SUPPLEMENTAL ANALYSIS OF PROJECT REVISIONS

A. INTRODUCTION

Subsequent to the publication of the Final EIR for the Ponte Vista Project, the Project Applicant proposed reductions in the preferred alternative for the Project (hereinafter, the "Revised Project"). This document provides a description of the proposed reductions and analysis of the proposed reductions pursuant to Section 15088.5 of the CEQA Guidelines. Section 15088.5 requires that where changes are made to a project description, an analysis must be prepared to determine whether such changes would result in new significant environmental impacts which were not identified in the Draft EIR or a substantial increase in the severity of impacts previously identified in the Draft EIR.

B. DESCRIPTION OF PROJECT REVISIONS

As analyzed in the Draft EIR, the Applicant's Project proposed 1,135 residential units. Subsequent to the public comment period on the Draft EIR, the Applicant formally revised the preferred Project to be consistent with Draft EIR Alternative C, which would develop 830 residential units (hereinafter, the "Previous Project"). Subsequent to publication of the Final EIR in July 2013, the Applicant has further revised the preferred Project site plan to reduce the total number of units proposed from 830 to a maximum of 700, including a combination of single-family homes, townhomes, and flats. As with previous versions of the Project, the Revised Project will also include recreational facilities, parks, open space, and a trail along the perimeter of the Project Site. However, the Revised Project would include a 2.42-acre publically-accessible park in the southwestern portion of the site. Streets within the Project Site will be both private and publicly accessible, with access to the site through two entrances from Western Avenue, at Green Hills Drive and at a new east-west road near the southerly boundary of the Project that would connect through the Specific Plan area to the Mary Star of the Sea High School campus to the east. The site plan for the Revised Project is depicted in Figure , and is generally consistent with the site plan for the Previous Project iteration, although some elements of the Project have been shifted in location to accommodate the additional park space.

The Revised Project would be developed under the guidance of a Specific Plan and would include a total of seven land use subareas, as follows:

Subarea 1: Single-Family 1
Subarea 2: Single-Family 2
Subarea 3: Single-Family 3
Subarea 4: Townhomes
Subarea 5: Townhomes & Flats
Subarea 6: Flats
Subarea 7: Open Space/Recreation

Details of the development proposed to occur within each of these seven subareas are provided in Table 1.

Source: Robert Hidey Architects, 08/28/2013.

CAJA Environmental Services, LLC

Figure 1
Revised Project Site Plan

Table 1
Maximum Permitted Dwelling Units by Subarea

Subarea No.	Zone	Use	Maximum Dwelling Units	DU/Acre (rounded)	Area (Gross Acres)
1	R1-1D	Single-Family	69	7	9.7
2	R1-2D	Single-Family	60	11	5.7
3	R1-2D	Single-Family	79	11	7.2
4	R2-2D	Townhomes	140	20	6.9
5	R3-2D	Townhomes & Flats	140	17	8.1
6	R3-2D	Flats	212	22	9.5
7	OS	Open Space/Recreation	N/A	N/A	14.3
TOTAL			**700**	**11.4 (avg)**	**61.4**

Although a maximum of 212 residential units are permitted under the Revised Project within Subarea 6, only 188 units are currently proposed on the site plan. In order to provide additional housing within Subarea 6 exceeding the currently proposed 188 units but not more than 212 units, a new subdivision map would be required, although no Specific Plan Amendment would be required. The analysis in this supplement to the Final EIR is based on a total of 700 residential units, including 212 in Subarea 6.

Overall, the Revised Project would reduce the number of units in the project by 16 percent from that proposed by the Previous Project (and by 38 percent from the originally proposed project evaluated in the Draft EIR). The Revised Project would reduce the overall average dwelling unit density of the Project to approximately 11.4 units per acre (gross).

With respect to the proposed residential units, the Revised Project would develop the same number of single-family units as the Previous Project but would develop 280 townhomes and flats (increased from 224 under the Previous Project) and would replace the previously proposed 218 apartment units and 180 row house units with a total of 212 flats.

The other alterations contained in the Revised Project include, as noted previously, the addition of a 2.42-acre publically-accessible park. Although the original Project as evaluated in the Draft EIR included an approximately six-acre park, this element was not included in the Previous Project. The Revised Project includes a total of 24.15 acres of open space area, including the proposed city park, a perimeter pathway surrounding the Project, and recreational centers for Project residents and visitors. In order to accommodate the publically-accessible park, the roadway connection to Mary Star of the Sea High School (located off-site to the east) has been shifted to the south, near the southern site boundary. As noted in the Final EIR, an emergency access lane connection from the Seaport Homes property to the south into the Project Site has also been included in the Revised Project site plan.

