic Counters

Western Avenue @ Westmont Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	29	1	29	2	31	1	31	0	31	1	31	0	31	1	31	31		
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	-		
NB Thru	1002	1	593	70	1072	1	635	71	1143	1	673	55	1198	2	1198	599		
Comb. T-R	1	593	593	1	635	1	635	1	673	1	673	1	700	0	700	599		
NB Right	184	0	-	13	197	0	-	5	202	0	-	0	202	0	202	202		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	219	1	219	15	234	1	234	12	246	1	246	18	264	1	264	264		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	-		
SB Thru	1291	1	664	90	1381	1	710	73	1454	1	748	21	1475	1	1475	759		
Comb. T-R	1	664	664	1	710	1	710	1	748	1	748	1	759	1	759	759		
SB Right	37	0	-	3	40	0	-	3	43	0	-	0	43	0	43	43		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	37	0	-	3	40	0	-	2	42	0	-	0	42	0	42	42		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	-		
EB Thru	58	0	134	4	62	0	143	0	62	0	145	0	62	0	62	104		
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	0	-		
EB Right	39	0	-	3	42	0	-	0	42	0	-	0	42	0	42	42		
Comb. L-T-R	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0		
WB Left	297	1	297	21	318	1	318	4	322	1	322	0	322	1	322	322		
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	0	-		
WB Thru	79	1	79	6	85	1	85	0	85	1	85	0	85	1	85	85		
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	0	-		
WB Right	163	1	163	11	174	1	174	7	181	1	181	33	214	1	214	214		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	812	N-S:	869	N-S:	919	N-S:	964	N-S:	964	N-S:	964	N-S:	863	E-W:	426	E-W:	426
	E-W:	431	E-W:	461	E-W:	467	E-W:	467	E-W:	467	E-W:	467	E-W:	426	SUM:	1289	SUM:	1289
	SUM:	1243	SUM:	1330	SUM:	1386	SUM:	1386	SUM:	1386	SUM:	1386	SUM:	1432				
No. of Phases:	(N/A=0, ATSC=2)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	[1]	0.772	[1]	0.833	[1]	0.873	[1]	0.905	[1]	0.905	[1]	0.905	[1]	0.905	[1]	0.905	[1]	0.805
Level of Service:	C		D		D		D		D		D		D		D		D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Westmont Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA20
 Counts by: City Traffic Counters

Western Avenue @ Westmont Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]			
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	33	1	33	2	35	1	35	0	35	1	35	0	35	1	35	35
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
NB Thru	1207	1	707	84	1291	1	756	48	1339	1	781	41	1380	1	802	690
Comb. T-R	1	1	707	14	221	0	756	2	223	1	781	0	223	1	802	0
NB Right	207	0	-	14	221	0	-	2	223	0	-	0	223	0	-	223
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Left	149	1	149	10	159	1	159	3	162	1	162	22	184	1	184	184
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
SB Thru	1001	1	513	70	1071	1	548	58	1129	1	577	26	1155	1	590	590
Comb. T-R	1	1	513	2	26	0	548	0	26	1	577	0	26	1	590	0
SB Right	24	0	-	2	26	0	-	0	26	0	-	0	26	0	-	26
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Left	32	0	-	2	34	0	-	0	34	0	-	0	34	0	-	34
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
EB Thru	26	0	105	2	28	0	112	0	28	0	112	0	28	0	112	28
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Right	47	0	-	3	50	0	-	0	50	0	-	0	50	0	-	50
Comb. L-T-R	1	1	-	0	-	1	-	0	-	1	-	0	-	1	-	0
WB Left	315	1	315	22	337	1	337	3	340	1	340	0	340	1	340	340
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	57	1	57	4	61	1	61	0	61	1	61	0	61	1	61	61
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Right	150	1	150	11	161	1	161	4	165	1	165	25	190	1	190	190
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
Crit. Volumes:	N-S: 856	E-W: 420	SUM: 1276	N-S: 916	E-W: 449	SUM: 1365	N-S: 944	E-W: 452	SUM: 1396	N-S: 986	E-W: 459	SUM: 1439	N-S: 986	E-W: 452	SUM: 1438	
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3	2
(N/A=0, ATSC=1, ATCS=2)	1	0.795	1	1	0.858	1	1	0.880	1	1	0.910	1	1	0.910	1	0.807
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Toscanini Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA21
 Counts by: City Traffic Counters

Western Avenue @ Toscanini Drive
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	1	186	13	199	1	199	0	199	1	199	1	199	0	199	1	199
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	0	-
NB Thru	1	743	101	1542	1	795	66	1608	1	828	1	834	0	1620	1	834
Comb. T-R	1	743	1	795	1	795	0	795	1	828	1	834	0	1620	1	834
NB Right	0	-	3	48	0	-	0	48	0	-	0	48	0	48	0	-
Comb. L-T-R	0	-	-	-	0	-	0	48	0	-	0	48	0	48	0	-
SB Left	1	27	2	29	1	29	0	29	1	29	1	29	0	29	1	29
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	0	-
SB Thru	1	491	67	1029	1	525	101	1130	1	577	1	595	0	1166	1	595
Comb. T-R	1	491	1	525	1	525	0	525	1	577	1	595	0	1166	1	595
SB Right	0	-	1	21	0	-	2	23	0	-	0	23	0	23	0	-
Comb. L-T-R	0	-	-	-	0	-	0	23	0	-	0	23	0	23	0	-
EB Left	0	-	6	90	0	-	4	94	0	-	0	94	0	94	0	-
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	0	-
EB Thru	0	348	1	14	0	372	0	14	0	376	0	14	0	14	0	376
Comb. T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	0	-
EB Right	0	-	18	269	0	-	0	269	0	-	0	269	0	269	0	-
Comb. L-T-R	1	-	-	-	1	-	-	-	1	-	1	-	-	269	0	-
WB Left	0	-	6	85	0	-	0	85	0	-	0	85	0	85	0	-
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	0	-
WB Thru	0	163	1	20	0	174	0	20	0	174	0	20	0	20	0	174
Comb. T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	0	-
WB Right	0	-	5	70	0	-	0	70	0	-	0	70	0	70	0	-
Comb. L-T-R	1	-	-	-	1	-	-	-	1	-	1	-	-	70	0	-
Crit. Volumes:	N-S:	770	E-W:	824	N-S:	857	E-W:	863	N-S:	863	E-W:	863	N-S:	863	E-W:	863
	E-W:	427	SUM:	457	E-W:	461	SUM:	461	E-W:	461	SUM:	461	E-W:	461	SUM:	461
	SUM:	1197	SUM:	1281	SUM:	1318	SUM:	1324	SUM:	1324	SUM:	1324	SUM:	1324	SUM:	1324
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	[1]	0.740	[1]	0.799	[1]	0.825	[1]	0.829	[1]	0.829	[1]	0.829	[1]	0.829	[1]	0.829
Level of Service:	C			C			D			D			D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Toscanini Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA21
 Counts by: City Traffic Counters

Western Avenue @ Toscanini Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Total Volume	Lane Volume
NB Left	84	1	84	1	90	1	0	90	1	90	1	0	90	1	90	1
Comb. L-T	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0
NB Thru	1196	1	626	1	1280	1	669	74	1354	1	706	49	1403	1	1403	1
Comb. T-R	1	626	626	1	669	1	669	706	706	1	706	731	731	1	731	731
NB Right	55	0	-	0	59	0	0	0	59	0	0	0	59	0	59	0
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	48	1	48	1	51	1	0	51	1	51	1	0	51	1	51	1
Comb. L-T	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0
SB Thru	1470	1	755	1	1573	1	808	74	1647	1	846	19	1666	1	1666	1
Comb. T-R	1	755	755	1	808	1	808	846	846	1	846	856	856	1	856	856
SB Right	40	0	-	0	43	0	0	3	46	0	0	0	46	0	46	0
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	29	0	-	0	31	0	0	2	33	0	0	0	33	0	33	0
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0
EB Thru	10	0	98	1	11	0	105	0	11	0	107	0	11	0	11	0
Comb. T-R	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0
EB Right	59	0	-	0	63	0	0	0	63	0	0	0	63	0	63	0
Comb. L-T-R	1	0	-	1	0	1	0	0	1	1	0	0	1	1	0	1
WB Left	37	0	-	0	40	0	0	0	40	0	0	0	40	0	40	0
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0
WB Thru	17	0	77	1	18	0	82	0	18	0	82	0	18	0	18	0
Comb. T-R	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0
WB Right	23	0	-	0	25	0	0	0	25	0	0	0	25	0	25	0
Comb. L-T-R	1	0	-	1	0	1	0	0	1	1	0	0	1	1	0	1
Crit. Volumes:	N-S: 839	E-W: 135	SUM: 974	N-S: 898	E-W: 144	SUM: 1042	N-S: 936	E-W: 146	SUM: 1083	N-S: 946	E-W: 146	SUM: 1092	N-S: 946	E-W: 146	SUM: 1092	
No. of Phases:	(N/A=0, ATSC=2)	3	2	3	2	3	3	2	3	2	3	2	3	2	3	2
Volume / Capacity:	[1]	0.584	[1]	0.631	[1]	0.660	[1]	0.666	[1]	0.666	[1]	0.666	[1]	0.666	[1]	0.666
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Toscanini Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA21
 Counts by: City Traffic Counters

Western Avenue @ Toscanini Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	57	1	57	4	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1414	1	746	99	1513	1	798	51	1564	1	823	36	1600	1	841
Comb. T-R	77	1	746	5	82	1	798	0	82	1	823	0	82	1	841
NB Right	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	29	1	29	2	31	1	31	0	31	1	31	0	31	1	31
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1393	1	717	98	1491	1	767	61	1552	1	798	24	1576	1	810
Comb. T-R	41	1	717	3	44	0	767	0	44	0	798	0	44	0	810
SB Right	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	40	0	-	3	43	0	-	0	43	0	-	0	43	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Thru	7	0	90	0	7	0	96	0	7	0	96	0	7	0	96
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
EB Right	43	0	-	3	46	0	-	0	46	0	-	0	46	0	-
Comb. L-T-R	1	1	-	3	46	1	-	0	46	1	-	0	46	1	-
WB Left	75	0	-	5	80	0	-	0	80	0	-	0	80	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Thru	11	0	131	1	12	0	140	0	12	0	140	0	12	0	140
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
WB Right	45	0	-	3	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T-R	1	1	-	3	48	1	-	0	48	1	-	0	48	1	-
Crit. Volumes:	N-S: 775	E-W: 171	SUM: 946	N-S: 829	E-W: 183	SUM: 1012	N-S: 859	E-W: 183	SUM: 1042	N-S: 872	E-W: 183	SUM: 1055	N-S: 872	E-W: 183	SUM: 1055
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3
(N/A=0, ATSC=1, ATCS=2)	1	0.564	1	1	0.610	1	1	0.631	1	1	0.640	1	1	0.640	1
Volume / Capacity:	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A
Level of Service:															

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Caddington Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA22
 Counts by: City Traffic Counters

Western Avenue @ Caddington Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	32	1	32	2	34	1	34	0	34	1	34	0	34	1	34	0	34
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1691	1	846	118	1809	1	905	66	1875	1	938	11	1886	1	944	0	1886
Comb. T-R	1	846	1	0	905	1	905	0	905	1	938	0	938	1	944	0	944
NB Right	1	0	-	0	1	0	0	0	1	0	0	0	1	0	1	0	1
Comb. L-T-R	0	0	-	0	1	0	0	0	1	0	0	0	1	0	1	0	1
SB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1218	1	640	85	1303	1	685	101	1404	1	735	33	1437	1	753	0	1437
Comb. T-R	1	640	1	0	685	1	685	0	685	1	735	0	735	1	753	0	753
SB Right	62	0	-	4	66	0	0	0	66	0	0	3	69	0	69	0	69
Comb. L-T-R	0	0	-	0	66	0	0	0	66	0	0	3	69	0	69	0	69
EB Left	91	0	-	6	97	0	0	0	97	0	0	2	99	0	99	0	99
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	2	0	160	0	2	0	171	0	2	0	171	0	2	0	173	0	2
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	67	0	-	5	72	0	0	0	72	0	0	0	72	0	72	0	72
Comb. L-T-R	1	0	-	0	72	1	0	0	72	0	0	0	72	0	72	0	72
WB Left	13	0	-	1	14	0	0	0	14	0	0	0	14	0	14	0	14
Comb. L-T	1	14	1	0	15	1	15	0	15	1	15	0	15	1	15	0	15
WB Thru	1	0	-	0	1	0	0	0	1	0	0	0	1	0	1	0	1
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	23	1	23	2	25	1	25	0	25	1	25	0	25	1	25	0	25
Comb. L-T-R	0	0	-	0	25	0	0	0	25	0	0	0	25	0	25	0	25
Crit. Volumes:	N-S: 862	E-W: 173	SUM: 1035	N-S: 922	E-W: 185	SUM: 1107	N-S: 955	E-W: 185	SUM: 1140	N-S: 961	E-W: 187	SUM: 1148	N-S: 961	E-W: 187	SUM: 1148		
No. of Phases:	(N/A=0, ATSC=2)	3	2	3	2	3	3	2	3	3	2	3	3	2	3	2	3
Volume / Capacity:	[1]	0.626	[1]	0.677	[1]	0.700	[1]	0.706	[1]	0.706	[1]	0.706	[1]	0.706	[1]	0.706	[1]
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Caddington Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA22
 Counts by: City Traffic Counters

Western Avenue @ Caddington Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	
NB Left	112	1	112	8	120	1	120	0	120	1	120	0	120	1	120	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
NB Thru	1127	1	567	79	1206	1	606	74	1280	1	643	43	1323	1	665	
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
NB Right	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
SB Thru	1451	1	787	102	1553	1	842	74	1627	1	879	18	1645	1	889	
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
SB Right	123	0	0	9	132	0	0	0	132	0	0	2	134	0	134	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	189	0	0	13	202	0	0	0	202	0	0	6	208	0	208	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
EB Thru	2	0	270	0	2	0	289	0	2	0	289	0	2	0	295	
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
EB Right	79	0	0	6	85	0	0	0	85	0	0	0	85	0	85	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
WB Left	29	0	0	2	31	0	0	0	31	0	0	0	31	0	31	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
WB Thru	2	0	0	0	2	1	33	0	2	1	33	0	2	1	33	
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
WB Right	14	1	14	1	15	1	15	0	15	1	15	0	15	1	15	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 899 E-W: 299 SUM: 1198	N-S: 962 E-W: 320 SUM: 1282	N-S: 999 E-W: 320 SUM: 1319	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335	N-S: 1009 E-W: 326 SUM: 1335
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	[1] 0.741	[1] 0.800	[1] 0.826	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	[1] 0.837	
Level of Service:	C	C	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Caddington Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA22
 Counts by: City Traffic Counters

Western Avenue @ Caddington Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	84	1	84	0	90	1	90	0	90	1	90	0	90	0	90	1	90	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1324	1	662	93	1417	1	708	51	1468	1	734	32	1500	0	1500	1	750	
Comb. T-R	1	1	662	1	708	1	708	1	734	1	734	1	750	1	750	1	750	
NB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	
SB Left	2	1	2	0	2	1	2	0	2	1	2	0	2	0	2	1	2	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1359	1	734	95	1454	1	785	61	1515	1	815	22	1537	0	1537	1	827	
Comb. T-R	1	1	734	1	785	1	785	1	815	1	815	1	827	1	827	1	827	
SB Right	108	0	-	8	116	0	-	0	116	0	-	2	118	0	118	0	-	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	
EB Left	166	0	-	12	178	0	-	0	178	0	-	5	183	0	183	0	-	
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	0	0	250	0	0	0	268	0	0	0	268	0	0	0	0	0	273	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	84	0	-	6	90	0	-	0	90	0	-	0	90	0	90	0	-	
Comb. L-T-R	1	1	-	1	90	1	-	1	90	1	-	1	90	1	90	1	-	
WB Left	4	0	-	0	4	0	-	0	4	0	-	0	4	0	4	0	-	
Comb. L-T	1	1	6	0	6	1	6	0	6	1	6	0	6	0	6	1	6	
WB Thru	2	0	-	0	2	0	-	0	2	0	-	0	2	0	2	0	-	
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	15	1	15	1	16	1	16	0	16	1	16	0	16	0	16	1	16	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	
Crit. Volumes:	N-S: 818	E-W: 254	SUM: 1072	N-S: 875	E-W: 272	SUM: 1147	N-S: 905	E-W: 272	SUM: 1177	N-S: 917	E-W: 277	SUM: 1194	N-S: 917	E-W: 277	SUM: 1194	N-S: 917	E-W: 277	SUM: 1194
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3
(N/A=0, ATSC=L, ATCS=2)	1	0.652	1	0.705	1	0.726	1	0.738	1	0.738	1	0.738	1	0.738	1	0.738	1	0.738
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Capitol Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA23
 Counts by: City Traffic Counters

Western Avenue @ Capitol Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	15	1	15	1	16	1	16	0	16	1	16	0	16	1	16	0	16	1	16
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1358	1	745	95	1453	1	797	51	1504	1	824	11	1515	1	829	0	1515	2	758
Comb. T-R	1	745	745	1	797	1	797	1	824	1	824	1	829	1	829	0	829	0	0
NB Right	131	0	-	9	140	0	-	3	143	0	-	0	143	0	0	0	143	1	143
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	127	1	127	9	136	1	136	0	136	1	136	3	139	1	139	0	139	1	139
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1004	1	562	70	1074	1	601	55	1129	1	651	24	1153	1	663	0	1153	1	663
Comb. T-R	1	562	562	1	601	1	601	1	651	1	651	1	663	1	663	0	663	1	663
SB Right	119	0	-	8	127	0	-	45	172	0	-	0	172	0	0	0	172	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	186	0	-	13	199	0	-	15	214	0	-	0	214	0	0	0	214	0	0
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	99	0	299	7	106	0	320	5	111	0	340	0	111	0	340	0	111	0	340
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	14	0	-	1	15	0	-	0	15	0	-	0	15	0	0	0	15	0	0
Comb. L-T-R	1	0	0	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15
WB Left	174	1	174	12	186	1	186	7	193	1	193	0	193	1	193	0	193	1	193
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	64	1	64	4	68	1	68	15	83	1	83	0	83	1	83	0	83	1	83
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	222	1	222	16	238	1	238	0	238	1	238	0	238	1	238	0	238	1	238
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 872	E-W: 473	SUM: 1345	N-S: 933	E-W: 506	SUM: 1439	N-S: 960	E-W: 533	SUM: 1493	N-S: 968	E-W: 533	SUM: 1501	N-S: 968	E-W: 533	SUM: 1501	N-S: 968	E-W: 533	SUM: 1501	
No. of Phases:	3			3			3			3			3			3			
(N/A=0, ATSC=2)	2			2			2			2			2			2			
Volume / Capacity:	[1]	0.844	[1]	0.910	[1]	0.947	[1]	0.953	[1]	0.953	[1]	0.953	[1]	0.953	[1]	0.953	[1]	0.953	
Level of Service:	D			E			E			E			E			E			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Capitol Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA23
 Counts by: City Traffic Counters

Western Avenue @ Capitol Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	44	1	44	3	47	1	47	0	47	1	47	0	47	1	47	47
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
NB Thru	1144	1	628	80	1224	1	671	45	1269	1	696	43	1312	2	1312	656
Comb. T-R	1	628	628	1	671	1	671	5	124	1	696	0	124	0	124	124
NB Right	111	0	-	8	119	0	-	5	124	0	-	0	124	1	124	124
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Left	214	1	214	15	229	1	229	0	229	1	229	2	231	1	231	231
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
SB Thru	1316	1	717	92	1408	1	767	49	1457	1	804	13	1470	1	1470	811
Comb. T-R	1	717	717	1	767	1	767	25	151	0	-	0	151	0	151	151
SB Right	118	0	-	8	126	0	-	0	-	0	-	0	-	0	-	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Left	113	0	-	8	121	0	-	28	149	0	-	0	149	0	149	149
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
EB Thru	68	0	210	5	73	0	225	9	82	0	262	0	82	0	82	262
Comb. T-R	0	-	0	-	-	0	-	0	31	0	-	0	31	0	31	31
EB Right	29	0	-	2	31	0	-	0	31	0	-	0	31	0	31	31
Comb. L-T-R	1	1	-	1	-	1	-	1	-	1	-	1	-	1	-	1
WB Left	169	1	169	12	181	1	181	4	185	1	185	0	185	1	185	185
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
WB Thru	82	1	82	6	88	1	88	8	96	1	96	0	96	1	96	96
Comb. T-R	0	-	0	-	-	0	-	0	213	0	213	0	213	1	213	213
WB Right	199	1	199	14	213	1	213	0	213	0	213	0	213	1	213	213
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
Crit. Volumes:	N-S: 842	E-W: 379	SUM: 1221	N-S: 900	E-W: 406	SUM: 1306	N-S: 925	E-W: 447	SUM: 1372	N-S: 949	E-W: 447	SUM: 1395	N-S: 887	E-W: 447	SUM: 1334	
No. of Phases:	3			3			3			3			3			
(N/A=0, ATSC=2)	2			2			2			2			2			
Volume / Capacity:	[1]	0.756	C	[1]	0.816	D	[1]	0.863	D	[1]	0.879	D	[1]	0.836	D	
Level of Service:	C			D			D			D			D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Capitol Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA23
 Counts by: City Traffic Counters

Western Avenue @ Capitol Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]					
	No. of Lane	Volume	Total Volume	No. of Lane	Volume	Total Volume	Added Volume	No. of Lane	Volume	Total Volume	Added Volume	No. of Lane	Volume	Total Volume	Added Volume	No. of Lane	Volume	
NB Left	43	1	43	1	46	0	46	1	46	0	46	1	46	0	46	1	46	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	0	0	-	
NB Thru	1306	1	713	1	763	35	1432	1	781	32	1464	1	797	0	1464	2	732	
Comb. T-R	1	713	713	1	763	35	1432	1	781	32	1464	1	797	0	1464	2	732	
NB Right	120	0	8	128	0	2	130	0	130	0	130	0	130	0	130	1	130	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	272	1	272	1	291	0	291	1	291	2	293	1	293	0	293	1	293	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	0	0	-	
SB Thru	1313	1	702	1	751	40	1445	1	781	16	1461	1	789	0	1461	1	789	
Comb. T-R	1	702	702	1	751	40	1445	1	781	16	1461	1	789	0	1461	1	789	
SB Right	90	0	6	96	0	20	116	0	116	0	116	0	116	0	116	0	116	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	111	0	8	119	0	14	133	0	133	0	133	0	133	0	133	0	133	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	0	0	-	
EB Thru	65	0	201	5	70	5	75	0	234	0	75	0	234	0	75	0	234	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	25	0	2	27	0	0	27	0	27	0	27	0	27	0	27	0	27	
Comb. L-T-R	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	160	1	160	1	171	3	174	1	174	0	174	1	174	0	174	1	174	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	0	0	-	
WB Thru	68	1	68	1	73	7	80	1	80	0	80	1	80	0	80	1	80	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	207	1	207	1	221	0	221	1	221	0	221	1	221	0	221	1	221	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	985	N-S:	1054	N-S:	1072	N-S:	1090	N-S:	1090	N-S:	1090	N-S:	1090	N-S:	1090	N-S:	1025
	E-W:	361	E-W:	386	E-W:	408	E-W:	408	E-W:	408	E-W:	408	E-W:	408	E-W:	408	E-W:	408
	SUM:	1346	SUM:	1440	SUM:	1481	SUM:	1499	SUM:	1499	SUM:	1499	SUM:	1499	SUM:	1499	SUM:	1434
No. of Phases:		3		3		3		3		3		3		3		3		3
(N/A=0, ATSA=L, ATCS=2)		2		2		2		2		2		2		2		2		2
Volume / Capacity:	[1]	0.845	[1]	0.911	[1]	0.939	[1]	0.952	[1]	0.952	[1]	0.952	[1]	0.952	[1]	0.952	[1]	0.906
Level of Service:		D		E		E		E		E		E		E		E		E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Park Western Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA24
 Counts by: City Traffic Counters

Western Avenue @ Park Western Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	7	1	7	7	7	7	0	7	1	7	7	0	7	1	7	7
Comb. L-T	0	-	0	0	-	0	0	0	0	-	0	0	0	0	-	0
NB Thru	1529	1	855	107	1636	1	915	1	942	1	947	0	1700	1	947	947
Comb. T-R	1	855	1	915	1	942	0	194	1	947	0	0	194	1	947	947
NB Right	181	0	13	194	0	0	0	194	0	0	0	0	194	0	0	194
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	113	1	113	8	121	1	121	0	121	1	124	3	124	1	124	124
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	0
SB Thru	1041	1	521	73	1114	1	557	60	1174	1	587	21	1195	1	597	1195
Comb. T-R	1	521	1	557	1	587	0	0	0	0	587	0	0	1	597	597
SB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	0
EB Thru	7	0	11	0	7	0	12	0	7	0	12	0	7	0	12	12
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Right	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	3
Comb. L-T-R	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
WB Left	171	0	12	183	0	0	0	183	0	0	183	0	183	0	183	183
Comb. L-T	1	173	1	185	1	185	0	0	0	1	185	0	0	1	185	185
WB Thru	2	0	0	2	0	2	0	2	0	2	0	0	2	0	2	2
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Right	59	1	59	4	63	1	63	0	63	1	64	1	64	1	64	64
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 968	E-W: 182	SUM: 1150	N-S: 1036	E-W: 195	SUM: 1231	N-S: 1063	E-W: 195	SUM: 1258	N-S: 1071	E-W: 195	SUM: 1266	N-S: 1071	E-W: 195	SUM: 1266	
No. of Phases:	2			2			2			2			2			
Volume / Capacity:	[1]	0.667	[1]	0.720	[1]	0.739	[1]	0.744	[1]	0.744	[1]	0.744	[1]	0.744	[1]	0.744
Level of Service:	B			C			C			C			C			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Park Western Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA24
 Counts by: City Traffic Counters

Western Avenue @ Park Western Drive
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION						
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	33	1	33	2	35	1	35	0	35	1	35	0	35	0	35	1	35	0	35
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1422	1	764	100	1522	1	817	48	1570	1	841	36	1606	0	1606	1	859	0	859
Comb. T-R	1	764	764	1	817	1	817	1	841	1	841	1	859	1	859	1	859	1	859
NB Right	106	0	0	7	113	0	0	0	113	0	0	0	113	0	113	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	126	1	126	9	135	1	135	0	135	1	135	2	137	0	137	1	137	0	137
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1402	1	701	98	1500	1	750	53	1553	1	777	11	1564	0	1564	1	782	0	782
Comb. T-R	1	701	701	1	750	1	750	1	777	1	777	1	782	1	782	1	782	1	782
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	3	0	0	0	3	0	0	0	3	0	0	0	3	0	3	0	0	0	0
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	10	0	29	1	11	0	31	0	11	0	31	0	11	0	11	0	0	0	0
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	16	0	0	1	17	0	0	0	17	0	0	0	17	0	17	0	0	0	0
Comb. L-T-R	1	0	0	1	1	1	0	0	1	1	0	0	1	0	1	1	0	0	0
WB Left	283	0	0	20	303	0	0	0	303	0	0	0	303	0	303	0	0	0	0
Comb. L-T	1	292	292	1	312	1	312	1	312	1	312	1	312	1	312	1	312	1	312
WB Thru	9	0	0	1	10	0	0	0	10	0	0	0	10	0	10	0	0	0	0
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	55	1	55	4	59	1	59	0	59	1	59	3	62	0	62	1	62	0	62
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 890	E-W: 312	SUM: 1202	N-S: 952	E-W: 334	SUM: 1286	N-S: 976	E-W: 334	SUM: 1310	N-S: 996	E-W: 334	SUM: 1330	N-S: 996	E-W: 334	SUM: 1330	N-S: 996	E-W: 334	SUM: 1330	
No. of Phases:	(N/A=0, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	[1]	0.701	[1]	0.757	[1]	0.773	[1]	0.787	[1]	0.787	[1]	0.787	[1]	0.787	[1]	0.787	[1]	0.787	[1]
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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CRITICAL MOVEMENT ANALYSIS

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 E-W St: Park Western Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA24
 Counts by: City Traffic Counters

Western Avenue @ Park Western Drive
 Peak Hour: Saturday
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	35	1	35	2	37	1	37	0	37	1	37	0	37	1	37
Comb. L-T	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
NB Thru	1429	1	755	100	1529	1	807	36	1565	1	825	27	1592	1	839
Comb. T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
NB Right	80	1	755	6	86	1	807	0	86	1	825	0	86	1	839
Comb. L-T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
SB Left	137	1	137	10	147	1	147	0	147	1	147	2	149	1	149
Comb. L-T	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
SB Thru	1282	1	643	90	1372	1	687	42	1414	1	708	14	1428	1	715
Comb. T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
SB Right	3	0	-	0	3	0	0	0	3	0	0	0	3	0	3
Comb. L-T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
EB Left	10	0	-	1	11	0	0	0	11	0	0	0	11	0	0
Comb. L-T	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
EB Thru	22	0	39	2	24	0	42	0	24	0	42	0	24	0	42
Comb. T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
EB Right	7	0	-	0	7	0	0	0	7	0	0	0	7	0	7
Comb. L-T-R	1	1	-	0	-	1	0	0	1	1	0	0	1	1	0
WB Left	204	0	-	14	218	0	0	0	218	0	0	0	218	0	0
Comb. L-T	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
WB Thru	16	0	-	1	17	0	235	0	17	1	235	0	17	1	235
Comb. T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
WB Right	99	1	99	7	106	1	106	0	106	1	106	2	108	1	108
Comb. L-T-R	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-
Crit. Volumes:	N-S: 892	E-W: 243	SUM: 1135	N-S: 954	E-W: 260	SUM: 1214	N-S: 972	E-W: 260	SUM: 1232	N-S: 987	E-W: 260	SUM: 1247	N-S: 987	E-W: 260	SUM: 1247
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
(N/A=0, ATSC=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	[1] 0.656	[1] 0.709	[1] 0.709	[1] 0.709	[1] 0.709	[1] 0.709	[1] 0.721	[1] 0.721	[1] 0.721	[1] 0.732	[1] 0.732	[1] 0.732	[1] 0.732	[1] 0.732	[1] 0.732
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Crestwood Street
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Crestwood Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA25
 Counts by: City Traffic Counters

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	78	1	78	5	83	1	83	0	83	1	83	0	83	0	83	1	83	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Thru	1542	1	827	108	1650	1	884	55	1705	1	912	8	1713	0	1713	1	916	
Comb. T-R	1	827	827	1	884	1	884	1	912	1	912	1	916	1	916	1	916	
NB Right [1]	111	0	-	8	119	0	-	0	119	0	-	0	119	0	119	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	18	1	18	1	19	1	19	0	19	1	19	0	19	0	19	1	19	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	
SB Thru	1103	1	608	77	1180	1	650	60	1240	1	680	18	1258	0	1258	1	689	
Comb. T-R	1	608	608	1	650	1	650	1	680	1	680	1	689	1	689	1	689	
SB Right	112	0	-	8	120	0	-	0	120	0	-	0	120	0	120	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Left	175	0	-	12	187	0	-	0	187	0	-	0	187	0	187	0	-	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Thru [2]	37	0	332	3	40	0	355	0	40	0	355	0	40	0	40	0	355	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Right	120	0	-	8	128	0	-	0	128	0	-	0	128	0	128	0	-	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
WB Left	74	1	74	5	79	1	79	0	79	1	79	0	79	0	79	1	79	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Thru [2]	19	0	-	1	20	0	-	0	20	0	-	0	20	0	20	0	-	
Comb. T-R	1	30	30	1	32	1	32	1	32	1	32	1	32	1	32	1	32	
WB Right	11	0	-	1	12	0	-	0	12	0	-	0	12	0	12	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 845	E-W: 406	SUM: 1251	N-S: 904	E-W: 434	SUM: 1338	N-S: 931	E-W: 434	SUM: 1366	N-S: 935	E-W: 434	SUM: 1370	N-S: 935	E-W: 434	SUM: 1370	N-S: 935	E-W: 434	SUM: 1370
No. of Phases:	(N/A=0, ATSC=2)	3	2	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3
Volume / Capacity:	[3]	0.778	[3]	0.839	[3]	0.858	[3]	0.861	[3]	0.861	[3]	0.861	[3]	0.861	[3]	0.861	[3]	0.861
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

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Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] No Right-Turn on Red.

[2] Eastbound/Westbound is a split phase.

[3] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Crestwood Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA25
 Counts by: City Traffic Counters

Western Avenue @ Crestwood Street
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	40	1	40	3	43	1	43	0	43	1	43	0	43	1	43	43
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
NB Thru	1242	1	713	87	1329	1	762	48	1377	1	786	33	1410	1	803	803
Comb. T-R	1	713	713	1	762	1	762	1	786	1	786	1	803	1	803	803
NB Right [1]	183	0	-	13	196	0	-	0	196	0	-	0	196	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	48
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
SB Thru	1389	1	764	97	1486	1	817	53	1539	1	843	10	1549	1	848	848
Comb. T-R	1	764	764	1	817	1	817	1	843	1	843	1	848	1	848	848
SB Right	138	0	-	10	148	0	-	0	148	0	-	0	148	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	123	0	-	9	132	0	-	0	132	0	-	0	132	0	-	-
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
EB Thru [2]	35	0	200	2	37	0	214	0	37	0	214	0	37	0	214	214
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
EB Right	42	0	-	3	45	0	-	0	45	0	-	0	45	0	-	-
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WB Left	208	1	208	15	223	1	223	0	223	1	223	0	223	1	223	223
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
WB Thru [2]	51	0	-	4	55	0	-	0	55	0	-	0	55	0	-	-
Comb. T-R	1	110	110	1	118	1	118	1	118	1	118	1	118	1	118	118
WB Right	59	0	-	4	63	0	-	0	63	0	-	0	63	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 804	E-W: 408	SUM: 1212	N-S: 860	E-W: 437	SUM: 1296	N-S: 886	E-W: 437	SUM: 1328	N-S: 891	E-W: 437	SUM: 1328	N-S: 891	E-W: 437	SUM: 1328	
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3	3
Volume / Capacity:	[3] 0.750	[3] 0.810	[3] 0.828	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832	[3] 0.832
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] No Right-Turn on Red.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Crestwood Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA25
 Counts by: City Traffic Counters

Western Avenue @ Crestwood Street
 Peak Hour: Saturday
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume	Added Volume	No. of Lane	Total Volume
NB Left	48	1	48	3	51	1	51	0	51	1	51	0	51	1	51
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1313	1	767	92	1405	1	820	36	1441	1	838	25	1466	1	851
Comb. T-R	0	1	767	0	820	1	820	0	838	1	838	0	851	1	851
NB Right [1]	220	0	0	15	235	0	0	0	235	0	0	0	235	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	69	1	69	5	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1262	1	683	88	1350	1	731	42	1392	1	752	12	1404	1	758
Comb. T-R	0	1	683	0	731	1	731	0	752	1	752	0	758	1	758
SB Right	104	0	0	7	111	0	0	0	111	0	0	0	111	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	132	0	0	9	141	0	0	0	141	0	0	0	141	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru [2]	28	0	197	2	30	0	211	0	30	0	211	0	30	0	211
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	37	0	0	3	40	0	0	0	40	0	0	0	40	0	0
Comb. L-T-R	1	1	0	0	0	1	0	0	0	1	0	0	0	1	0
WB Left	203	1	203	14	217	1	217	0	217	1	217	0	217	1	217
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru [2]	38	0	0	3	41	0	0	0	41	0	0	0	41	0	0
Comb. T-R	1	1	128	0	137	1	137	0	137	1	137	0	137	1	137
WB Right	90	0	0	6	96	0	0	0	96	0	0	0	96	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 836	E-W: 400	SUM: 1236	N-S: 894	E-W: 428	SUM: 1322	N-S: 912	E-W: 428	SUM: 1340	N-S: 924	E-W: 428	SUM: 1352	N-S: 924	E-W: 428	SUM: 1352
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3
(N/A=0, ATSA=L, ATCS=2)	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3
Volume / Capacity:	[3]	0.767	[3]	0.828	[3]	0.840	[3]	0.849	[3]	0.849	[3]	0.849	[3]	0.849	[3]
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] No Right-Turn on Red.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Summerland Avenue
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA26
 Counts by: City Traffic Counters

Western Avenue @ Summerland Avenue
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	9	1	10	1	10	0	1	10	1	10	0	10	1	10	0
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	-
NB Thru	1264	2	632	2	676	54	2	703	2	706	5	1411	2	706	2
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0
NB Right	54	1	54	1	58	0	1	58	1	58	0	58	1	58	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	220	1	220	1	235	0	1	235	1	235	0	235	1	235	0
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	-
SB Thru	1027	1	524	1	560	60	1	590	1	599	18	1177	1	599	0
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0
SB Right	20	1	21	1	21	0	1	21	1	21	0	21	1	21	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	36	0	36	0	39	1	0	39	0	39	0	39	0	39	0
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	-
EB Thru [1]	69	0	69	0	74	0	0	74	0	74	0	74	0	74	0
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0
EB Right	10	0	10	0	11	0	0	11	0	11	0	11	0	11	0
Comb. L-T-R	0	1	1	1	1	0	1	1	1	1	0	1	1	1	0
WB Left	127	1	127	1	127	0	1	127	1	127	0	127	1	127	0
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	-
WB Thru [1]	81	0	81	0	87	0	0	87	0	87	0	87	0	87	0
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0
WB Right	445	1	445	1	476	0	1	476	1	476	4	480	1	480	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 852	E-W: 450	SUM: 1302	N-S: 912	E-W: 482	SUM: 1394	N-S: 939	E-W: 483	SUM: 1422	N-S: 941	E-W: 487	SUM: 1428	N-S: 941	E-W: 487	SUM: 1428
No. of Phases:	(N/A=0, ATCS=2)	4	2	4	2	4	2	4	2	4	2	4	2	4	2
Volume / Capacity:	[2]	0.847	[2]	0.913	[2]	0.934	[2]	0.938	[2]	0.938	[2]	0.938	[2]	0.938	[2]
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Summerland Avenue
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA26
 Counts by: City Traffic Counters

Western Avenue @ Summerland Avenue
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	7	1	7	1	7	7	1	7	7	1	7	0	7	1	7
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
NB Thru	1154	2	577	81	1235	2	617	47	1282	2	641	18	1300	2	650
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
NB Right	41	1	41	3	44	1	44	0	44	1	44	0	44	1	44
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	240	1	240	17	257	1	257	0	257	1	257	0	257	1	257
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
SB Thru	1412	1	722	99	1511	1	772	52	1563	1	799	10	1573	1	804
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
SB Right	31	1	31	2	33	1	34	1	34	0	34	0	34	0	34
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
EB Thru [1]	21	0	65	1	22	0	22	0	22	0	22	0	22	0	22
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
EB Right	16	0	16	1	17	0	17	0	17	0	17	0	17	0	17
Comb. L-T-R	1	1	2	1	2	1	2	1	2	1	2	1	2	1	2
WB Left	184	1	129	13	197	1	138	0	197	1	138	0	197	1	138
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
WB Thru [1]	41	0	96	3	44	0	44	0	44	0	44	0	44	0	44
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-
WB Right	340	1	340	24	364	1	364	0	364	1	364	15	379	1	379
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 817	E-W: 285	SUM: 1102	N-S: 874	E-W: 305	SUM: 1179	N-S: 898	E-W: 305	SUM: 1203	N-S: 907	E-W: 320	SUM: 1227	N-S: 907	E-W: 320	SUM: 1227
No. of Phases:	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4
Volume / Capacity:	[2] 0.701	[2] 0.758	[2] 0.775	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792	[2] 0.792
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 100% of overlapping left turn.
 [1] Eastbound/Westbound is a split phase.
 [2] Reduction of 0.10 due to installation of Caltrans signal synchronization system similar to LADOT's ATCS/ATCS system.

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N-S St: Western Avenue
 E-W St: Summerland Avenue
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA26
 Counts by: City Traffic Counters

Western Avenue @ Summerland Avenue
 Peak Hour: Saturday
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes
NB Left	8	1	8	1	9	1	9	1	9	1	9	1	9	1	9
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
NB Thru	1300	2	650	91	1391	2	696	2	713	2	720	2	720	2	720
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
NB Right	36	1	36	3	39	1	39	1	39	1	39	1	39	1	39
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	175	1	175	12	187	1	187	1	187	1	187	1	187	1	187
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
SB Thru	1249	1	648	87	1336	1	693	1	714	1	720	1	720	1	720
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
SB Right	47	1	47	3	50	1	50	1	50	1	50	1	50	1	50
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	23	0	23	2	25	0	25	0	25	0	25	0	25	0	25
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
EB Thru [1]	22	0	22	2	24	0	24	0	24	0	24	0	24	0	24
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
EB Right	17	0	17	1	18	0	18	0	18	0	18	0	18	0	18
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WB Left	94	1	66	7	101	1	70	1	70	1	70	1	70	1	70
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
WB Thru [1]	22	0	22	2	24	0	24	0	24	0	24	0	24	0	24
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
WB Right	272	1	272	19	291	1	291	1	291	1	291	1	291	1	291
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 825	E-W: 247	SUM: 1072	N-S: 883	E-W: 264	SUM: 1147	N-S: 900	E-W: 275	SUM: 1175	N-S: 907	E-W: 275	SUM: 1182	N-S: 907	E-W: 275	SUM: 1182
No. of Phases:	4	2	2	4	2	2	4	2	2	4	2	2	4	2	2
(N/A=0, ATCS=1, ATCS=2)	[2]	0.679	[2]	0.734	[2]	0.747	[2]	0.760	[2]	0.760	[2]	0.760	[2]	0.760	[2]
Volume / Capacity:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Level of Service:															

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: W. 1st Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA27
 Counts by: City Traffic Counters

Western Avenue @ W. 1st Street
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	14	1	14	15	1	15	0	15	1	15	0	15	1	15	0	15
Comb. L-T	0	-	0	-	0	-	-	-	0	-	-	-	0	-	-	-
NB Thru	1149	2	575	80	2	615	14	1243	2	622	3	1246	2	623	0	1246
Comb. T-R	0	-	0	-	0	-	-	-	0	-	-	-	0	-	-	-
NB Right [1]	361	1	361	25	1	386	5	391	1	391	0	391	1	391	0	391
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	111	1	111	8	1	119	26	145	1	145	3	148	1	148	0	148
Comb. L-T	0	-	0	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Thru	999	1	528	70	1	564	12	1081	1	581	12	1093	1	589	0	1093
Comb. T-R	1	528	528	1	564	564	1	581	1	581	1	589	1	589	0	589
SB Right	56	0	-	4	0	-	22	82	0	-	3	85	0	-	0	85
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	57	1	57	4	1	61	8	69	1	69	1	70	1	70	0	70
Comb. L-T	0	-	0	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Thru	234	0	-	16	0	250	3	253	0	253	0	253	0	253	0	253
Comb. T-R	1	265	265	1	284	284	1	287	1	287	1	287	1	287	0	287
EB Right	31	0	-	2	0	33	0	33	0	33	0	33	0	33	0	33
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	253	1	253	18	1	271	6	277	1	277	0	277	1	277	0	277
Comb. L-T	0	-	0	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Thru	136	1	136	10	1	146	7	153	1	153	0	153	1	153	0	153
Comb. T-R	0	-	0	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Right [1]	133	1	133	9	1	142	33	175	1	175	1	176	1	176	0	176
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 686	E-W: 518	SUM: 1204	N-S: 733	E-W: 554	SUM: 1288	N-S: 766	E-W: 563	SUM: 1330	N-S: 771	E-W: 563	SUM: 1334	N-S: 771	E-W: 563	SUM: 1334	
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	4	2	4	2	4	4	2	4	2	4	2	4	2	4	2
Volume / Capacity:	0.875	[2]	0.837	[2]	0.867	[2]	0.870	[2]	0.870	[2]	0.870	[2]	0.870	[2]	0.870	[2]
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

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Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] Overlap phase for right-turn lanes.

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 E-W St: W. 1st Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA27
 Counts by: City Traffic Counters

Western Avenue @ W. 1st Street
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	17		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
NB Thru	979	2	490	69	1048	2	524	11	1059	2	529	12	1071	2	535	535		
Comb. T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
NB Right [1]	296	1	296	21	317	1	317	6	323	1	323	0	323	1	323	323		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
SB Left	202	1	202	14	216	1	216	28	244	1	244	2	246	1	246	246		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
SB Thru	1335	1	713	93	1428	1	762	12	1440	1	774	6	1446	1	1446	778		
Comb. T-R	1	713	713	1	762	1	762	1	774	1	774	1	778	1	778	778		
SB Right	90	0	-	6	96	0	-	12	108	0	-	2	110	0	110	110		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
EB Left	49	1	49	3	52	1	52	14	66	1	66	3	69	1	69	69		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
EB Thru	195	0	-	14	209	0	-	5	214	0	-	0	214	0	214	214		
Comb. T-R	1	215	215	1	230	1	230	1	235	1	235	1	235	1	235	235		
EB Right	20	0	-	1	21	0	-	0	21	0	-	0	21	0	21	21		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
WB Left	317	1	317	22	339	1	339	7	346	1	346	0	346	1	346	346		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
WB Thru	186	1	186	13	199	1	199	4	203	1	203	0	203	1	203	203		
Comb. T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
WB Right [1]	142	1	142	10	152	1	152	22	174	1	174	3	177	1	177	177		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
Crit. Volumes:	N-S:	729	779	N-S:	791	N-S:	791	N-S:	791	N-S:	791	N-S:	795	N-S:	795	795		
	E-W:	532	569	E-W:	581	E-W:	581	E-W:	581	E-W:	581	E-W:	581	E-W:	581	581		
	SUM:	1261	1349	SUM:	1373	SUM:	1373	SUM:	1373	SUM:	1377	SUM:	1377	SUM:	1377	1377		
No. of Phases:	4			4			4			4			4			4		
(N/A=0, ATCS=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.917			[2] 0.881			[2] 0.898			[2] 0.901			[2] 0.901			[2] 0.901		
Level of Service:	E			D			D			E			E			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
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Western Avenue @ W. 1st Street
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Project Alternative 700DU

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	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	18	1	19	1	19	0	19	1	19	0	19	1	19	1	19	19
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Thru	1190	2	595	83	1273	2	637	2	643	9	1294	2	647	2	647	647
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Right [1]	278	1	278	19	297	1	297	4	301	0	301	1	301	1	301	301
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Left	159	1	159	11	170	1	170	18	188	2	190	1	190	1	190	190
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Thru	1107	1	590	77	1184	1	631	14	1198	8	1206	1	648	1	648	648
Comb. T-R	1	590	590	1	631	1	631	1	643	1	648	1	648	1	648	648
SB Right	72	0	-	5	77	0	-	10	87	2	89	0	89	0	89	89
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Left	54	1	54	4	58	1	58	7	65	2	67	1	67	1	67	67
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Thru	162	0	-	11	173	0	-	2	175	0	175	0	175	0	175	175
Comb. T-R	1	182	182	1	195	1	195	1	197	1	197	1	197	1	197	197
EB Right	20	0	-	1	21	0	-	0	21	0	21	0	21	0	21	21
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Left	201	1	201	14	215	1	215	4	219	0	219	1	219	1	219	219
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Thru	94	1	94	7	101	1	101	3	104	0	104	1	104	1	104	104
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Right [1]	186	1	186	13	199	1	199	16	215	2	217	1	217	1	217	217
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-
Crit. Volumes:	N-S: 754	E-W: 383	SUM: 1137	N-S: 807	E-W: 410	SUM: 1217	N-S: 831	E-W: 416	SUM: 1247	N-S: 837	E-W: 416	SUM: 1253	N-S: 837	E-W: 416	SUM: 1253	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
(N/A=0, ATSC=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.827	0.785	0.811	0.807	0.811	0.811	0.807	0.811	0.811	0.811	0.811	0.811	0.811	0.811	0.811	0.811
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: Weymouth Avenue
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA28
 Counts by: City Traffic Counters

Western Avenue @ Weymouth Avenue
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	3	1	3	0	3	3	0	3	1	3	3	0	3	1	3
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-
NB Thru	960	1	486	67	1027	16	1043	1	528	1	529	0	1045	1	529
Comb. T-R	1	486	1	520	1	528	1	528	1	529	1	0	13	1	529
NB Right	12	0	1	13	0	13	0	13	0	13	0	0	13	0	13
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	449	1	449	31	480	2	482	1	482	1	488	6	488	1	488
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-
SB Thru	802	1	412	56	858	16	874	1	448	1	451	6	880	1	451
Comb. T-R	1	412	1	440	1	448	1	448	1	451	1	0	22	1	451
SB Right	21	0	1	22	0	22	0	22	0	22	0	0	22	0	22
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	0	4	67	0	67	0	67	0	67	0	0	67	0	67
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-
EB Thru	52	0	134	4	56	0	56	0	143	0	143	0	56	0	143
Comb. T-R	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-
EB Right	19	0	1	20	0	20	0	20	0	20	0	0	20	0	20
Comb. L-T-R	1	0	1	1	1	1	1	1	1	1	1	0	20	0	20
WB Left	3	0	0	3	0	3	0	3	0	3	0	0	3	0	3
Comb. L-T	1	6	1	6	1	6	1	6	1	6	1	0	6	1	6
WB Thru	3	0	0	3	0	3	0	3	0	3	0	0	3	0	3
Comb. T-R	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-
WB Right [1]	499	1	499	35	534	3	537	1	537	1	539	2	539	1	539
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 935	E-W: 137	SUM: 1072	N-S: 1000	E-W: 147	SUM: 1147	N-S: 1010	E-W: 147	SUM: 1157	N-S: 1017	E-W: 147	SUM: 1164	N-S: 1017	E-W: 147	SUM: 1164
No. of Phases:	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3
Volume / Capacity:	(N/A=0, ATSAC=1, ATCS=2)	0	0.752	[2]	0.705	[2]	0.712	[2]	0.717	[2]	0.717	[2]	0.717	[2]	0.717
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

[2] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Weymouth Avenue
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Western Avenue
 E-W St: Weymouth Avenue
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA28
 Counts by: City Traffic Counters

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	12	1	13	1	13	0	13	1	13	1	13	0	13	1	13
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	882	1	448	1	479	15	959	1	486	1	489	0	965	1	489
Comb. T-R	1	448	1	479	1	486	0	486	1	489	0	489	1	489	1
NB Right	13	0	14	0	-	0	14	0	-	0	14	0	14	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	476	1	476	33	509	1	509	1	512	1	515	3	515	1	515
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1102	1	582	77	1179	16	1195	1	631	1	632	3	1198	1	632
Comb. T-R	1	582	1	623	1	623	0	623	1	631	0	632	1	632	1
SB Right	62	0	4	66	0	66	0	66	0	66	0	0	66	0	66
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	40	0	3	43	0	43	0	43	0	43	0	0	43	0	43
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	15	0	66	1	16	0	16	0	16	0	16	0	16	0	16
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Right	11	0	12	0	-	0	12	0	-	0	12	0	12	0	12
Comb. L-T-R	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1
WB Left	4	0	0	4	0	4	0	4	0	4	0	0	4	0	4
Comb. L-T	1	20	1	21	1	21	1	21	1	21	1	0	21	1	21
WB Thru	16	0	1	17	0	17	0	17	0	17	0	0	17	0	17
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Right [1]	391	1	391	27	418	2	420	1	420	1	426	6	426	1	426
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 924	E-W: 70	SUM: 994	N-S: 988	E-W: 75	SUM: 1063	N-S: 999	E-W: 75	SUM: 1074	N-S: 1005	E-W: 75	SUM: 1080	N-S: 1005	E-W: 75	SUM: 1080
No. of Phases:	3	0	3	3	0	3	3	0	3	3	0	3	3	0	3
Volume / Capacity:	0.697	0.646	[2]	0.653	[2]	0.658	[2]	0.658	[2]	0.658	[2]	0.658	[2]	0.658	[2]
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.
 [2] Reduction of 0.10 due to installation of San Pedro ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: W. 9th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA29
 Counts by: City Traffic Counters

Western Avenue @ W. 9th Street
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	1	151	162	1	162	1	2	164	1	164	1	0	164	1	164	164
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
NB Thru	854	484	914	1	517	1	17	931	1	527	1	2	933	1	528	528
Comb. T-R	1	484	517	1	517	1	3	124	1	527	1	0	528	1	528	528
NB Right	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
SB Left	63	1	67	1	67	1	1	68	1	68	1	0	68	1	68	68
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
SB Thru	687	352	735	1	377	1	17	752	1	385	1	6	758	1	388	388
Comb. T-R	1	352	377	1	377	1	0	18	1	385	1	0	388	1	388	388
SB Right	17	0	18	0	-	0	0	18	0	-	0	0	18	0	18	18
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
EB Left	9	1	10	1	10	1	0	10	1	10	1	0	10	1	10	10
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
EB Thru	93	93	100	1	100	1	7	107	1	107	1	0	107	1	107	107
Comb. T-R	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
EB Right	105	1	112	1	112	1	5	117	1	117	1	0	117	1	117	117
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
WB Left	121	1	129	1	129	1	2	131	1	131	1	0	131	1	131	131
Comb. L-T	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
WB Thru	135	1	144	1	144	1	3	147	1	147	1	0	147	1	147	147
Comb. T-R	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
WB Right	83	1	89	1	89	1	1	90	1	90	1	0	90	1	90	90
Comb. L-T-R	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	-
Crit. Volumes:	N-S:	547	N-S:	585	N-S:	596	N-S:	597	N-S:	597	N-S:	597	N-S:	597	N-S:	597
	E-W:	214	E-W:	229	E-W:	238	E-W:	238	E-W:	238	E-W:	238	E-W:	238	E-W:	238
	SUM:	761	SUM:	814	SUM:	834	SUM:	835	SUM:	835	SUM:	835	SUM:	835	SUM:	835
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
(N/A=0, ATSA=1, ATCS=2)	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.553	[1]	0.492	[1]	0.506	[1]	0.507	[1]	0.507	[1]	0.507	[1]	0.507	[1]	0.507	0.507
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: W. 9th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA29
 Counts by: City Traffic Counters

Western Avenue @ W. 9th Street
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	123	1	123	1	132	1	132	5	137	1	137	0	137	1	137	1		
Comb. L-T	0	-	0	0	-	0	-	16	836	0	842	6	842	0	842	1		
NB Thru	766	1	426	1	455	1	455	16	836	1	466	1	469	1	469	1		
Comb. T-R	1	426	426	1	455	1	455	1	466	1	466	1	469	1	469	1		
NB Right	85	0	-	0	-	0	-	6	97	0	97	0	97	0	97	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	97	0	97	0	97	0	97	0		
SB Left	93	1	93	1	100	1	100	1	101	1	101	0	101	1	101	1		
Comb. L-T	0	-	0	0	-	0	-	17	1098	0	1101	3	1101	0	1101	1		
SB Thru	1010	1	528	1	565	1	565	16	836	1	573	1	575	1	575	1		
Comb. T-R	1	528	528	1	565	1	565	1	573	1	573	1	575	1	575	1		
SB Right	46	0	-	0	-	0	-	0	49	0	49	0	49	0	49	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	49	0	49	0	49	0	49	0		
EB Left	41	1	41	1	44	1	44	0	44	1	44	0	44	1	44	1		
Comb. L-T	0	-	0	0	-	0	-	5	156	0	156	0	156	0	156	0		
EB Thru	141	1	141	1	151	1	151	5	156	1	156	0	156	1	156	1		
Comb. T-R	0	-	0	0	-	0	-	2	183	0	183	0	183	0	183	0		
EB Right	169	1	169	1	181	1	181	2	183	1	183	0	183	1	183	1		
Comb. L-T-R	0	0	0	0	0	0	0	0	183	0	183	0	183	0	183	0		
WB Left	149	1	149	1	159	1	159	6	165	1	165	0	165	1	165	1		
Comb. L-T	0	-	0	0	-	0	-	9	132	0	132	0	132	0	132	0		
WB Thru	115	1	115	1	123	1	123	9	132	1	132	0	132	1	132	1		
Comb. T-R	0	-	0	0	-	0	-	1	49	0	49	0	49	0	49	0		
WB Right	45	1	45	1	48	1	48	1	49	1	49	0	49	1	49	1		
Comb. L-T-R	0	0	0	0	0	0	0	0	49	0	49	0	49	0	49	0		
Crit. Volumes:	N-S:	651	N-S:	697	N-S:	710	N-S:	710	N-S:	710	N-S:	712	N-S:	712	N-S:	712	N-S:	
	E-W:	290	E-W:	310	E-W:	321	E-W:	321	E-W:	321	E-W:	321	E-W:	321	E-W:	321	E-W:	
	SUM:	941	SUM:	1007	SUM:	1031	SUM:	1031	SUM:	1033	SUM:	1033	SUM:	1033	SUM:	1033	SUM:	
No. of Phases:	4			4			4			4			4			4		
(N/A=0, ATSA=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.684			[1] 0.632			[1] 0.650			[1] 0.651			[1] 0.651			[1] 0.651		
Level of Service:	B			B			B			B			B			B		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of San Pedro ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: W. 25th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA30
 Counts by: City Traffic Counters

Western Avenue @ W. 25th Street
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	33	1	33	2	35	1	35	7	42	1	42	0	42	0	42	1	42	
Comb. L-T	0	-	0	11	164	1	90	2	166	1	91	0	166	0	166	1	91	
NB Thru	153	1	85	1	85	1	90	1	91	1	91	1	91	1	91	1	91	
Comb. T-R	1	85	85	1	17	0	17	0	17	0	17	0	17	0	17	0	17	
NB Right	16	0	-	1	17	0	17	0	17	0	17	0	17	0	17	0	17	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	118	1	118	8	126	1	126	1	127	1	127	3	130	0	130	1	130	
Comb. L-T	0	-	0	9	136	2	68	3	139	2	69	0	139	0	139	2	69	
SB Thru	127	2	64	1	65	1	66	1	67	1	68	1	69	1	70	1	71	
Comb. T-R	0	-	0	34	526	1	526	14	540	1	540	3	543	0	543	1	543	
SB Right [1]	492	1	492	1	493	0	493	0	493	0	493	0	493	0	493	0	493	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	473	2	260	33	506	2	278	15	521	2	287	1	522	0	522	2	287	
Comb. L-T	0	-	0	18	277	1	154	116	393	0	212	0	393	0	393	1	212	
EB Thru	259	1	144	1	145	1	154	1	155	1	156	1	157	1	158	1	159	
Comb. T-R	1	144	144	2	31	0	31	0	31	0	31	0	31	0	31	0	31	
EB Right	29	0	-	2	31	0	31	0	31	0	31	0	31	0	31	0	31	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	28	1	28	2	30	1	30	5	35	1	35	0	35	0	35	1	35	
Comb. L-T	0	-	0	21	324	1	324	128	452	1	452	0	452	0	452	1	452	
WB Thru	303	1	303	1	304	0	304	1	305	0	305	1	306	1	307	1	308	
Comb. T-R	0	-	0	14	210	1	210	1	211	1	211	1	212	0	212	1	212	
WB Right	196	1	196	14	210	1	210	1	211	1	211	1	212	0	212	1	212	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	265	N-S:	283	N-S:	296	N-S:	296	N-S:	299	N-S:	299	N-S:	299	N-S:	299	N-S:	299
	E-W:	563	E-W:	603	E-W:	739	E-W:	739	E-W:	739	E-W:	739	E-W:	739	E-W:	739	E-W:	739
	SUM:	828	SUM:	886	SUM:	1035	SUM:	1035	SUM:	1038	SUM:	1038	SUM:	1038	SUM:	1038	SUM:	1038
No. of Phases:	4			4			4			4			4			4		
(N/A=0, ATSA=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.602			[2] 0.544			[2] 0.653			[2] 0.655			[2] 0.655			[2] 0.655		
Level of Service:	B			A			B			B			B			B		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The southbound right-turn movement has an overlapping phase with the eastbound left-turn phase. 100%

[2] Reduction of 0.10 due to installation of San Pedro ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Western Avenue
 E-W St: W. 25th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA30
 Counts by: City Traffic Counters

Western Avenue @ W. 25th Street
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	67	1	67	5	72	1	72	16	88	1	88	0	88	1	88	1	88	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	-	0	-	
NB Thru	141	1	90	10	151	1	96	5	156	1	98	0	156	1	156	1	98	
Comb. T-R	1	90	90	1	96	1	96	0	96	1	98	0	96	1	98	1	98	
NB Right	38	0	-	3	41	0	-	0	41	0	-	0	41	0	41	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	215	1	215	15	230	1	230	1	231	1	231	2	233	1	233	1	233	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	227	2	114	16	243	2	121	5	248	2	124	0	248	2	248	2	124	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right [1]	407	1	407	28	435	1	435	20	455	1	455	2	457	1	457	1	457	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	437	2	240	31	468	2	257	19	487	2	268	3	490	2	269	2	269	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	288	1	170	20	308	1	181	113	421	1	238	0	421	1	238	1	238	
Comb. T-R	1	170	170	1	181	1	181	0	181	1	238	0	181	1	238	1	238	
EB Right	51	0	-	4	55	0	-	0	55	0	-	0	55	0	55	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	62	1	62	4	66	1	66	9	75	1	75	0	75	1	75	1	75	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	246	1	246	17	263	1	263	103	366	1	366	0	366	1	366	1	366	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	148	1	148	10	158	1	158	2	160	1	160	3	163	1	163	1	163	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	305	N-S:	326	N-S:	329	N-S:	329	N-S:	331	N-S:	331	N-S:	331	N-S:	331	N-S:	
	E-W:	486	E-W:	520	E-W:	634	E-W:	634	E-W:	635	E-W:	635	E-W:	635	E-W:	635	E-W:	
	SUM:	791	SUM:	846	SUM:	963	SUM:	963	SUM:	967	SUM:	967	SUM:	967	SUM:	967	SUM:	
No. of Phases:	4			4			4			4			4			4		
(N/A=0, ATSA=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.575			[2] 0.515			[2] 0.600			[2] 0.603			[2] 0.603			[2] 0.603		
Level of Service:	A			A			A			B			B			B		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The southbound right-turn movement has an overlapping phase with the eastbound left-turn phase. 100%

[2] Reduction of 0.10 due to installation of San Pedro ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: S. Weymouth Avenue
 E-W St: W. 9th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA31
 Counts by: City Traffic Counters

S. Weymouth Avenue @ W. 9th Street
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T	0	0	-	22	341	0	-	2	343	0	-	0	343	0	-
NB Thru	319	0	-	358	1	383	1	385	1	385	1	385	1	385	1
Comb. T-R	1	358	1	3	42	0	42	0	42	0	42	0	42	0	42
NB Right	39	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	54	1	54	4	58	1	58	52	110	1	110	3	113	1	113
Comb. L-T	0	0	-	11	172	0	-	0	172	0	-	0	172	0	-
SB Thru	161	0	-	209	1	224	1	224	1	224	1	224	1	224	1
Comb. T-R	1	209	1	3	51	0	51	0	51	0	51	0	51	0	51
SB Right	48	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	80	0	-	6	86	0	-	0	86	0	-	0	86	0	-
Comb. L-T	0	0	-	16	246	0	-	11	257	0	-	0	257	0	-
EB Thru	230	0	355	3	48	0	48	0	48	0	48	0	48	0	48
Comb. T-R	0	355	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	45	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0
WB Left	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T	0	0	-	18	271	0	-	7	278	0	-	0	278	0	-
WB Thru	253	0	430	11	172	0	172	64	236	0	1	237	237	0	237
Comb. T-R	0	430	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	161	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	1	0	1	0	0	1	0	0	0	1	0	0	0	1	0
Crit. Volumes:	N-S: 412	E-W: 510	SUM: 922	N-S: 441	E-W: 546	SUM: 987	N-S: 495	E-W: 617	SUM: 1112	N-S: 498	E-W: 618	SUM: 1116	N-S: 498	E-W: 618	SUM: 1116
No. of Phases:	2			2			2			2			2		
Volume / Capacity:	0.615			[1] 0.558			[1] 0.641			[1] 0.644			[1] 0.644		
Level of Service:	B			A			B			B			B		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of San Pedro ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: S. Weymouth Avenue
 E-W St: W. 9th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA31
 Counts by: City Traffic Counters

S. Weymouth Avenue @ W. 9th Street
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	31	1	31	1	33	1	33	0	33	1	33	0	33	1	33	33		
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-		
NB Thru	201	0	-	14	215	0	0	215	0	215	0	0	215	0	0	-		
Comb. T-R	1	241	-	1	258	1	258	0	258	1	258	0	258	1	258	258		
NB Right	40	0	-	3	43	0	0	43	0	43	0	0	43	0	43	-		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	96	1	96	7	103	1	103	54	157	1	157	2	159	1	159	159		
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-		
SB Thru	176	0	-	12	188	0	189	1	189	0	189	0	189	0	189	0		
Comb. T-R	1	198	-	1	212	1	213	0	213	1	213	0	213	1	213	213		
SB Right	22	0	-	2	24	0	24	0	24	0	24	0	24	0	24	0		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	59	0	-	4	63	0	63	0	63	0	63	0	63	0	63	0		
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-		
EB Thru	211	0	306	15	226	0	327	12	238	0	339	0	238	0	339	339		
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-		
EB Right	36	0	-	3	39	0	0	0	39	0	39	0	39	0	39	0		
Comb. L-T-R	1	1	-	1	1	1	1	0	1	1	1	0	1	1	1	1		
WB Left	26	0	-	2	28	0	0	0	28	0	28	0	28	0	28	0		
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-		
WB Thru	196	0	378	14	210	0	404	18	228	0	465	0	228	0	468	468		
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-		
WB Right	156	0	-	11	167	0	0	43	210	0	0	3	213	0	213	0		
Comb. L-T-R	1	1	-	1	1	1	1	0	1	1	1	0	1	1	1	1		
Crit. Volumes:	N-S: 337	E-W: 437	SUM: 774	N-S: 361	E-W: 468	SUM: 828	N-S: 415	E-W: 529	SUM: 943	N-S: 417	E-W: 532	SUM: 948	N-S: 417	E-W: 532	SUM: 948			
No. of Phases:	2			2			2			2			2			2		
Volume / Capacity:	0.516			[1] 0.452			[1] 0.529			[1] 0.532			[1] 0.532			[1] 0.532		
Level of Service:	A			A			A			A			A			A		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Normandie Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA32
 Counts by: Accutek Traffic Data, Inc.

Normandie Avenue @ Sepulveda Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	1	129	9	138	1	138	-10	128	1	128	0	128	0	128	1	128
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-
NB Thru	582	336	41	623	1	359	22	645	1	370	9	654	0	654	1	375
Comb. T-R	1	336	1	359	1	359	0	370	1	370	0	370	0	375	1	375
NB Right	89	0	6	95	0	-	1	96	0	-	0	96	0	96	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	60	1	4	64	1	64	1	65	1	65	0	65	0	65	1	65
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-
SB Thru	459	230	32	491	2	246	32	523	2	262	2	525	2	525	2	263
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-
SB Right	126	126	9	135	1	135	-22	113	1	113	0	113	0	113	1	113
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	145	1	10	155	1	155	53	208	1	208	0	208	0	208	1	208
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-
EB Thru	1230	435	86	1316	2	466	156	1472	2	526	0	1472	0	1472	2	526
Comb. T-R	1	435	1	466	1	466	0	526	1	526	0	526	0	526	1	526
EB Right	76	0	5	81	0	-	26	107	0	-	0	107	0	107	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	123	1	9	132	1	132	2	134	1	134	0	134	0	134	1	134
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-
WB Thru	1742	632	122	1864	2	676	174	2038	2	734	0	2038	0	2038	2	734
Comb. T-R	1	632	1	676	1	676	0	734	1	734	0	734	0	734	1	734
WB Right	153	0	11	164	0	-	0	164	0	-	0	164	0	164	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 396	E-W: 777	SUM: 1172	N-S: 423	E-W: 831	SUM: 1254	N-S: 436	E-W: 942	SUM: 1378	N-S: 440	E-W: 942	SUM: 1382	N-S: 440	E-W: 942	SUM: 1382	
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	3	0	3	0	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.823	0.880	0.967	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970	0.970
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Normandie Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA32
 Counts by: Accutek Traffic Data, Inc.

Normandie Avenue @ Sepulveda Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%
 Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	1	105	7	112	1	112	24	136	1	136	1	0	136	1	136	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	-
NB Thru	383	254	27	410	1	272	41	451	1	293	1	5	456	1	456	1
Comb. T-R	1	254	1	272	1	272	-	293	1	293	1	0	296	1	296	1
NB Right	125	0	9	134	0	-	2	136	0	-	0	0	136	0	136	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
SB Left	130	1	9	139	1	139	0	139	1	139	1	0	139	1	139	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	-
SB Thru	509	2	36	545	2	272	26	571	2	285	2	9	580	2	580	2
Comb. T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	-
SB Right	177	1	12	189	1	189	52	241	1	241	1	0	241	1	241	1
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
EB Left	96	1	7	103	1	103	0	103	1	103	1	0	103	1	103	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	-
EB Thru	1508	2	548	1614	2	586	292	1906	2	683	2	0	1906	2	1906	2
Comb. T-R	1	548	1	586	1	586	-	683	1	683	1	0	683	1	683	1
EB Right	135	0	9	144	0	-	0	144	0	-	0	0	144	0	144	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
WB Left	143	1	10	153	1	153	-1	152	1	152	1	0	152	1	152	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	-
WB Thru	1425	2	507	1525	2	542	230	1755	2	619	2	0	1755	2	1755	2
Comb. T-R	1	507	1	542	1	542	-	619	1	619	1	0	619	1	619	1
WB Right	95	0	7	102	0	-	1	103	0	-	0	0	103	0	103	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
Crit. Volumes:	N-S: 384	E-W: 691	SUM: 1075	N-S: 411	E-W: 739	SUM: 1150	N-S: 432	E-W: 835	SUM: 1268	N-S: 435	E-W: 835	SUM: 1270	N-S: 435	E-W: 835	SUM: 1270	
No. of Phases:	(N/A=0, ATSC=2)	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3
Volume / Capacity:	0.754	0.807	0.891	0.807	0.891	0.891	0.891	0.891	0.891	0.891	0.891	0.891	0.891	0.891	0.891	0.891
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Normandie Avenue
 E-W St: Lomita Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA33
 Counts by: Accutek Traffic Data, Inc.

Normandie Avenue @ Lomita Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	Volume	Added Volume	Total Volume	Volume	Added Volume	Total Volume
NB Left	205	1	205	14	219	1	219	0	219	1	219	0	219	0	219	1	219	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	461	1	284	32	493	1	303	22	515	1	318	9	524	0	524	1	323	1
Comb. T-R	1	1	284	7	113	0	303	8	121	1	318	0	121	0	121	1	323	1
NB Right	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	71	1	71	5	76	1	76	0	76	1	76	0	76	0	76	1	76	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	352	1	350	25	377	1	374	35	412	1	391	2	414	0	414	1	392	1
Comb. T-R	1	1	350	24	371	0	374	0	371	1	391	0	371	0	371	1	392	1
SB Right	347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	260	1	260	18	278	1	278	0	278	1	278	0	278	0	278	1	278	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1149	1	629	80	1229	1	672	42	1271	1	693	6	1277	0	1277	1	696	1
Comb. T-R	1	1	629	8	116	0	672	0	116	1	693	0	116	0	116	1	696	1
EB Right	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	94	1	94	7	101	1	101	9	110	1	110	0	110	0	110	1	110	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1179	2	590	83	1262	2	631	58	1320	2	660	2	1322	0	1322	2	661	2
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	97	1	97	7	104	1	104	0	104	1	104	0	104	0	104	1	104	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 555	E-W: 850	SUM: 1404	N-S: 593	E-W: 909	SUM: 1502	N-S: 611	E-W: 938	SUM: 1549	N-S: 612	E-W: 939	SUM: 1551	N-S: 612	E-W: 939	SUM: 1551	N-S: 612	E-W: 939	SUM: 1551
No. of Phases:	4	0	0	4	2	2	4	2	2	4	2	2	4	2	2	4	2	2
Volume / Capacity:	1.021	0.993	[1]	1.026	[1]	1.028	[1]	1.028	[1]	1.028	[1]	1.028	[1]	1.028	[1]	1.028	[1]	1.028
Level of Service:	F	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Normandie Avenue
 E-W St: Lomita Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA33
 Counts by: Accutek Traffic Data, Inc.

Normandie Avenue @ Lomita Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	1	191	13	204	1	204	-1	203	1	203	1	203	0	203	1	203	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-	
NB Thru	333	240	23	356	1	256	43	399	1	282	1	285	5	404	1	285	
Comb. T-R	1	240	1	256	1	256	0	256	1	282	1	285	0	285	1	285	
NB Right	0	-	10	156	0	-	9	165	0	-	0	0	0	165	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	165	0	0	
SB Left	136	136	10	146	1	146	0	146	1	146	1	146	0	146	1	146	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-	
SB Thru	447	378	31	478	1	404	24	502	1	416	1	421	9	511	1	421	
Comb. T-R	1	378	1	404	1	404	0	404	1	416	1	421	0	421	1	421	
SB Right	309	0	22	331	0	-	0	331	0	-	0	0	0	331	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	331	0	0	
EB Left	185	185	13	198	1	198	0	198	1	198	1	198	0	198	1	198	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-	
EB Thru	1312	721	92	1404	1	771	61	1465	1	801	1	802	3	1468	1	802	
Comb. T-R	1	721	1	771	1	771	0	771	1	801	1	802	0	802	1	802	
EB Right	129	0	9	138	0	-	-1	137	0	-	0	0	0	137	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	137	0	0	
WB Left	96	1	96	7	103	1	103	8	111	1	111	0	111	0	111	1	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-	
WB Thru	981	2	491	69	1050	2	525	47	1097	2	548	6	1103	0	1103	2	
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	-	
WB Right	60	1	60	4	64	1	64	0	64	1	64	0	64	0	64	1	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	64	1	64	
Crit. Volumes:	N-S:	569	N-S:	609	N-S:	620	N-S:	624	N-S:	624	N-S:	624	N-S:	624	N-S:	624	624
	E-W:	817	E-W:	874	E-W:	912	E-W:	913	E-W:	913	E-W:	913	E-W:	913	E-W:	913	913
	SUM:	1386	SUM:	1482	SUM:	1531	SUM:	1537	SUM:	1537	SUM:	1537	SUM:	1537	SUM:	1537	1537
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	1.008	[1]	0.978	[1]	1.014	[1]	1.018	[1]	1.018	[1]	1.018	[1]	1.018	[1]	1.018	[1]	1.018
Level of Service:	F	E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Normandie Avenue @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Normandie Avenue
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA34
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume
NB Left	122	1	131	1	131	13	144	1	144	0	1	144	0	1	144	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	0	-	0	0	-	
NB Thru	371	1	207	1	221	9	406	1	226	9	1	230	0	1	230	
Comb. T-R	1	207	221	1	221	0	46	1	226	0	1	230	0	1	230	
NB Right	43	0	46	0	-	0	46	0	-	0	0	46	0	0	46	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	147	1	147	1	157	23	180	1	180	0	1	180	0	1	180	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	0	-	0	0	-	
SB Thru	302	1	239	1	256	36	359	1	274	2	1	275	0	1	275	
Comb. T-R	1	239	256	1	256	1	189	0	274	0	1	275	0	1	275	
SB Right	176	0	188	0	-	1	189	0	-	0	0	189	0	0	189	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	141	1	141	1	151	0	151	1	151	0	1	151	0	1	151	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	0	-	0	0	-	
EB Thru	1593	2	572	2	612	163	1868	2	669	21	2	1889	0	2	1889	
Comb. T-R	1	572	612	1	612	1	669	1	669	1	2	676	0	2	676	
EB Right	122	0	131	0	-	10	141	0	-	0	0	141	0	0	141	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	142	1	142	1	152	0	152	1	152	0	1	152	0	1	152	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	0	-	0	0	-	
WB Thru	1593	2	565	2	605	239	1944	2	694	5	2	1949	0	2	1949	
Comb. T-R	1	565	605	1	605	1	694	1	694	1	2	695	0	2	695	
WB Right	103	0	110	0	-	27	137	0	-	0	0	137	0	0	137	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	361	N-S:	386	N-S:	418	N-S:	419	N-S:	419	N-S:	419	N-S:	419	N-S:	419
	E-W:	714	E-W:	764	E-W:	844	E-W:	846	E-W:	846	E-W:	846	E-W:	846	E-W:	846
	SUM:	1075	SUM:	1150	SUM:	1262	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.782	0.736	0.736	0.736	0.736	0.818	0.818	0.820	0.820	0.820	0.820	0.820	0.820	0.820	0.820	
Level of Service:	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Normandie Avenue @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Normandie Avenue
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA34
 Counts by: Accutek Traffic Data, Inc.

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	1	143	10	153	1	153	16	169	1	169	1	0	169	1	169	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
NB Thru	405	287	28	433	1	307	43	476	1	329	1	5	481	1	331	1
Comb. T-R	1	287	1	307	1	307	1	329	1	329	1	1	331	1	331	1
NB Right	169	0	12	181	0	-	0	181	0	-	0	0	181	0	181	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
SB Left	141	141	10	151	1	151	36	187	1	187	1	0	187	1	187	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
SB Thru	328	239	23	351	1	255	17	368	1	263	1	9	377	1	268	1
Comb. T-R	1	239	1	255	1	255	1	263	1	263	1	1	268	1	268	1
SB Right	149	0	10	159	0	-	-1	158	0	-	0	0	158	0	158	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
EB Left	111	111	8	119	1	119	0	119	1	119	1	0	119	1	119	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
EB Thru	1437	517	101	1538	2	554	224	1762	2	636	2	11	1773	2	1773	2
Comb. T-R	1	517	1	554	1	554	1	636	1	636	1	1	639	1	639	1
EB Right	115	0	8	123	0	-	22	145	0	-	0	0	145	0	145	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
WB Left	124	124	9	133	1	133	0	133	1	133	1	0	133	1	133	1
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
WB Thru	1498	526	105	1603	2	563	154	1757	2	622	2	18	1775	2	1775	2
Comb. T-R	1	526	1	563	1	563	1	622	1	622	1	1	628	1	628	1
WB Right	80	0	6	86	0	-	25	111	0	-	0	0	111	0	111	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0
Crit. Volumes:	N-S:	428		N-S:	458			N-S:	515				N-S:	518		N-S:
	E-W:	641		E-W:	686			E-W:	768				E-W:	772		E-W:
	SUM:	1069		SUM:	1144			SUM:	1284				SUM:	1290		SUM:
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.778			[1] 0.732			[1] 0.834			[1] 0.838			[1] 0.838			
Level of Service:	C			C			D			D			D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Normandie Avenue
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Vermont Avenue
 E-W St: Normandie Avenue
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA35
 Counts by: Accutek Traffic Data, Inc.

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	1	509	545	36	545	1	545	11	556	1	556	9	565	1	565	0	565	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	284	608	40	304	2	638	30	638	2	319	36	674	2	674	0	674	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	2	199	426	28	213	2	450	24	450	2	225	10	460	2	460	0	460	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	1	97	104	7	104	1	104	0	104	1	104	0	104	1	104	0	104	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	1	14	15	1	15	1	15	0	15	1	15	0	15	1	15	0	15	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru [1]	1	270	289	19	289	1	313	24	313	1	313	2	315	1	315	0	315	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S: 708	E-W: 14	SUM: 722	N-S: 758	E-W: 15	SUM: 773	N-S: 781	E-W: 15	SUM: 796	N-S: 795	E-W: 15	SUM: 810	N-S: 795	E-W: 15	SUM: 810	N-S: 795	E-W: 15	SUM: 810
No. of Phases:	U			U			U			U			U			U		
Volume / Capacity:	0.602			0.644			0.663			0.675			0.675			0.675		
Level of Service:	B			B			B			B			B			B		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Freeflow movement.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Vermont Avenue
 E-W St: Normandie Avenue
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA35
 Counts by: Accutek Traffic Data, Inc.

Vermont Avenue @ Normandie Avenue
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	1	329	23	352	1	352	29	381	1	381	5	386	1	386	1	386
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	2	201	28	429	2	215	44	473	2	237	19	492	2	246	2	246
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
NB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Left	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	2	273	38	583	2	292	44	627	2	314	40	667	2	334	2	334
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Right	1	101	7	108	1	108	0	108	1	108	0	108	1	108	1	108
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Left	1	32	2	34	1	34	0	34	1	34	0	34	1	34	1	34
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru [1]	1	436	31	467	1	467	23	490	1	490	9	499	1	499	1	499
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Left	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 602	E-W: 32	SUM: 634	N-S: 644	E-W: 34	SUM: 678	N-S: 695	E-W: 34	SUM: 729	N-S: 720	E-W: 34	SUM: 754	N-S: 720	E-W: 34	SUM: 754	
No. of Phases:	U			U			U			U			U			
Volume / Capacity:	0.528			0.565			0.607			0.628			0.628			
Level of Service:	A			A			B			B			B			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Freeflow movement.

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N-S St: Vermont Avenue-Gaffey Street
 E-W St: Anaheim Street-Palos Verdes Drive North
 Project: Pomona Vista Project/1-103861-1
 File Name: CMA36
 Counts by: Acutek Traffic Data, Inc.

CRITICAL MOVEMENT ANALYSIS

Vermont Avenue-Gaffey Street @ Anaheim Street-Palos Verdes Drive North
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Lanes	No. of Lanes	Volume	Total Lanes	No. of Lanes	Volume	Total Lanes	No. of Lanes	Volume	Total Lanes	No. of Lanes	Volume	Total Lanes	
NB Left	195	1	195	14	209	1	209	0	209	1	209	0	209	0	209	
Comb. L-T	0	-	0	34	522	2	261	22	544	2	272	0	544	2	272	
NB Thru	488	2	244	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	0	-	0	9	142	1	142	13	155	1	155	0	155	1	155	
NB Right	133	1	133	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	0	3	41	1	41	5	46	1	46	0	46	1	46	
SB Left	38	1	38	44	676	2	241	36	712	2	254	0	712	2	258	
Comb. L-T	0	-	0	3	48	0	-	1	49	0	-	12	61	0	61	
SB Thru	632	2	226	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	1	226	226	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	45	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	0	4	62	1	62	0	62	1	62	0	62	1	62	
EB Left	58	1	58	16	250	1	208	4	254	1	210	0	254	1	210	
Comb. L-T	0	-	0	11	166	0	-	0	166	0	-	0	166	1	169	
EB Thru	234	1	195	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	1	195	195	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	155	0	-	5	79	0	-	-2	77	0	-	0	77	0	77	
Comb. L-T-R	0	-	0	46	704	1	352	101	805	1	403	14	819	1	410	
WB Left	658	1	329	19	290	0	-	18	308	0	-	0	308	0	308	
Comb. L-T	0	-	0	5	79	0	-	0	77	0	-	0	77	0	77	
WB Thru	271	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	1	337	337	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	74	0	-	82	88	1	88	5	93	1	93	44	137	1	137	
Comb. L-T-R	0	-	0	6	88	1	88	5	93	1	93	44	137	1	137	
NE Left	82	1	82	31	469	2	234	0	469	2	234	0	469	2	234	
Comb. L-T	0	-	0	70	1069	2	174	54	1123	2	159	68	1191	2	186	
NE Thru	438	2	219	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
NE Right [1]	999	2	163	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. L-T-R	0	-	0	4	450	1	450	4	466	1	466	0	466	1	466	
Crit. Volumes:	N-S:	421	N-S:	450	N-S:	462	N-S:	466	N-S:	466	N-S:	466	N-S:	466	N-S:	466
	E-W:	532	E-W:	569	E-W:	613	E-W:	620	E-W:	620	E-W:	620	E-W:	620	E-W:	620
	NE:	219	NE:	234	NE:	234	NE:	234	NE:	234	NE:	234	NE:	234	NE:	234
	SUM:	1171	SUM:	1253	SUM:	1309	SUM:	1320	SUM:	1320	SUM:	1320	SUM:	1320	SUM:	1320
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATSC=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume / Capacity:	0.852	0.811	0.852	0.852	0.852	0.852	0.852	0.852	0.852	0.852	0.852	0.852	0.852	0.852	0.852	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375; Unsignalized=1200.

For dual turn lanes, 50% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 50% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] Northeast right-turn volumes from Palos Verdes Drive North overlaps with the Anaheim Street westbound signal phase.

[2] Reduction of 0.10 due to installation of Wilmington ATSC/ATCS system.

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N-S St: Vermont Avenue-Gaiffey Street
 E-W St: Anaheim Street-Palos Verdes Drive North
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA36
 Counts by: Acutek Traffic Data, Inc.

CRITICAL MOVEMENT ANALYSIS

Vermont Avenue-Gaiffey Street @ Anaheim Street-Palos Verdes Drive North
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume			
NB Left	1	161	1	172	1	172	0	172	1	172	1	172	0	172	1	172		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	304	2	152	21	325	2	163	49	374	2	187	2	187	0	374	2	187	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Right	87	1	87	6	93	1	93	23	116	1	116	1	116	0	116	1	116	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Left	88	1	88	6	94	1	94	0	94	1	94	1	94	0	94	1	94	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	810	2	283	57	867	2	303	48	915	2	320	2	336	0	915	2	336	
Comb. T-R	1	283	1	303	3	42	0	42	1	320	1	336	0	336	1	336		
SB Right	39	0	-	3	42	0	-	3	45	0	-	0	49	94	0	94	0	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Left	28	1	28	2	30	1	30	0	30	1	30	1	30	0	30	1	30	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	285	1	255	20	305	1	273	18	323	1	282	1	282	0	323	1	282	
Comb. T-R	1	255	1	273	0	-	0	241	0	-	0	-	282	0	241	1	222	
EB Right	225	0	-	16	241	0	-	0	241	0	-	0	0	241	0	241	1	120
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Left	646	1	323	45	691	1	346	95	786	1	393	55	841	1	421	1	421	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	292	0	-	20	312	0	-	7	319	0	-	0	319	0	319	0	420	
Comb. T-R	1	352	1	377	1	377	1	406	1	406	1	420	0	420	1	420		
WB Right	89	0	-	6	95	0	-	5	100	0	-	0	100	0	100	0	0	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NE Left	76	1	76	5	81	1	81	12	93	1	93	24	117	1	117	1	117	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NE Thru	339	2	170	24	363	2	181	0	363	2	181	0	363	2	181	2	181	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NE Right [1]	621	2	0	43	664	2	0	72	736	2	0	37	773	2	0	773	2	0
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	444	N-S:	475	N-S:	492	N-S:	508	N-S:	508	N-S:	508	N-S:	508	N-S:	508	N-S:	508
	E-W:	607	E-W:	649	E-W:	688	E-W:	702	E-W:	702	E-W:	702	E-W:	702	E-W:	702	E-W:	702
	NE:	170	NE:	181	NE:	181	NE:	181	NE:	181	NE:	181	NE:	181	NE:	181	NE:	181
	SUM:	1221	SUM:	1306	SUM:	1362	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1392
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume / Capacity:	0.888	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375; Unsignalized=1200.
 For dual turn lanes, 50% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 50% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Northeast right-turn volumes from Palos Verdes Drive North overlaps with the Anaheim Street westbound signal phase.
 [2] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Westmont Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA37
 Counts by: The Traffic Solution

Gaffey Street @ Westmont Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume			
NB Left	283	1	283	20	303	1	303	13	316	1	316	8	324	1	324	1	324	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	0	0	-	
NB Thru	702	2	351	49	751	2	376	31	782	2	391	0	782	2	782	2	391	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	-	0	0	0	0	0	-	
NB Right [1]	149	1	149	10	159	1	159	0	159	1	159	0	159	1	159	1	159	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	47	1	47	3	50	1	50	0	50	1	50	0	50	1	50	1	50	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	0	0	-	
SB Thru	487	1	321	34	521	1	343	56	577	1	374	0	577	1	374	2	289	
Comb. T-R	1	321	321	1	343	1	343	1	374	1	374	1	374	1	374	2	289	
SB Right	154	0	-	11	165	0	-	7	172	0	-	0	172	0	-	1	172	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	287	1	287	20	307	1	307	3	310	1	310	0	310	1	310	1	310	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	0	0	-	
EB Thru [2]	14	0	-	1	15	0	-	0	15	0	-	6	21	0	0	0	-	
Comb. T-R	1	137	137	1	147	1	147	10	150	1	150	30	180	1	165	1	165	
EB Right	410	1	287	29	439	1	307	10	449	1	314	30	479	1	335	1	335	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	19	1	13	1	20	1	14	0	20	1	14	0	20	1	14	1	14	
Comb. L-T	1	6	6	1	6	1	6	1	6	1	6	1	6	1	6	1	6	
WB Thru [2]	0	-	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	
WB Right [3]	20	1	20	1	21	1	21	0	21	1	21	0	21	1	21	1	21	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 604	E-W: 307	SUM: 911	N-S: 646	E-W: 328	SUM: 974	N-S: 690	E-W: 335	SUM: 1026	N-S: 690	E-W: 335	SUM: 1026	N-S: 698	E-W: 356	SUM: 1055	N-S: 612	E-W: 356	SUM: 969
No. of Phases:	4	0	4	4	2	4	4	2	4	4	2	4	4	2	4	4	2	4
Volume / Capacity:	0.662	0.662	0.662	0.609	0.609	0.609	0.646	0.646	0.646	0.646	0.646	0.646	0.667	0.667	0.667	0.667	0.667	0.667
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.
 [2] Eastbound/Westbound is a split phase.
 [3] No right-turn on red.
 [4] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.
 [5] The SB right-turn lane has an overlapping phase with the EB left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Westmont Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA37
 Counts by: The Traffic Solution

Gaffey Street @ Westmont Drive
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	
NB Left	1	399	28	427	1	427	9	436	1	436	30	466	0	466	1	466	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
NB Thru	2	279	39	298	2	298	59	655	2	327	0	655	0	655	2	327	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
NB Right [1]	1	158	11	169	1	169	0	169	1	169	0	169	0	169	1	169	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
SB Left	25	1	25	27	1	27	0	27	1	27	0	27	0	27	1	27	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
SB Thru	1	455	56	850	1	487	57	907	1	517	0	907	0	907	2	453	
Comb. T-R	1	455	0	487	1	487	0	487	1	517	0	517	0	517	0	-	
SB Right	1	116	8	124	0	-	4	128	0	-	0	128	0	128	1	128	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
EB Left	100	1	100	7	107	1	107	5	112	1	112	0	112	0	112	1	112
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
EB Thru [2]	43	0	3	46	0	-	0	46	0	-	3	49	0	49	0	-	
Comb. T-R	1	114	16	251	1	121	11	262	1	184	16	278	0	278	1	133	
EB Right	1	165	16	251	1	176	11	262	1	184	16	278	0	278	1	195	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
WB Left	177	1	124	189	1	133	0	189	1	133	0	189	0	189	1	133	
Comb. L-T	1	91	3	41	1	97	0	41	1	97	6	47	0	47	1	103	
WB Thru [2]	38	0	3	41	0	-	0	41	0	-	0	41	0	41	0	-	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right [3]	65	1	65	70	1	70	0	70	1	70	0	70	0	70	1	70	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
Crit. Volumes:	N-S:	854	914	N-S:	953	N-S:	983	N-S:	983	E-W:	316	E-W:	327	E-W:	327	E-W:	327
	E-W:	288	309	E-W:	316	E-W:	316	E-W:	316	SUM:	1270	SUM:	1311	SUM:	1311	SUM:	1247
	SUM:	1142	1222	SUM:	1270	SUM:	1270	SUM:	1270	SUM:	1311	SUM:	1311	SUM:	1311	SUM:	1247
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
(N/A=0, ATCS=1, ATCS=2)	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.831	0.789	0.823	0.853	0.853	0.853	0.853	0.853	0.853	0.853	0.853	0.853	0.853	0.853	0.853	0.853	
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.
 [2] Eastbound/Westbound is a split phase.
 [3] No right-turn on red.
 [4] Reduction of 0.10 due to installation of San Pedro ATCS/ATCS system.
 [5] The SB right-turn lane has an overlapping phase with the EB left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Capitol Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA38
 Counts by: The Traffic Solution

Gaffey Street @ Capitol Drive
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	305	2	168	21	326	2	179	20	346	2	190	0	346	2	190
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	911	2	456	64	975	2	487	40	1015	2	507	8	1023	2	511
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	793	1	437	56	849	1	468	49	898	1	500	30	928	1	515
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	81	0	0	6	87	0	0	15	102	0	0	0	102	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	185	1	185	13	198	1	198	5	203	1	203	0	203	1	203
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	348	1	348	24	372	1	372	17	389	1	389	0	389	1	389
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 605	E-W: 185	SUM: 790	N-S: 647	E-W: 198	SUM: 845	N-S: 690	E-W: 203	SUM: 893	N-S: 705	E-W: 203	SUM: 908	N-S: 705	E-W: 203	SUM: 908
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3
Volume / Capacity:	0.554	[2]	0.493	[2]	0.527	[2]	0.537	[2]	0.537	[2]	0.537	[2]	0.537	[2]	0.537
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.

[2] Reduction of 0.10 due to installation of San Pedro ATC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Capitol Drive
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA38
 Counts by: The Traffic Solution

Gaffey Street @ Capitol Drive
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	2	212	27	2	227	15	428	2	235	0	428	0	428	2	235
Comb. L-T	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
NB Thru	2	467	65	2	499	57	1055	2	528	30	1085	0	1085	2	543
Comb. T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
NB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
SB Left	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
SB Thru	1	573	70	1	613	60	1137	1	647	16	1153	0	1153	1	655
Comb. T-R	1	573	-	1	613	-	647	1	647	-	655	0	655	1	655
SB Right	0	-	10	0	-	8	156	0	-	0	156	0	156	0	-
Comb. L-T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
EB Left	1	130	9	1	139	9	148	1	148	0	148	0	148	1	148
Comb. L-T	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
EB Thru	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
EB Right [1]	1	204	14	1	218	18	236	1	236	0	236	0	236	1	236
Comb. L-T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
WB Left	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
WB Thru	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
WB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	-	0	-	-	0	0	-	0	0	0	0	0	-
Crit. Volumes:	N-S: 785	E-W: 130	SUM: 915	N-S: 840	E-W: 139	SUM: 979	N-S: 882	E-W: 148	SUM: 1030	N-S: 890	E-W: 148	SUM: 1038	N-S: 890	E-W: 148	SUM: 1038
No. of Phases:	3			3			3			3			3		
Volume / Capacity:	0.642			[2] 0.587			[2] 0.623			[2] 0.628			[2] 0.628		
Level of Service:	B			A			B			B			B		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.
 [2] Reduction of 0.10 due to installation of San Pedro ATSC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Channel Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA39
 Counts by: The Traffic Solution

Gaffey Street @ Channel Street
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	1	172	184	1	184	1	184	0	184	1	184	1	184	0	184	1	184
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
NB Thru	2	390	834	2	417	2	448	8	904	2	452	2	904	0	904	2	452
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
NB Right	1	358	383	1	383	1	389	6	389	1	389	1	389	0	389	1	389
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
SB Left	2	260	506	2	278	2	279	1	507	2	279	2	507	0	507	2	279
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
SB Thru	1	367	768	1	393	1	426	67	835	1	441	1	865	0	865	1	441
Comb. T-R	1	367	393	1	393	1	426	0	426	1	441	1	441	0	441	1	441
SB Right	0	-	17	0	-	0	17	0	17	0	0	0	17	0	17	0	0
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
EB Left	1	41	44	1	44	1	44	0	44	1	44	1	44	0	44	1	44
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
EB Thru	2	192	410	2	205	2	205	0	410	2	205	2	410	0	410	2	205
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
EB Right [1]	1	177	189	1	189	1	189	0	189	1	189	1	189	0	189	1	189
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
WB Left	1	100	107	1	107	1	136	29	136	1	136	1	136	0	136	1	136
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
WB Thru	1	99	106	1	106	1	106	0	106	1	106	1	106	0	106	1	106
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
WB Right [1]	1	398	426	1	426	1	426	0	426	1	426	1	426	0	426	1	426
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-
Crit. Volumes:	N-S: 650	E-W: 292	SUM: 941	N-S: 695	E-W: 312	SUM: 1007	N-S: 727	E-W: 341	SUM: 1068	N-S: 731	E-W: 1072	SUM: 1803	N-S: 731	E-W: 341	SUM: 1072		
No. of Phases:	3			3			3			3			3				
Volume / Capacity:	0.660			[2] 0.607			[2] 0.649			[2] 0.652			[2] 0.652				
Level of Service:	B			B			B			B			B				

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The westbound right-turn and eastbound right-turn movements has an overlapping phase with the southbound left-turn and northbound left-turn phases.
 [2] Reduction of 0.10 due to installation of San Pedro ATSC/ATCS system.

100%

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Channel Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA39
 Counts by: The Traffic Solution

Gaffey Street @ Channel Street
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	1	199	14	213	1	213	0	213	1	213	1	0	213	1	213	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
NB Thru	2	460	64	983	2	492	75	1058	2	529	2	30	1088	2	544	2
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
NB Right	1	152	11	163	1	163	11	174	1	174	1	0	174	1	174	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	2	274	35	533	2	293	2	535	2	294	2	0	535	2	294	2
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
SB Thru	1	371	50	759	1	397	79	838	1	436	1	16	854	1	444	1
Comb. T-R	1	371	0	397	1	397	0	397	1	436	1	0	444	1	444	1
SB Right	0	-	2	35	0	-	0	35	0	-	0	0	35	0	-	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	78	5	83	1	83	0	83	1	83	1	0	83	1	83	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
EB Thru	2	147	21	315	2	157	0	315	2	157	2	0	315	2	157	2
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
EB Right [1]	1	138	10	148	1	148	0	148	1	148	1	0	148	1	148	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	155	11	166	1	166	89	255	1	255	1	0	255	1	255	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
WB Thru	1	162	11	173	1	173	0	173	1	173	1	0	173	1	173	1
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0
WB Right [1]	1	297	21	318	1	318	0	318	1	318	1	0	318	1	318	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	733		785	N-S:	823		838	N-S:	838			838	N-S:	838	
	E-W:	302		323	E-W:	412		412	E-W:	412			412	E-W:	412	
	SUM:	1035		1108	SUM:	1235		1250	SUM:	1250			1250	SUM:	1250	
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.727			0.677			0.767			0.778			0.778			
Level of Service:	C			B			C			C			C			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The westbound right-turn and eastbound right-turn movements has an overlapping phase with the southbound left-turn and northbound left-turn phases.
 [2] Reduction of 0.10 due to installation of San Pedro ATSC/ATCS system.

100%

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Miraflores Avenue-I-110 SB On/Off Ramps
 Project: Ponte Vista Project/I-103861-1
 File Name: CMA40
 Counts by: The Traffic Solution

Gaffey Street @ Miraflores Avenue-I-110 SB On/Off Ramps
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes
NB Left	15	1	15	16	16	1	16	0	16	1	16	0	16	1	16
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	0	0	-
NB Thru	931	2	466	65	996	2	498	67	1063	2	532	4	1067	2	534
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	0	0	-
NB Right	226	1	226	16	242	1	242	6	248	1	248	0	248	1	248
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	520	1	520	36	556	1	556	1	557	1	557	15	572	1	572
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	496	1	254	35	531	1	271	95	626	1	319	15	641	1	326
Comb. T-R	1	254	1	254	271	1	271	319	319	1	326	326	326	1	326
SB Right	11	0	-	1	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	37	0	-	3	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
EB Thru	23	0	78	2	25	0	83	0	25	0	83	0	25	0	83
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-
EB Right	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WB Left	25	0	-	2	27	0	-	8	35	0	-	0	35	0	-
Comb. L-T	1	40	1	43	43	1	51	0	51	1	51	0	51	1	51
WB Thru	15	0	-	1	16	0	-	0	16	0	-	0	16	0	-
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-
WB Right [2]	398	1	398	28	426	1	426	1	427	1	427	4	431	1	431
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 986	E-W: 103	SUM: 1089	N-S: 1054	E-W: 110	SUM: 1165	N-S: 1089	E-W: 118	SUM: 1207	N-S: 1106	E-W: 118	SUM: 1224	N-S: 1106	E-W: 118	SUM: 1224
No. of Phases:	4	0	0	4	2	2	4	2	2	4	2	4	4	2	2
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.792	0.792	0.792	0.747	0.747	0.747	0.778	0.778	0.778	0.790	0.790	0.790	0.790	0.790	0.790
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] Reduction of 0.10 due to installation of San Pedro ATCS/ATCS system.

[2] The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Miraflores Avenue-I-110 SB On/Off Ramps
 Project: Ponte Vista Project/I-103861-1
 File Name: CMA40
 Counts by: The Traffic Solution

Gaffey Street @ Miraflores Avenue-I-110 SB On/Off Ramps
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	22	1	22	24	1	24	24	1	24	24	1	24	24	1	24
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-
NB Thru	939	2	470	66	1005	2	502	84	1089	2	544	15	1104	2	552
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
NB Right	79	1	79	6	85	1	85	4	89	1	89	0	89	1	89
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
SB Left	350	1	350	25	375	1	375	2	377	1	377	8	385	1	385
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
SB Thru	656	1	343	46	702	1	367	167	869	1	451	8	877	1	455
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
SB Right	30	0	30	2	32	0	32	0	32	0	32	0	32	0	32
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
EB Left	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
EB Thru	16	0	16	1	17	0	17	0	17	0	17	0	17	0	17
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
EB Right	17	0	17	1	18	0	18	0	18	0	18	0	18	0	18
Comb. L-T-R	1	-	1	-	1	-	1	-	1	-	1	-	1	-	1
WB Left	21	0	21	1	22	0	22	17	39	0	39	0	39	0	39
Comb. L-T	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
WB Thru	16	0	16	1	17	0	17	0	17	0	17	0	17	0	17
Comb. T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
WB Right [2]	354	1	354	25	379	1	379	2	381	1	381	15	396	1	396
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S: 820	E-W: 82	SUM: 902	N-S: 877	E-W: 88	SUM: 965	N-S: 921	E-W: 105	SUM: 1026	N-S: 936	E-W: 105	SUM: 1041	N-S: 936	E-W: 105	SUM: 1041
No. of Phases:	4	0	4	2	4	2	4	2	4	2	4	2	4	2	4
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.656	0.656	[2]	0.602	0.646	[2]	0.646	0.657	[2]	0.657	[2]	0.657	0.657	[2]	0.657
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] Reduction of 0.10 due to installation of San Pedro ATCS/ATCS system.

[2] The westbound right-turn lane has an overlapping phase with the southbound left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Summerland Avenue
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA41
 Counts by: The Traffic Solution

Gaffey Street @ Summerland Avenue
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	145	1	145	10	155	1	155	0	155	1	155	1	0	155	1	155
Comb. L-T	0	-	-	28	433	1	223	68	501	0	257	1	4	505	0	259
NB Thru	405	1	209	28	433	1	223	68	501	1	257	1	4	505	1	259
Comb. T-R	1	209	209	1	223	1	223	1	257	1	257	1	1	259	1	259
NB Right	12	0	-	1	13	0	-	0	13	0	-	0	0	13	0	-
Comb. L-T-R	0	0	-	1	13	0	-	0	13	0	-	0	0	13	0	-
SB Left	4	1	4	0	4	1	4	0	4	1	4	1	0	4	1	4
Comb. L-T	0	-	-	24	368	1	278	103	471	0	330	1	15	486	0	486
SB Thru	344	1	260	24	368	1	278	103	471	1	330	1	337	486	2	243
Comb. T-R	1	260	260	1	278	1	278	1	330	1	330	1	337	486	2	243
SB Right	176	0	-	12	188	0	-	0	188	0	-	0	0	188	1	188
Comb. L-T-R	0	0	-	12	188	0	-	0	188	0	-	0	0	188	1	188
EB Left	475	1	475	33	508	1	508	0	508	1	508	1	0	508	1	508
Comb. L-T	0	-	-	0	1	0	-	0	1	0	-	0	0	1	0	-
EB Thru	1	0	-	0	1	0	-	0	1	0	-	0	0	1	0	-
Comb. T-R	1	0	-	0	1	0	-	0	1	0	-	0	0	1	0	-
EB Right	37	0	-	3	40	0	-	0	40	0	-	0	0	40	0	-
Comb. L-T-R	0	0	-	3	40	0	-	0	40	0	-	0	0	40	0	-
WB Left	398	2	219	28	426	2	234	0	426	2	234	2	0	426	2	234
Comb. L-T	0	-	-	10	147	0	-	0	147	0	-	0	4	151	0	-
WB Thru	137	0	-	10	147	0	-	0	147	0	-	0	4	151	0	-
Comb. T-R	1	440	440	1	471	1	471	1	471	1	471	1	476	476	1	476
WB Right	303	0	-	21	324	0	-	1	325	0	-	0	0	325	0	-
Comb. L-T-R	0	0	-	21	324	0	-	1	325	0	-	0	0	325	0	-
Crit. Volumes:	N-S: 405	E-W: 915	SUM: 1320	N-S: 433	E-W: 979	SUM: 1412	N-S: 485	E-W: 980	SUM: 1465	N-S: 492	E-W: 984	SUM: 1476	N-S: 492	E-W: 984	SUM: 1476	
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3	2
Volume / Capacity:	0.926	0.891	0.928	0.928	0.936	0.936	0.936	0.936	0.936	0.936	0.936	0.936	0.936	0.936	0.936	0.936
Level of Service:	E	D	E	E	E	E	E	E	E	E	E	E	E	E	E	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] Reduction of 0.10 due to installation of San Pedro ATCS/ATCS system.

[2] The southbound right-turn lane has an overlapping phase with the eastbound left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: Summerland Avenue
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA41
 Counts by: The Traffic Solution

Gaffey Street @ Summerland Avenue
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	155	1	155	11	166	1	166	1	167	1	167	0	167	1	167	0	167	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	546	1	290	38	584	1	310	90	674	1	355	15	689	1	363	0	689	
Comb. T-R	1	290	290	1	310	1	310	1	355	1	363	1	363	1	363	1	363	
NB Right	34	0	34	2	36	0	36	0	36	0	36	0	36	0	36	0	36	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	15	1	15	1	16	1	16	0	16	1	16	0	16	1	16	0	16	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	513	1	357	36	549	1	381	184	733	1	473	8	741	1	477	0	741	
Comb. T-R	1	357	357	1	381	1	381	1	473	1	473	1	477	1	477	1	477	
SB Right	200	0	200	14	214	0	214	0	214	0	214	0	214	0	214	0	214	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	199	1	199	14	213	1	213	0	213	1	213	0	213	1	213	0	213	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	
Comb. T-R	1	49	49	1	52	1	52	1	52	1	52	1	52	1	52	1	52	
EB Right	44	0	44	3	47	0	47	0	47	0	47	0	47	0	47	0	47	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	589	2	324	41	630	2	347	0	630	2	347	0	630	2	347	0	630	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	246	0	246	17	263	0	263	0	263	0	263	15	278	0	278	0	278	
Comb. T-R	1	520	520	1	556	1	556	1	558	1	558	1	573	1	573	1	573	
WB Right	274	0	274	19	293	0	293	2	295	0	295	0	295	0	295	0	295	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	512	N-S:	547	N-S:	640	N-S:	640	N-S:	644	N-S:	644	N-S:	644	N-S:	644	N-S:	537
	E-W:	719	E-W:	769	E-W:	771	E-W:	771	E-W:	786	E-W:	786	E-W:	786	E-W:	786	E-W:	786
	SUM:	1231	SUM:	1317	SUM:	1412	SUM:	1412	SUM:	1431	SUM:	1431	SUM:	1431	SUM:	1431	SUM:	1324
No. of Phases:	3			3			3			3			3			3		
(N/A=0, ATCS=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.864			[1] 0.824			[1] 0.891			[1] 0.904			[1] 0.904			[1] 0.829		
Level of Service:	D			D			D			E			D			D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

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Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
E-W St: I-110 SB/NB Ramps-SR-47 EB On-Ramp
Project: Ponte Vista Project/1-103861-1
File Name: CMA42
Counts by: The Traffic Solution

Peak Hour: AM
Annual Growth: 1.0%
Date: 10/30/2013
Date of Count: 2010
Projection Year: 2017

Gaffey Street @ I-110 SB/NB Ramps-SR-47 EB On-Ramp
Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
NB Thru	489	2	245	34	262	591	68	591	2	296	4	595	2	298	2	298
Comb. T-R	0	-	0	-	0	0	-	0	0	-	0	-	0	0	-	0
NB Right [1]	2388	2	0	167	2555	2	630	3185	2	0	0	3185	2	0	2	3185
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	812	3	271	57	869	3	105	974	3	325	15	989	3	330	0	989
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1302	2	91	1393	2	397	1790	2	2	0	1790	2	0	1790	2	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	502	0	537	0	0	0	0	684	0	0	0	684	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	55	0	4	59	0	0	59	0	0	0	59	0	0	59	0	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crit. Volumes:	N-S: 271	E-W: 502	SUM: 773	N-S: 290	E-W: 537	SUM: 827	N-S: 325	E-W: 684	SUM: 1009	N-S: 330	E-W: 684	SUM: 1014	N-S: 330	E-W: 684	SUM: 1014	
No. of Phases:	(N/A=0, ATCS=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.515	[2]	0.451	[2]	0.572	[2]	0.576	[2]	0.576	[2]	0.576	[2]	0.576	[2]	0.576	[2]
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Freeflow movement.
 [2] Reduction of 0.10 due to installation of San Pedro ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
E-W St: I-110 SB/NB Ramps-SR-47 EB On-Ramp
Project: Ponte Vista Project/1-103861-1
File Name: CMA42
Counts by: The Traffic Solution

Peak Hour: PM
Annual Growth: 1.00%
Date: 10/30/2013
Date of Count: 2010
Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
NB Thru	511	2	256	36	547	2	273	90	637	2	318	15	652	2	326	2
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
NB Right [1]	1972	2	0	138	2110	2	0	434	2544	2	0	0	2544	2	0	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
SB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
SB Thru	1170	3	390	82	1252	3	417	182	1434	3	478	8	1442	3	481	3
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
SB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
EB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
EB Thru	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
EB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
WB Left	1707	2	-	119	1826	2	-	559	2385	2	-	0	2385	2	-	-
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
WB Thru	0	0	701	0	0	0	750	0	0	0	957	0	0	0	957	0
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	-	-
WB Right	187	0	-	13	200	0	-	0	200	0	-	0	200	0	-	-
Comb. L-T-R	1	-	1	1	-	1	-	0	200	1	-	0	200	1	-	-
Crit. Volumes:	N-S: 390	E-W: 701	SUM: 1091	N-S: 417	E-W: 750	SUM: 1167	N-S: 478	E-W: 957	SUM: 1435	N-S: 481	E-W: 957	SUM: 1437	N-S: 481	E-W: 957	SUM: 1437	
No. of Phases:	2			2			2			2			2			
Volume / Capacity:	0.727			[2] 0.678			[2] 0.856			[2] 0.858			[2] 0.858			
Level of Service:	C			B			D			D			D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Freeflow movement.
 [2] Reduction of 0.10 due to installation of San Pedro ATSA/CATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: W. 9th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA43
 Counts by: City Traffic Counters

Gaffey Street @ W. 9th Street
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	57	1	57	4	61	1	61	2	63	1	63	0	63	1	63
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1011	1	520	71	1082	1	556	556	1638	1	834	1	1639	1	835
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	29	0	29	2	31	0	31	0	31	0	31	0	31	0	31
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	20	1	20	1	21	1	21	8	29	1	29	0	29	1	29
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	758	1	401	53	811	1	429	416	1227	1	637	3	1230	1	639
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	43	0	43	3	46	0	46	1	47	0	47	0	47	0	47
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	304	1	304	21	325	1	325	2	327	1	327	0	327	1	327
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	294	1	294	21	315	1	315	23	338	1	338	3	341	1	341
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	30	1	30	2	32	1	32	0	32	1	32	0	32	1	32
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	66	1	66	5	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	257	0	257	18	275	0	275	23	298	0	298	1	299	0	299
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	38	0	38	3	41	0	41	7	48	0	48	0	48	0	48
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 540	E-W: 599	SUM: 1139	N-S: 578	E-W: 641	SUM: 1219	N-S: 864	E-W: 673	SUM: 1537	N-S: 864	E-W: 674	SUM: 1538	N-S: 864	E-W: 674	SUM: 1538
No. of Phases:	2			2			2			2			2		
Volume / Capacity:	0.759			[1] 0.712			[1] 0.924			[1] 0.925			[1] 0.925		
Level of Service:	C			C			E			E			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Gaffey Street
 E-W St: W. 9th Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA43
 Counts by: City Traffic Counters

Gaffey Street @ W. 9th Street
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	75	1	75	5	80	1	80	2	82	1	82	0	82	1	82	1	82	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	0	-	0	-	
NB Thru	912	1	469	64	976	1	502	443	1419	1	723	3	1422	1	725	1	725	
Comb. T-R	1	469	1	2	28	0	502	0	28	0	723	0	28	1	725	1	725	
NB Right	26	0	-	2	28	0	-	0	28	0	-	0	28	0	28	0	-	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	
SB Left	50	1	50	4	54	1	54	16	70	1	70	0	70	1	70	1	70	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
SB Thru	906	1	495	63	969	1	529	603	1572	1	834	2	1574	1	835	1	835	
Comb. T-R	1	495	1	6	89	0	529	6	95	0	834	0	95	1	835	1	835	
SB Right	83	0	-	6	89	0	-	6	95	0	-	0	95	0	95	0	-	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	
EB Left	190	1	190	13	203	1	203	6	209	1	209	0	209	1	209	1	209	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
EB Thru	235	1	235	16	251	1	251	31	282	1	282	2	284	1	284	1	284	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	1	48	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	
WB Left	66	1	66	5	71	1	71	0	71	1	71	0	71	1	71	1	71	
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
WB Thru	213	0	-	15	228	0	-	30	258	0	-	3	261	0	261	0	-	
Comb. T-R	1	260	1	3	50	0	278	14	64	1	322	0	64	1	325	1	325	
WB Right	47	0	-	3	50	0	-	14	64	0	-	0	64	0	64	0	-	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	
Crit. Volumes:	N-S:	570	N-S:	609	N-S:	916	N-S:	916	N-S:	917	N-S:	917	N-S:	917	N-S:	917	N-S:	
	E-W:	450	E-W:	482	E-W:	532	E-W:	532	E-W:	535	E-W:	535	E-W:	535	E-W:	535	E-W:	
	SUM:	1020	SUM:	1091	SUM:	1447	SUM:	1447	SUM:	1451	SUM:	1451	SUM:	1451	SUM:	1451	SUM:	
No. of Phases:	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.680		[1] 0.627		[1] 0.865		[1] 0.868		[1] 0.868		[1] 0.868		[1] 0.868		[1] 0.868		[1] 0.868	
Level of Service:	B		B		D		D		D		D		D		D		D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Sepulveda Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Vermont Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA44
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	122	1	122	9	131	1	131	0	131	1	131	0	131	1	131
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	440	2	220	31	471	2	235	15	486	2	243	6	492	2	246
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	489	1	489	34	523	1	523	-1	522	1	522	6	528	1	528
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	188	1	188	13	201	1	201	0	201	1	201	0	201	1	201
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	424	2	212	30	454	2	227	35	489	2	244	2	491	2	245
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [2]	174	1	174	12	186	1	186	3	189	1	189	0	189	1	189
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	115	1	115	8	123	1	123	5	128	1	128	0	128	1	128
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1339	2	453	94	1433	2	484	158	1591	2	537	0	1591	2	537
Comb. T-R	1	1	453	1	484	1	484	0	20	1	537	0	20	1	537
EB Right	19	0	0	1	20	0	0	0	20	0	0	0	20	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	411	1	411	29	440	1	440	6	446	1	446	2	448	1	448
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1888	2	677	132	2020	2	724	172	2192	2	782	0	2192	2	782
Comb. T-R	1	1	677	1	724	1	724	0	153	1	782	0	153	1	782
WB Right	143	0	0	10	153	0	0	0	153	0	0	0	153	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 408	E-W: 864	SUM: 1272	N-S: 437	E-W: 924	SUM: 1361	N-S: 444	E-W: 983	SUM: 1427	N-S: 447	E-W: 985	SUM: 1432	N-S: 447	E-W: 985	SUM: 1432
No. of Phases:	(N/A=0, ATSA=2)	4	0	4	0	4	4	0	4	4	0	4	4	0	4
Volume / Capacity:	0.925	0.990	1.038	1.038	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041	1.041
Level of Service:	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.

[2] De facto southbound right-turn lane.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Sepulveda Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Vermont Avenue
 E-W St: Sepulveda Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA44
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	165	1	165	1	177	0	177	1	177	0	177	1	177	1	177	177
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0
NB Thru	422	2	211	2	226	30	452	2	252	3	508	2	254	2	254	254
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0
NB Right [1]	510	1	510	1	546	36	546	1	548	3	551	1	551	1	551	551
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	205	1	205	1	219	14	219	1	219	0	219	1	219	1	219	219
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0
SB Thru	607	2	304	2	325	42	649	2	339	6	684	2	342	2	342	342
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0
SB Right [2]	130	1	130	1	139	9	139	1	145	0	145	1	145	1	145	145
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	156	1	156	1	167	11	167	1	171	4	171	1	171	1	171	171
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0
EB Thru	1656	2	560	2	599	116	1772	2	693	282	2054	2	693	2	693	693
Comb. T-R	1	560	560	1	599	1	599	1	693	1	693	1	693	1	693	693
EB Right	23	0	23	0	25	2	25	0	25	0	25	0	25	0	25	25
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	358	1	358	1	383	25	383	1	381	6	387	1	387	1	387	387
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0
WB Thru	1627	2	582	2	623	114	1741	2	698	225	1966	2	698	2	698	698
Comb. T-R	1	582	582	1	623	1	623	1	698	1	698	1	698	1	698	698
WB Right	120	0	120	0	128	8	128	0	128	0	128	0	128	0	128	128
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	469	N-S:	501	N-S:	516	N-S:	519	N-S:	519	N-S:	519	N-S:	519	N-S:	519
	E-W:	918	E-W:	982	E-W:	1074	E-W:	1080	E-W:	1080	E-W:	1080	E-W:	1080	E-W:	1080
	SUM:	1386	SUM:	1483	SUM:	1590	SUM:	1599	SUM:	1599	SUM:	1599	SUM:	1599	SUM:	1599
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:		1.008	1.079	1.156	1.163	1.163	1.163	1.163	1.163	1.163	1.163	1.163	1.163	1.163	1.163	1.163
Level of Service:		F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Vermont Avenue
 E-W St: Lomita Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA45
 Counts by: The Traffic Solution

Vermont Avenue @ Lomita Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	53	1	53	1	57	0	57	1	57	1	57	0	57	1	57
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	-	0	0	-
NB Thru	388	1	271	1	290	12	427	1	296	1	302	0	439	1	302
Comb. T-R	1	271	271	1	290	0	296	1	296	1	302	0	302	1	302
NB Right	154	0	-	11	165	0	165	0	-	0	165	0	165	0	-
Comb. L-T-R	0	0	-	0	-	-	0	-	-	0	-	-	0	0	-
SB Left	47	1	47	3	50	1	50	1	102	1	102	0	102	1	102
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	-	0	0	-
SB Thru	349	1	349	24	373	31	404	1	404	1	407	3	407	1	407
Comb. T-R	1	480	480	1	514	0	514	1	520	1	520	0	520	1	520
SB Right	480	0	-	34	514	0	514	0	-	0	520	0	520	0	-
Comb. L-T-R	0	0	-	0	-	-	0	-	-	0	-	-	0	0	-
EB Left	464	1	464	32	496	1	496	1	495	1	495	0	495	1	495
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	-	0	0	-
EB Thru	642	1	362	45	687	47	734	1	410	1	413	6	740	1	413
Comb. T-R	1	362	362	1	387	0	387	1	410	1	413	0	413	1	413
EB Right	81	0	-	6	87	0	87	0	-	0	87	0	87	0	-
Comb. L-T-R	0	0	-	0	-	-	0	-	-	0	-	-	0	0	-
WB Left	200	1	200	14	214	1	214	1	214	1	214	0	214	1	214
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	-	0	0	-
WB Thru	965	1	563	68	1033	1	602	1	660	1	661	2	1086	1	661
Comb. T-R	1	563	563	1	602	0	602	1	660	1	661	0	661	1	661
WB Right	161	0	-	11	172	0	172	0	-	0	236	0	236	0	-
Comb. L-T-R	0	0	-	0	-	-	0	-	-	0	-	-	0	0	-
Crit. Volumes:	N-S: 533	E-W: 1027	SUM: 1560	N-S: 570	E-W: 1099	SUM: 1669	N-S: 576	E-W: 1155	SUM: 1732	N-S: 576	E-W: 1156	SUM: 1733	N-S: 576	E-W: 1156	SUM: 1733
No. of Phases:	3	0	3	4	2	4	4	2	4	4	2	4	4	2	4
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	1.095	1.114	1.114	1.114	1.114	1.114	1.159	1.159	1.159	1.160	1.160	1.160	1.160	1.160	1.160
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

- For dual turn lanes, 55% of volume is assigned to heavier lane.
- For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
- Right turns on red from excl. lanes = 50% of overlapping left turn.
- [1] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Vermont Avenue
 E-W St: Lomita Boulevard
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA45
 Counts by: The Traffic Solution

Vermont Avenue @ Lomita Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	69	1	69	1	74	0	74	1	74	0	74	0	74	1	74
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	0	-
NB Thru	461	1	320	1	342	41	534	1	363	6	540	0	540	1	366
Comb. T-R	1	320	320	1	342	0	342	1	363	0	363	0	366	1	366
NB Right	179	0	13	0	192	0	192	0	0	0	192	0	192	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	141	1	141	1	151	10	151	1	205	54	205	0	205	1	205
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	-
SB Thru	423	1	395	1	422	30	453	1	431	20	473	12	485	1	437
Comb. T-R	1	395	395	1	422	0	422	1	431	0	431	0	437	1	437
SB Right	366	0	26	0	392	0	392	0	0	-2	390	0	390	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	457	1	457	1	489	32	489	1	491	2	491	0	491	1	491
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	-
EB Thru	916	1	489	1	523	64	980	1	553	59	1039	3	1042	1	554
Comb. T-R	1	489	489	1	523	0	523	1	553	0	553	0	554	1	554
EB Right	62	0	4	0	66	0	66	0	0	0	66	0	66	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	98	1	98	1	105	7	105	1	105	0	105	0	105	1	105
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	0	0	-
WB Thru	730	1	413	1	442	51	781	1	489	52	833	6	839	1	492
Comb. T-R	1	413	413	1	442	0	442	1	489	0	489	0	492	1	492
WB Right	96	0	7	0	103	0	103	0	0	43	146	0	146	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 464	E-W: 870	SUM: 1334	N-S: 496	E-W: 931	SUM: 1427	N-S: 568	E-W: 980	SUM: 1548	N-S: 571	E-W: 983	SUM: 1554	N-S: 571	E-W: 983	SUM: 1554
No. of Phases:	3	0	0	4	2	2	4	2	2	4	2	2	4	2	2
(N/A=0, ATSA=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.936	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Vermont Avenue
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA46
 Counts by: The Traffic Solution

Vermont Avenue @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	16	1	17	1	17	0	17	0	17	1	17	0	17	1	17	0
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-	-
NB Thru	344	2	368	2	184	13	381	2	191	12	393	2	393	2	197	2
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-	-
NB Right [1]	200	1	200	1	214	26	240	1	240	21	261	1	261	1	261	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	137	1	137	1	147	0	147	1	147	0	147	0	147	1	147	0
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-	-
SB Thru	402	1	258	1	276	32	462	1	296	3	465	1	465	1	298	1
Comb. T-R	1	258	258	1	276	276	276	1	296	296	296	1	298	1	298	1
SB Right	114	0	8	122	0	8	130	0	130	0	130	0	130	0	130	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	133	1	133	1	142	4	146	1	146	0	146	0	146	1	146	0
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-	-
EB Thru	1514	2	523	106	1620	152	1772	2	610	21	1793	2	1793	2	617	2
Comb. T-R	1	523	523	1	559	559	559	1	610	610	610	1	617	1	617	1
EB Right	54	0	4	58	0	4	58	0	58	0	58	0	58	0	58	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	288	1	288	20	308	45	353	1	353	6	359	1	359	0	359	2
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	0	-	-
WB Thru	1750	2	597	123	1873	212	2085	2	709	5	2090	2	2090	2	711	2
Comb. T-R	1	597	597	1	639	639	639	1	709	709	709	1	711	1	711	1
WB Right	41	0	3	44	0	3	44	0	44	0	44	0	44	0	44	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 309	E-W: 811	SUM: 1120	N-S: 331	E-W: 867	SUM: 1198	N-S: 337	E-W: 963	SUM: 1300	N-S: 343	E-W: 976	SUM: 1319	N-S: 343	E-W: 857	SUM: 1201	
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4
Volume / Capacity:	0.814	[2]	0.771	[2]	0.846	[2]	0.859	[2]	0.859	[2]	0.859	[2]	0.859	[2]	0.773	[2]
Level of Service:	D	C	C	D	D	D	D	D	D	D	D	D	D	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] The northbound right-turn movement has an overlapping phase with the westbound left-turn phase.

[2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Vermont Avenue
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA46
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	46	1	46	1	49	1	49	0	49	1	49	0	49	1	49	49		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
NB Thru	458	2	229	32	490	2	245	47	537	2	269	6	543	2	272	272		
Comb. T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
NB Right [1]	189	1	189	13	202	1	202	69	271	1	271	11	282	1	282	282		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
SB Left	127	1	127	9	136	1	136	0	136	1	136	0	136	1	136	136		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
SB Thru	308	1	202	22	330	1	216	22	352	1	231	12	364	1	237	237		
Comb. T-R	1	202	202	1	216	1	216	-	216	1	231	-	237	1	237	237		
SB Right	95	0	-	7	102	0	-	8	110	0	-	0	110	0	110	110		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
EB Left	154	1	154	11	165	1	165	12	177	1	177	0	177	1	177	177		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
EB Thru	1348	2	463	94	1442	2	496	199	1641	2	562	11	1652	2	566	566		
Comb. T-R	1	463	463	1	496	1	496	-	496	1	562	-	566	1	566	566		
EB Right	42	0	-	3	45	0	-	0	45	0	-	0	45	0	45	45		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
WB Left	211	1	211	15	226	1	226	37	263	1	263	24	287	1	287	287		
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
WB Thru	1552	2	533	109	1661	2	570	141	1802	2	617	18	1820	2	623	623		
Comb. T-R	1	533	533	1	570	1	570	-	570	1	617	-	623	1	623	623		
WB Right	46	0	-	3	49	0	-	0	49	0	-	0	49	0	49	49		
Comb. L-T-R	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	-		
Crit. Volumes:	N-S: 356	E-W: 687	SUM: 1043	N-S: 381	E-W: 735	SUM: 1116	N-S: 404	E-W: 825	SUM: 1229	N-S: 407	E-W: 853	SUM: 1260	N-S: 407	E-W: 853	SUM: 1260	N-S: 407	E-W: 800	SUM: 1207
No. of Phases:	4			4			4			4			4			4		
(N/A=0, ATSA=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.758			[2] 0.711			[2] 0.794			[2] 0.816			[2] 0.816			[2] 0.778		
Level of Service:	C			C			C			C			D			C		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 100% of overlapping left turn.

[1] The northbound right-turn movement has an overlapping phase with the westbound left-turn phase.

[2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: I-110 Southbound On/Off Ramps
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA47
 Counts by: The Traffic Solution

I-110 Southbound On/Off Ramps @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
SB Left	435	0	0	30	465	0	88	553	0	553	0	0	0	553	0	0	-	
Comb. L-T	1	435	0	1	465	1	553	0	0	553	1	553	0	0	1	553	553	
SB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
SB Right [1]	1567	2	862	110	1677	2	922	1811	2	996	2	1000	0	1819	2	1000	1000	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Thru	1511	3	422	106	1617	3	451	1874	3	521	3	532	41	1915	3	532	532	
Comb. T-R	1	422	0	1	451	1	521	0	0	521	1	532	0	211	1	532	532	
EB Right	175	0	0	12	187	0	24	211	0	0	0	0	0	211	0	211	211	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Left	155	1	155	11	166	1	166	55	221	1	221	1	0	221	1	221	221	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Thru	1214	3	405	85	1299	3	433	1450	3	483	3	1453	3	1453	3	1453	484	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Crit. Volumes:	N-S: 440	E-W: 577	SUM: 1017	N-S: 471	E-W: 617	SUM: 1088	N-S: 553	E-W: 742	SUM: 1296	N-S: 553	E-W: 752	SUM: 1306	N-S: 553	E-W: 752	SUM: 1306	N-S: 553	E-W: 752	SUM: 1306
No. of Phases:	3			3			3			3			3			3		
(N/A=0, ATSAC=1, ATCS=2)	0			2			2			2			2			2		
Volume / Capacity:	0.714			[2] 0.664			[2] 0.809			[2] 0.816			[2] 0.816			[2] 0.816		
Level of Service:	C			B			D			D			D			D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The southbound right-turn movement has an overlapping phase with the eastbound phase.

[2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

I-110 Southbound On/Off Ramps @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: I-110 Southbound On/Off Ramps
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA47
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	861	0	0	60	921	0	34	955	0	955	0	955	0	955	0	955
Comb. L-T	1	861	0	1	921	0	1	955	0	955	0	955	0	955	0	955
SB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	1387	2	763	97	1484	2	72	1556	2	856	30	1586	2	872	0	1586
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1564	3	438	109	1673	3	243	1916	3	539	23	1939	3	544	0	1939
Comb. T-R	1	438	0	1	469	1	1	539	1	539	0	544	1	544	0	544
EB Right	189	0	0	13	202	0	36	238	0	238	0	238	0	238	0	238
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	144	1	144	10	154	1	31	185	1	185	0	185	1	185	0	185
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	912	3	304	64	976	3	196	1172	3	391	12	1184	3	395	0	1184
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	861	N-S:	921	N-S:	955	N-S:	955	N-S:	955	N-S:	955	N-S:	955	N-S:	955
	E-W:	582	E-W:	623	E-W:	724	E-W:	730	E-W:	730	E-W:	730	E-W:	730	E-W:	730
	SUM:	1443	SUM:	1544	SUM:	1679	SUM:	1685	SUM:	1685	SUM:	1685	SUM:	1685	SUM:	1685
No. of Phases:	(N/A=0, ATCS=1, ATCS=2)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:		1.013	[2]	0.984	[2]	1.078	[2]	1.082	[2]	1.082	[2]	1.082	[2]	1.082	[2]	1.082
Level of Service:		F	E	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] The southbound right-turn movement has an overlapping phase with the eastbound phase.
 [2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Place
 E-W St: I-110 Southbound Off Ramp
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA48
 Counts by: The Traffic Solution

Figureo Place @ I-110 Southbound Off Ramp
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume
NB Left	1	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0
Comb. L-T	1	198	0	1	212	0	1	212	0	0	218	1	218	0	1	218
NB Thru	197	0	14	211	0	0	211	0	6	217	0	0	217	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	104	0	7	111	0	0	111	0	2	113	0	0	113	0	0	0
Comb. T-R	1	114	0	1	122	0	11	122	0	11	1	124	0	11	1	124
SB Right	10	0	1	11	0	0	11	0	0	11	0	0	11	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	25	0	2	27	0	0	27	0	0	27	0	0	27	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	6	1	6	0	6	0	6	1	6	0	6	1	6	0	6	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	581	1	41	622	1	149	771	1	9	780	1	0	780	1	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	45	0	3	48	0	468	48	0	48	0	48	0	48	0	48	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	248	0	17	265	0	0	265	0	0	265	0	0	265	0	0	0
Comb. L-T-R	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0
Crit. Volumes:	N-S: 197	E-W: 443	SUM: 640	N-S: 211	E-W: 474	SUM: 685	N-S: 211	E-W: 549	SUM: 759	N-S: 217	E-W: 553	SUM: 770	N-S: 217	E-W: 553	SUM: 770	
No. of Phases:	U			U			U			U			U			
Volume / Capacity:	0.533			0.571			0.633			0.642			0.642			
Level of Service:	A			A			B			B			B			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Place
 E-W St: I-110 Southbound Off Ramp
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA48
 Counts by: The Traffic Solution

Figureo Place @ I-110 Southbound Off Ramp
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	1	84	1	1	90	1	90	0	0	0	0	0	0	0	0	93
NB Thru	0	0	0	0	0	0	0	90	0	0	0	0	93	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	142	0	10	152	0	165	0	152	0	6	158	0	158	0	0	158
Comb. T-R	1	154	1	1	165	1	165	0	0	0	13	0	13	0	0	13
SB Right	12	0	1	13	0	0	0	13	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	15	0	1	16	0	0	0	16	0	0	16	0	16	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	5	1	5	0	5	1	5	0	5	0	5	0	5	0	5	5
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1031	1	72	1103	1	0	131	1234	1	36	1270	1	1270	1	0	1270
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	34	0	585	2	36	0	626	36	0	36	0	0	36	0	0	36
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	105	0	7	112	0	0	0	112	0	0	112	0	112	0	0	112
Comb. L-T-R	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 154	E-W: 590	SUM: 744	N-S: 165	E-W: 631	SUM: 796	N-S: 165	E-W: 697	SUM: 862	N-S: 171	E-W: 715	SUM: 886	N-S: 171	E-W: 715	SUM: 886	
No. of Phases:	U			U			U			U			U			
Volume / Capacity:	0.620			0.663			0.718			0.738			0.738			
Level of Service:	B			B			C			C			C			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Place
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA49
 Counts by: The Traffic Solution

Figueroa Place @ Anaheim Street
 Peak Hour: AM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	18	0	-	1	19	0	-	0	19	0	0	19	0	0	0	0	-
Comb. L-T	0	-	-	0	-	0	-	0	-	0	0	-	0	0	0	0	-
NB Thru	13	0	52	1	14	0	56	0	14	0	56	0	14	0	0	56	-
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
NB Right	21	0	-	1	22	0	-	0	22	0	-	0	22	0	0	22	-
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	270	0	-	19	289	0	-	25	314	0	-	0	314	0	0	314	0
Comb. L-T	0	-	316	1	338	1	363	0	363	0	-	0	363	0	0	363	1
SB Thru	46	0	-	3	49	0	-	0	49	0	-	0	49	0	0	49	0
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
SB Right	354	1	354	25	379	1	379	76	455	11	466	11	466	0	0	466	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	91	1	91	6	97	1	97	0	97	6	103	6	103	0	0	103	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
EB Thru	1024	1	584	72	1096	1	624	73	1169	59	1228	59	1228	0	0	1228	1
Comb. T-R	1	584	1	584	1	624	1	661	661	1	691	1	691	0	0	691	1
EB Right	143	0	-	10	153	0	-	1	154	0	154	0	154	0	0	154	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	247	1	247	17	264	1	264	0	264	0	264	0	264	0	0	264	1
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
WB Thru	602	1	342	42	644	1	365	40	684	2	686	2	686	0	0	686	1
Comb. T-R	1	342	1	342	1	365	1	385	385	1	386	1	386	0	0	386	1
WB Right	81	0	-	6	87	0	-	0	87	0	87	0	87	0	0	87	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 349	E-W: 831	SUM: 1180	N-S: 374	E-W: 889	SUM: 1262	N-S: 450	E-W: 926	SUM: 1375	N-S: 459	E-W: 955	SUM: 1414	N-S: 488	E-W: 852	SUM: 1341		
No. of Phases:	3	2	3	3	2	3	3	2	3	3	2	3	3	2	3	3	2
Volume / Capacity:	[1] 0.728	[1] 0.786	[1] 0.865	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893	[1] 0.893
Level of Service:	C	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 25% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.
 [2] The recommended mitigation consists of the provision of a southbound right-turn signal phase on Figueroa Place that would overlap with the eastbound left-turn and through phase sufficiently long enough to accommodate the southbound right-turn volumes.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Place
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA49
 Counts by: The Traffic Solution

Figueroa Place @ Anaheim Street
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	6	0	-	0	6	0	0	6	0	0	0	0	6	0	0	-		
Comb. L-T	0	-	-	0	-	-	0	-	0	0	0	0	-	0	0	-		
NB Thru	3	0	36	0	3	39	0	3	0	3	0	0	3	0	0	39		
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	0	-	0	0	-		
NB Right	27	0	-	2	29	0	0	29	0	29	0	0	29	0	0	-		
Comb. L-T-R	1	1	-	1	1	-	1	1	1	1	1	1	1	1	1	1		
SB Left	425	0	-	30	455	0	10	465	0	465	0	0	465	0	0	-		
Comb. L-T	1	487	-	1	521	-	1	531	1	531	1	1	531	1	1	531		
SB Thru	62	0	-	4	66	0	0	66	0	66	0	0	66	0	0	-		
Comb. T-R	0	-	-	0	-	-	0	-	0	-	0	0	-	0	0	-		
SB Right	701	1	701	49	750	1	78	828	1	828	43	871	871	1	871	1		
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0		
EB Left	33	1	33	2	35	1	35	3	38	1	38	0	38	1	38	1		
Comb. L-T	0	-	-	0	-	-	0	-	0	0	0	0	-	0	0	-		
EB Thru	984	1	559	69	1053	1	598	1162	1	652	32	1194	1194	1	1194	1		
Comb. T-R	1	559	-	1	598	-	1	652	1	652	1	668	668	1	668	1		
EB Right	133	0	-	9	142	0	0	142	0	142	0	0	142	0	0	-		
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0		
WB Left	213	1	213	15	228	1	228	0	228	1	228	0	228	1	228	1		
Comb. L-T	0	-	-	0	-	-	0	-	0	0	0	0	-	0	0	-		
WB Thru	551	1	291	39	590	1	311	624	1	328	9	633	633	1	633	1		
Comb. T-R	1	291	-	1	311	-	1	328	1	328	1	332	332	1	332	1		
WB Right	30	0	-	2	32	0	0	32	0	32	0	0	32	0	0	-		
Comb. L-T-R	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	699	748	N-S:	826	N-S:	826	N-S:	868	N-S:	868	N-S:	868	N-S:	900	N-S:	900	
	E-W:	772	826	E-W:	880	E-W:	880	E-W:	896	E-W:	896	E-W:	896	E-W:	556	E-W:	556	
	SUM:	1470	1573	SUM:	1573	SUM:	1706	SUM:	1764	SUM:	1764	SUM:	1764	SUM:	1456	SUM:	1456	
No. of Phases:	3			3			3			3			3			3		
(N/A=0, ATCS=1, ATCS=2)	2			2			2			2			2			2		
Volume / Capacity:	[1]	0.932	[1]	1.004	[1]	1.097	[1]	1.138	[1]	1.138	[1]	1.138	[1]	1.138	[1]	1.138	[1]	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
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CRITICAL MOVEMENT ANALYSIS

Figueroa Street @ Sepulveda Boulevard
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Figueroa Street
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA50
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	222	1	222	16	238	1	238	0	238	1	238	0	238	1	238
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	283	1	176	20	303	1	188	11	314	1	193	0	314	1	193
Comb. T-R	0	0	176	0	176	1	188	0	188	1	193	0	193	1	193
NB Right	68	0	0	5	73	0	0	0	73	0	0	0	73	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	53	1	53	4	57	1	57	6	63	1	63	0	63	1	63
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	222	1	222	16	238	1	238	10	248	1	248	0	248	1	248
Comb. T-R	0	0	270	0	270	1	289	0	289	1	298	0	298	1	298
SB Right	270	1	0	19	289	0	0	9	298	0	0	0	298	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	241	1	241	17	258	1	258	21	279	1	279	0	279	1	279
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	827	2	414	58	885	2	442	35	920	2	460	6	926	2	463
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	87	1	87	6	93	1	93	1	94	1	94	0	94	1	94
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	6	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1098	2	549	77	1175	2	587	33	1208	2	604	2	1210	2	605
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	82	1	82	6	88	1	88	17	105	1	105	0	105	1	105
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 492	N-S: 526	N-S: 535	Sum: 1282	Sum: 1372	Sum: 1418	Sum: 1372	Sum: 1418	Sum: 1418	Sum: 1419	Sum: 1419	Sum: 1419	Sum: 1419	Sum: 1419	Sum: 1419
	E-W: 790	E-W: 845	E-W: 883												
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
(N/A=0, ATSA=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.932	0.998	1.031	0.932	0.998	1.031	0.932	0.998	1.031	0.932	0.998	1.032	0.932	0.998	1.032
Level of Service:	E	E	F	E	E	F	E	E	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

Figueroa Street @ Sepulveda Boulevard
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Figueroa Street
 E-W St: Sepulveda Boulevard
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA50
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	1	114	122	1	122	123	1	123	123	0	123	123	1	123	123
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	1	197	266	1	210	282	1	218	282	0	282	282	1	218	218
Comb. T-R	1	197	210	1	210	218	1	218	218	0	218	218	1	218	218
NB Right	0	-	154	0	-	154	0	-	154	0	154	154	0	0	154
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	108	116	1	116	134	1	134	134	0	134	134	1	134	134
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1	174	256	1	186	266	1	203	266	0	266	266	1	203	203
Comb. T-R	1	174	186	1	186	203	1	203	203	0	203	203	1	203	203
SB Right	0	-	117	0	-	141	0	-	141	0	141	141	0	0	141
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	313	335	1	335	354	1	354	354	0	354	354	1	354	354
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	2	528	1129	2	564	1183	2	591	1186	3	1186	1186	2	1186	1186
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Right	1	161	172	1	172	172	1	172	172	0	172	172	1	172	172
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	101	108	1	108	108	1	108	108	0	108	108	1	108	108
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	2	456	976	2	488	1024	2	512	1030	6	1030	1030	2	1030	1030
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	1	87	93	1	93	103	1	103	103	0	103	103	1	103	103
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	305	N-S:	326	N-S:	352	N-S:	352	N-S:	352	N-S:	352	N-S:	352	352
	E-W:	769	E-W:	823	E-W:	866	E-W:	866	E-W:	869	E-W:	869	E-W:	869	869
	SUM:	1074	SUM:	1149	SUM:	1218	SUM:	1218	SUM:	1221	SUM:	1221	SUM:	1221	1221
No. of Phases:	4			4			4			4			4		
Volume / Capacity:	0.781			0.835			0.886			0.888			0.888		
Level of Service:	C			D			D			D			D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Street (north of PCH)
 E-W St: I-110 Northbound On-Ramp
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA51
 Counts by: The Traffic Solution

Figurea Street (north of PCH) @ I-110 Northbound On-Ramp
 Peak Hour: AM
 Annual Growth: 1.0%
 Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left [1]	1472	2	810	103	1575	2	866	192	1767	2	972	30	1797	2	988
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
NB Thru [1]	411	0	-	29	440	0	-	16	456	0	-	0	456	0	0
Comb. T-R	1	1	421	1	450	1	466	1	466	1	466	0	466	1	466
NB Right	10	0	-	1	11	0	-	0	11	0	-	0	11	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
SB Thru	213	1	174	15	228	1	186	17	245	1	195	0	245	1	195
Comb. T-R	1	1	174	1	186	1	186	0	144	0	144	0	144	0	144
SB Right	135	0	-	9	144	0	-	0	144	0	-	0	144	0	144
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
WB Thru	0	0	7	0	0	0	7	0	0	0	7	0	0	0	0
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
WB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	7
Comb. L-T-R	1	1	-	0	7	1	-	0	7	1	-	0	7	1	7
Crit. Volumes:	N-S: 984	N-S: 1052	N-S: 1167	N-S: 1167	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1183	N-S: 1133	N-S: 1133
	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0
	SUM: 984	SUM: 1052	SUM: 1167	SUM: 1167	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1183	SUM: 1133	SUM: 1133
No. of Phases:	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Volume / Capacity:	0.820	0.877	0.972	0.972	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986	0.986
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Freeflow movement.

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CRITICAL MOVEMENT ANALYSIS

Figueroa Street (north of PCH) @ I-110 Northbound On-Ramp
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Figueroa Street (north of PCH)
 E-W St: I-110 Northbound On-Ramp
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA51
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left [1]	1567	2	862	110	1677	2	922	122	1799	2	989	16	1815	0	1815	2	998
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
NB Thru [1]	355	0	-	25	380	0	-	24	404	0	-	0	404	0	404	0	-
Comb. T-R	1	1	362	0	362	1	387	0	387	1	411	0	411	0	411	1	411
NB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	7	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
SB Thru	311	1	182	22	333	1	194	16	349	1	202	0	349	0	349	2	174
Comb. T-R	1	1	182	0	182	1	194	0	194	1	202	0	202	0	202	0	-
SB Right	52	0	-	4	56	0	-	0	56	0	-	0	56	0	56	1	56
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Thru	0	0	11	0	11	0	12	0	12	0	12	0	12	0	12	0	-
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Right	11	0	-	1	12	0	-	0	12	0	-	0	12	0	12	1	12
Comb. L-T-R	1	1	-	1	12	1	-	0	12	1	-	0	12	0	12	1	12
Crit. Volumes:	N-S: 1043	N-S: 1116	N-S: 1191	N-S: 1191	N-S: 1172	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200	N-S: 1200
	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0	E-W: 0
	SUM: 1043	SUM: 1116	SUM: 1191	SUM: 1191	SUM: 1172	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200	SUM: 1200
No. of Phases:	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U
(N/A=0, ATSAC=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.869	0.930	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Freeflow movement.

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CRITICAL MOVEMENT ANALYSIS

Figueroa Street @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Figueroa Street
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA52
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]		
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	200	1	200	14	214	1	214	42	256	1	256	0	256	1	256
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	475	1	334	33	508	1	357	9	517	1	399	0	517	1	399
Comb. T-R	1	1	334	13	205	0	357	75	280	0	399	0	280	1	399
NB Right	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	17	1	17	1	18	1	18	0	18	1	18	0	18	1	18
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	138	1	138	10	148	1	148	13	161	1	161	0	161	1	161
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	59	1	59	4	63	1	63	4	67	1	67	0	67	1	67
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	952	2	524	67	1019	2	560	111	1130	2	621	30	1160	2	638
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	882	1	491	62	944	1	525	195	1139	1	629	12	1151	1	635
Comb. T-R	1	1	491	7	106	0	525	13	119	0	629	0	119	1	635
EB Right	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	65	1	65	5	70	1	70	5	75	1	75	0	75	1	75
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1075	2	507	75	1150	2	542	187	1337	2	627	3	1340	2	628
Comb. T-R	1	1	507	31	476	0	542	68	544	0	627	0	544	1	628
WB Right	445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 351	E-W: 1030	SUM: 1381	N-S: 375	E-W: 1102	SUM: 1477	N-S: 417	E-W: 1248	SUM: 1665	N-S: 417	E-W: 1266	SUM: 1683	N-S: 417	E-W: 1085	SUM: 1502
No. of Phases:	(N/A=0, ATCS=1, ATCS=2)	3	0	4	2	4	2	4	2	4	2	4	4	2	4
Volume / Capacity:		0.969	[1]	0.974	[1]	1.111	[1]	1.124	[1]	1.124	[1]	1.124	[1]	0.992	E
Level of Service:		E	E	E	E	F	F	F	F	F	F	F	F	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.

[2] Under mitigation, right-turns on red are assumed to be made from WB curb lane, reducing volume below per lane through volume thus, through lane volume assumed to be critical.

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CRITICAL MOVEMENT ANALYSIS

Figueroa Street @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Figueroa Street
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA52
 Counts by: The Traffic Solution

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION [2]		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	220	1	220	15	235	1	235	21	256	1	256	0	256	1	256
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	465	1	358	33	498	1	383	9	507	1	404	0	507	1	404
Comb. T-R	1	358	358	1	383	1	404	0	404	1	404	0	404	1	404
NB Right	250	0	0	18	268	0	0	33	301	0	0	0	301	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	66	1	66	5	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	178	1	178	12	190	1	190	7	197	1	197	0	197	1	197
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Right	73	1	73	5	78	1	78	9	87	1	87	0	87	1	87
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	995	2	547	70	1065	2	586	143	1208	2	664	16	1224	2	673
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	1396	1	745	98	1494	1	797	201	1695	1	908	6	1701	1	911
Comb. T-R	1	745	745	1	797	1	908	0	908	1	908	0	908	1	911
EB Right	93	0	0	7	100	0	0	22	122	0	0	0	122	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	55	1	55	4	59	1	59	5	64	1	64	0	64	1	64
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	734	2	367	51	785	2	393	163	948	2	474	12	960	2	480
Comb. T-R	1	438	438	1	469	1	508	0	508	1	508	0	508	1	508
WB Right	438	0	0	31	469	0	0	39	508	0	0	0	508	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 424	E-W: 985	SUM: 1409	N-S: 453	E-W: 1054	SUM: 1507	N-S: 474	E-W: 1172	SUM: 1646	N-S: 474	E-W: 1181	SUM: 1655	N-S: 474	E-W: 993	SUM: 1467
No. of Phases:	3			4			4			4			4		
(N/A=0, ATCS=1, ATCS=2)	0			2			2			2			2		
Volume / Capacity:	0.989			[1] 0.996			[1] 1.097			[1] 1.104			[1] 1.104		
Level of Service:	E			E			F			F			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.
 [2] Under mitigation, right-turns on red are assumed to be made from WB curb lane, reducing volume below per lane through volume thus, through lane volume assumed to be critical.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Street (north of Anaheim St)
 E-W St: I-10 Northbound On Ramp
 Project: Ponte Vista Project/I-103861-1
 File Name: CMA53
 Counts by: The Traffic Solution

Figureo Street (north of Anaheim St) @ I-10 Northbound On Ramp
 Peak Hour: AM
 Annual Growth: 1.0%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	Volume	Lanes	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	
NB Left	957	0	0	67	1024	0	61	1085	0	50	1135	0	0	1135	1	794
Comb. L-T	1	957	1	1024	1	1085	1	1085	1	1135	1	1135	1	1135	0	-
NB Thru [1]	246	0	0	17	263	0	24	287	0	0	287	0	0	287	0	653
Comb. T-R	1	270	1	289	1	313	1	313	1	313	1	313	1	313	0	-
NB Right	24	0	0	2	26	0	0	26	0	0	26	0	0	26	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-
SB Left	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	-
Comb. L-T	1	109	1	116	1	127	1	127	1	127	1	127	1	127	1	127
SB Thru	194	0	0	14	208	0	16	224	0	0	224	0	0	224	0	-
Comb. T-R	1	109	1	116	1	127	1	127	1	127	1	127	1	127	1	127
SB Right	22	0	0	2	24	0	6	30	0	0	30	0	0	30	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Left	50	0	0	4	54	0	0	54	0	0	54	0	0	54	0	-
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	119	0	0	8	127	0	0	127	0	0	127	0	0	127	0	200
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Right	18	0	0	1	19	0	0	19	0	0	19	0	0	19	0	-
Comb. L-T-R	1	1066	1	1140	1	1212	1	1212	1	1212	1	1212	1	1212	1	922
Crit. Volumes:	N-S:	1066	N-S:	1140	N-S:	1212	N-S:	1212	N-S:	1262	N-S:	1262	N-S:	1262	N-S:	922
	E-W:	187	E-W:	200	E-W:	200	E-W:	200	E-W:	200	E-W:	200	E-W:	200	E-W:	200
	SUM:	1253	SUM:	1340	SUM:	1412	SUM:	1412	SUM:	1462	SUM:	1462	SUM:	1462	SUM:	1122
No. of Phases:	U	0	U	0	U	0	U	0	U	0	U	0	U	0	U	3
(N/A=0, ATCS=1, ATCS=2)	F	1.044	F	1.117	F	1.117	F	1.117	F	1.218	F	1.218	F	1.218	F	0.787
Level of Service:																C

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Free-flow movement

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Street (north of Anaheim St)
 E-W St: I-10 Northbound On Ramp
 Project: Ponte Vista Project/I-103861-1
 File Name: CMA53
 Counts by: The Traffic Solution

Figureo Street (north of Anaheim St) @ I-10 Northbound On Ramp
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	Volume	Lane	No. of Lanes	
NB Left	861	0	0	60	921	0	112	1033	0	28	1061	0	0	1061	1	743
Comb. L-T	1	861	1	921	1	1033	1	1033	1	1061	1	1061	1	1061	0	-
NB Thru [1]	221	0	0	15	236	0	21	257	0	0	257	0	0	257	0	614
Comb. T-R	1	257	1	275	1	296	1	296	1	296	1	296	1	296	0	-
NB Right	36	0	0	3	39	0	0	39	0	0	39	0	0	39	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-
SB Left	2	0	0	0	2	0	0	2	0	0	2	0	0	2	0	-
Comb. L-T	1	83	1	88	1	104	1	104	1	104	1	104	1	104	1	104
SB Thru	153	0	0	11	164	0	30	194	0	0	194	0	0	194	0	-
Comb. T-R	1	83	1	88	1	104	1	104	1	104	1	104	1	104	1	104
SB Right	10	0	0	1	11	0	2	13	0	0	13	0	0	13	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Left	16	0	0	1	17	0	0	17	0	0	17	0	0	17	0	-
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	61	0	0	4	65	0	0	65	0	0	65	0	0	65	0	104
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Right	20	0	0	1	21	0	0	21	0	0	21	0	0	21	0	-
Comb. L-T-R	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	-
Crit. Volumes:	N-S: 944	1010	N-S: 1138	1166	N-S: 1166	1166	N-S: 1166	1241	1269	1269	1269	N-S: 847	104	951	104	951
	E-W: 97	104	E-W: 104	104	E-W: 104	104	E-W: 104	104	104	104	104	E-W: 104	104	104	104	104
	SUM: 1041	1113	SUM: 1241	1241	SUM: 1241	1241	SUM: 1241	1269	1269	1269	SUM: 1269	SUM: 1269	1269	1269	1269	1269
No. of Phases:	U	0	U	0	U	0	U	0	U	0	U	0	0	0	0	0
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.867	0.928	1.034	1.058	1.034	1.058	1.034	1.058	1.058	1.058	1.058	0.667	0.667	0.667	0.667	0.667
Level of Service:	D	E	F	F	F	F	F	F	F	F	F	B	B	B	B	B

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 [1] Freeflow movement.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Street
 E-W St: Anaheim Street
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA54
 Counts by: The Traffic Solution

Figueroa Street @ Anaheim Street
 Peak Hour: AM
 Annual Growth: 1.0%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION				
	Volume	Lane	No. of Lanes	Volume	Total	No. of [2] Lanes	Volume	Total	No. of [2] Lanes	Volume	Total	No. of [2] Lanes	Volume	Total	No. of [2] Lanes		
NB Left	245	0	-	17	262	1	262	11	273	1	273	0	273	0	273	1	273
Comb. L-T	1	334	0	-	-	0	-	0	0	0	0	0	0	0	0	0	-
NB Thru	251	0	-	18	269	1	226	33	302	1	243	0	302	0	302	1	243
Comb. T-R	1	334	1	334	226	1	226	243	243	1	243	1	243	1	243	1	243
NB Right	172	0	-	12	184	0	-	0	184	0	0	0	184	0	184	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	24	0	-	2	26	1	26	0	26	1	26	0	26	0	26	1	26
Comb. L-T	1	100	0	0	-	0	-	0	0	0	0	0	0	0	0	0	-
SB Thru	76	0	-	5	81	1	81	22	103	1	103	0	103	0	103	1	103
Comb. T-R	1	143	1	143	153	1	153	153	153	1	153	1	153	1	153	1	153
SB Right	143	0	-	10	153	0	-	0	153	0	0	0	153	0	153	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	796	1	438	56	852	1	468	47	899	1	494	50	949	0	949	1	522
Comb. L-T	1	452	0	36	556	0	484	49	605	0	520	9	614	0	614	0	536
EB Thru	520	0	-	36	556	0	484	49	605	0	520	9	614	0	614	0	-
Comb. T-R	1	452	1	452	484	1	484	3	31	0	0	0	31	0	31	1	536
EB Right	26	0	-	2	28	0	-	0	28	0	0	0	28	0	28	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	31	1	31	2	33	1	33	0	33	1	33	0	33	0	33	1	33
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	593	1	377	42	635	1	403	35	670	1	425	2	672	0	672	2	336
Comb. T-R	1	377	1	377	403	1	403	425	425	1	425	1	426	0	426	1	426
WB Right [3]	161	0	-	11	172	0	-	8	180	0	0	0	180	0	180	1	180
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Crit. Volumes:	N-S: 388	E-W: 829	SUM: 1217	N-S: 415	E-W: 887	SUM: 1302	N-S: 426	E-W: 945	SUM: 1371	N-S: 426	E-W: 962	SUM: 1388	N-S: 426	E-W: 872	SUM: 1298		
No. of Phases:	3	0	0	4	2	2	4	2	2	4	2	4	4	2	2	4	2
(N/A=0, ATCS=1, ATCS=2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume / Capacity:	0.854	0.854	0.854	[1]	0.847	[1]	0.847	[1]	0.897	[1]	0.910	[1]	0.910	[1]	0.910	[1]	0.844
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATCS/ATCS system.
 [2] As part of the City's ATCS improvement project, the NB and SB approaches will provide one left-turn, one through lane, and one shared through right-turn lane.
 [3] The westbound right-turn movement has an overlapping phase with the southbound left-turn phase in the mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Figueroa Street
 E-W St: Anaheim Street
 Project: Ponte Vista Project/1-103861-1
 File Name: CMA54
 Counts by: The Traffic Solution

Figueroa Street @ Anaheim Street
 Peak Hour: PM
 Annual Growth: 1.00%
Project Alternative 700DU

Date: 10/30/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of [2] Lanes	Added Volume	Total Volume	No. of [2] Lanes	Added Volume	Total Volume	No. of [2] Lanes	Added Volume	Total Volume	No. of [2] Lanes	Added Volume	Total Volume	
NB Left	0	18	278	1	278	1	285	1	285	1	285	0	285	1	285	
Comb. L-T	1	343	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	0	15	231	1	227	1	238	1	238	1	238	0	253	1	238	
Comb. T-R	1	343	0	1	227	1	238	1	238	1	238	0	253	1	238	
NB Right	0	15	224	0	0	0	224	0	0	0	224	0	224	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	224	0	0	
SB Left	0	3	52	1	52	1	52	1	52	1	52	0	52	1	52	
Comb. L-T	1	88	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	0	6	92	1	67	1	83	1	83	1	83	0	124	1	83	
Comb. T-R	1	88	0	1	67	1	83	1	83	1	83	0	124	1	83	
SB Right	0	3	43	0	0	0	43	0	0	0	43	0	43	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	
EB Left	1	348	44	677	1	373	74	751	1	413	28	779	1	429	1	429
Comb. L-T	1	531	0	568	1	568	1	608	1	608	1	617	1	617	1	617
EB Thru	0	52	789	0	34	823	0	5	828	0	5	828	0	828	0	0
Comb. T-R	1	531	0	568	1	568	1	608	1	608	1	617	1	617	1	617
EB Right	0	3	43	0	12	55	0	55	0	55	0	55	0	55	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	55	0	0	
WB Left	1	41	44	1	44	1	44	0	44	1	44	0	44	1	44	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1	409	37	562	1	438	29	591	1	460	9	600	1	465	2	300
Comb. T-R	1	409	0	438	1	438	1	460	1	460	1	465	1	465	0	0
WB Right [3]	0	21	314	0	16	330	0	330	0	330	0	330	0	330	1	330
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	330	1	0	
Crit. Volumes:	N-S: 392	E-W: 940	SUM: 1331	N-S: 346	E-W: 1006	SUM: 1351	N-S: 369	E-W: 1068	SUM: 1436	N-S: 369	E-W: 1081	SUM: 1450	N-S: 369	E-W: 946	SUM: 1315	
No. of Phases:	3	0	4	2	4	2	4	2	4	2	4	2	4	2	4	
(N/A=0, ATSA=1, ATCS=2)	0	0	1	0.883	1	0.945	1	0.954	1	0.954	1	0.954	1	0.954	1	
Volume / Capacity:	0.934	0.934	0.934	0.883	0.945	0.945	0.945	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	
Level of Service:	E	E	D	D	E	E	E	E	E	E	E	E	E	E	D	

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
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 [1] Reduction of 0.10 due to installation of Wilmington ATSA/ATCS system.
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 [3] The westbound right-turn movement has an overlapping phase with the southbound left-turn phase in the mitigation condition.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilmington Boulevard
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA55
 Counts by: The Traffic Solution

Wilmington Boulevard @ Pacific Coast Highway
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION					
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume		
NB Left	1	216	15	231	1	231	4	235	1	235	0	235	0	235	1	235		
Comb. L-T	0	-	39	600	0	-	89	689	0	689	0	689	0	689	0	689		
NB Thru	1	362	1	387	1	387	1	441	1	441	1	441	1	441	1	441		
Comb. T-R	1	362	1	387	1	387	1	441	1	441	1	441	1	441	1	441		
NB Right	0	-	11	174	0	-	18	192	0	192	0	192	0	192	0	192		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	1	70	5	75	1	75	27	102	1	102	0	102	0	102	1	102		
Comb. L-T	0	-	20	311	0	-	63	374	0	374	0	374	0	374	0	374		
SB Thru	1	170	1	181	1	181	1	261	1	261	1	261	1	261	1	261		
Comb. T-R	1	170	1	181	1	181	1	261	1	261	1	261	1	261	1	261		
SB Right	0	-	3	51	0	-	96	147	0	147	0	147	0	147	0	147		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	1	151	11	162	1	162	123	285	1	285	0	285	0	285	1	285		
Comb. L-T	0	-	62	946	0	-	71	1017	0	1017	12	1029	0	1029	0	1029		
EB Thru	2	321	2	343	2	343	2	370	2	370	2	374	0	374	2	374		
Comb. T-R	1	321	1	343	1	343	1	370	1	370	1	374	0	374	1	374		
EB Right	0	-	6	85	0	-	8	93	0	93	0	93	0	93	0	93		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	1	55	4	59	1	59	10	69	1	69	0	69	0	69	1	69		
Comb. L-T	0	-	88	1348	0	-	117	1465	0	1465	3	1468	0	1468	0	1468		
WB Thru	2	451	2	483	2	483	2	533	2	533	2	534	0	534	2	534		
Comb. T-R	1	451	1	483	1	483	1	533	1	533	1	534	0	534	1	534		
WB Right	0	-	7	100	0	-	35	135	0	135	0	135	0	135	0	135		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	432	E-W:	602	N-S:	462	E-W:	644	N-S:	543	E-W:	818	N-S:	543	E-W:	819	SUM:	1362
		1034		1106		1106		1106		1361		1361		1362		1362		1362
No. of Phases:	3			3			3			3			3			3		
Volume / Capacity:	0.726			[1] 0.676			[1] 0.855			[1] 0.855			[1] 0.855			[1] 0.855		
Level of Service:	C			B			D			D			D			D		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilmington Boulevard
 E-W St: Pacific Coast Highway
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA55
 Counts by: The Traffic Solution

Wilmington Boulevard @ Pacific Coast Highway
 Peak Hour: PM
 Annual Growth: 1.00%

Project Alternative 700DU

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	163	1	174	1	174	8	182	1	182	0	182	0	182	1	182	182
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-	-
NB Thru	289	1	309	1	212	45	354	1	239	0	354	0	354	1	239	239
Comb. T-R	1	199	199	1	212	239	1	239	1	239	1	239	1	239	1	239
NB Right	108	0	116	0	-	9	125	0	-	0	125	0	125	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	130	1	139	1	139	16	155	1	155	0	155	0	155	1	155	155
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-	-
SB Thru	349	1	373	1	213	58	431	1	269	0	431	0	431	1	269	269
Comb. T-R	1	199	199	1	213	269	1	269	1	269	1	269	1	269	1	269
SB Right	49	0	52	0	-	54	106	0	-	0	106	0	106	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	113	1	121	1	121	47	168	1	168	0	168	0	168	1	168	168
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-	-
EB Thru	1433	2	1533	2	557	158	1691	2	611	6	1697	0	1697	2	613	613
Comb. T-R	1	520	520	1	557	611	1	611	1	611	1	613	1	613	1	613
EB Right	128	0	137	0	-	5	142	0	-	0	142	0	142	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	81	1	87	1	87	16	103	1	103	0	103	0	103	1	103	103
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	0	-	-
WB Thru	1048	2	1121	2	402	117	1238	2	445	12	1250	0	1250	2	449	449
Comb. T-R	1	376	376	1	402	445	1	445	1	445	1	449	1	449	1	449
WB Right	79	0	85	0	-	13	98	0	-	0	98	0	98	0	-	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 362	E-W: 601	SUM: 963	N-S: 387	E-W: 643	SUM: 1031	N-S: 451	E-W: 714	SUM: 1165	N-S: 451	E-W: 716	SUM: 1167	N-S: 451	E-W: 716	SUM: 1167	
No. of Phases:	3	0	2	3	2	3	3	2	3	2	3	2	3	2	3	2
Volume / Capacity:	0.676	[2]	0.623	[2]	0.718	[2]	0.719	[2]	0.719	[2]	0.719	[2]	0.719	[2]	0.719	[2]
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATSA/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Wilmington Boulevard @ Anaheim Street
 Peak Hour: AM
 Annual Growth: 1.0%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

N-S St: Wilmington Boulevard
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA56
 Counts by: The Traffic Solution

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	1	107	7	114	1	114	0	114	1	114	0	114	0	114	1	114
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
NB Thru	1	240	17	257	1	257	57	314	1	314	0	314	0	314	1	314
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
NB Right	1	34	2	36	1	36	21	57	1	57	0	57	0	57	1	57
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
SB Left	1	87	6	93	1	93	16	109	1	109	0	109	0	109	1	109
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
SB Thru	1	177	12	189	1	189	16	205	1	205	0	205	0	205	1	205
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
SB Right	1	93	7	100	1	100	0	100	1	100	0	100	0	100	1	100
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
EB Left	1	65	5	70	1	70	0	70	1	70	0	70	0	70	1	70
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
EB Thru	1	353	47	722	1	378	48	770	1	402	9	779	0	779	1	406
Comb. T-R	1	353	2	33	1	378	0	33	1	402	0	33	0	33	1	406
EB Right	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
WB Left	1	24	2	26	1	26	6	32	1	32	0	32	0	32	1	32
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
WB Thru	1	347	43	656	1	371	21	677	1	386	2	679	0	679	1	387
Comb. T-R	1	347	6	87	1	371	8	95	1	386	0	95	0	95	1	387
WB Right	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	0	-	-
Crit. Volumes:	N-S:	327	E-W:	350	N-S:	423	E-W:	423	N-S:	423	E-W:	423	N-S:	423	E-W:	423
	E-W:	412	SUM:	791	E-W:	455	SUM:	878	E-W:	456	SUM:	879	E-W:	456	SUM:	879
	SUM:	739	SUM:	791	SUM:	878	SUM:	879	SUM:	879	SUM:	879	SUM:	879	SUM:	879
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.493		0.427		0.485		0.486		0.486		0.486		0.486		0.486	
Level of Service:	A		A		A		A		A		A		A		A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilmington Boulevard
 E-W St: Anaheim Street
 Project: Ponite Vista Project/1-103861-1
 File Name: CMA56
 Counts by: The Traffic Solution

Wilmington Boulevard @ Anaheim Street
 Peak Hour: PM
 Annual Growth: 1.00%

Date: 09/04/2013
 Date of Count: 2010
 Projection Year: 2017

Project Alternative 700DU

Movement	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH			2017 FUTURE BASELINE			2017 W/ PROPOSED PROJECT			2017 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	51	1	51	4	55	1	55	0	55	1	55	0	55	1	55	55
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
NB Thru	155	1	155	11	166	1	166	31	197	1	197	0	197	1	197	197
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
NB Right	48	1	48	3	51	1	51	12	63	1	63	0	63	1	63	63
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	141	1	141	10	151	1	151	9	160	1	160	0	160	1	160	160
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
SB Thru	193	1	193	14	207	1	207	63	270	1	270	0	270	1	270	270
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
SB Right	86	1	86	6	92	1	92	0	92	1	92	0	92	1	92	92
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	73	1	73	5	78	1	78	0	78	1	78	0	78	1	78	78
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
EB Thru	923	1	923	65	988	1	988	23	1011	1	1011	5	1016	1	1016	1016
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
EB Right	46	0	46	3	49	0	49	0	49	0	49	0	49	0	49	49
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	45	1	45	3	48	1	48	22	70	1	70	0	70	1	70	70
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
WB Thru	707	1	707	49	756	1	756	43	799	1	799	9	808	1	808	808
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
WB Right	97	0	97	7	104	0	104	16	120	0	120	0	120	0	120	120
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 296	E-W: 530	SUM: 826	N-S: 317	E-W: 567	SUM: 883	N-S: 357	E-W: 600	SUM: 957	N-S: 357	E-W: 603	SUM: 959	N-S: 357	E-W: 603	SUM: 959	
No. of Phases:	(N/A=0, ATSA=1, ATCS=2)	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.550	[1]	0.489	[1]	0.538	[1]	0.540	[1]	0.540	[1]	0.540	[1]	0.540	[1]	0.540	[1]
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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