C. ANALYSIS OF PROJECT REVISIONS PURSUANT TO SECTION 15088.5 OF THE CEQA GUIDELINES

CEQA Guidelines Section 15088.5(a) provides that when changes are made to a project description they should be analyzed by the lead agency to determine whether the changes constitute "significant new information." In the context of a change to a project description, significant new information includes information that: (1) a new significant environmental impact would result from the change in the project or from a new mitigation measure proposed to be implemented; or (2) a substantial increase in the severity of an environmental impact would result from the change in the project unless mitigation measures are adopted that reduce the impact to a level of insignificance.

Revisions to an EIR are not required where the changes do not constitute significant new information, but the lead agency's conclusions must be supported by substantial evidence in the administrative record. [CEQA Guidelines Section 15088.5(e).]

The analysis contained in Section IV.D evaluates the project revisions proposed by the Applicant to determine if (1) a new significant environmental impact would result from the change in the project or from a new mitigation measure proposed to be implemented; or (2) a substantial increase in the severity of an environmental impact would result from the change in the project unless mitigation measures are adopted that reduce the impact to a level of insignificance. This supplementary analysis is also intended to provide documentation for the administrative record required by Section 15088.5.

Table 2, below, presents a summary of the analysis in Section IV.D. In summary, this analysis demonstrates that the reductions proposed by the Applicant do not create either (1) a new significant environmental impact resulting from the change in the Project or from a new mitigation measure proposed to be implemented; or (2) a substantial increase in the severity of an environmental impact resulting from the change in the Project unless mitigation measures are adopted that reduce the impact to a level of insignificance. In addition, as discussed in Section IV.D, some of the potential impacts identified in the EIR will be reduced or eliminated as a result of the changes in the Revised Project.

Table 2
Comparison of 830-Unit Project Alternative and Revised Project Impacts

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
Aesthetics	Less than Significant	Less than Significant	Alterations in landscaping and reduction in number of buildings; no change in impact conclusion.
Agricultural/Forestry Resources	No Impact	No Impact	No change in impact conclusion.

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
Air Quality			
Construction	Mass Daily Emissions: Less than Significant w/ Mitigation Localized Emissions: Less than Significant w/ Mitigation	Mass Daily Emissions: Less than Significant w/ Mitigation Localized Emissions: Less than Significant w/ Mitigation	Mass Daily Emissions: Mass daily emissions reduced; no change in impact conclusion. Localized Emissions: Localized emissions reduced; no change in impact conclusion.
Operational	Significant and Unavoidable: Would exceed SCAQMD daily emission thresholds for ROG and NO_x but would achieve regional air quality planning objectives	Significant and Unavoidable: Would exceed SCAQMD daily emission thresholds for ROG and NO_x but would achieve regional air quality planning objectives	Exceedance of SCAQMD thresholds reduced; no change in impact conclusion.
Biological Resources	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	No change in impact conclusion.
Cultural Resources	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	No change in impact conclusion.
Geology & Soils	Less than Significant	Less than Significant	No change in impact conclusion.
Greenhouse Gas Emissions	Less than Significant	Less than Significant	No change in impact conclusion.
Hazards & Hazardous Materials	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	No change in impact conclusion.
Hydrology & Water Quality	Less than Significant	Less than Significant	Stormwater runoff volume reduced due to increased amount of pervious surface area; no change in impact conclusion.
Land Use & Planning	Less than Significant	Less than Significant	Dwelling unit density reduced; no change in impact conclusion.
Mineral Resources	No Impact	No Impact	No change in impact conclusion.
Noise			

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
Construction	Temporarily Significant and Unavoidable	Temporarily Significant and Unavoidable	No change in impact conclusion.
Operation	Vehicle-Related Noise: Less than Significant On-site Noise: Significant and Unavoidable at exterior spaces in units adjacent to Western Avenue	Vehicle-Related Noise: Less than Significant On-site Noise: Significant and Unavoidable at exterior spaces in units adjacent to Western Avenue	Noise levels reduced due to reduced traffic volumes; no change in impact conclusion.
Population & Housing	Less than Significant	Less than Significant	Numbers of residents and total additional housing units reduced; no change in impact conclusion.
Public Services			
Fire Protection	Less than Significant	Less than Significant	Less potential demand on services due to reduction in number of units; no change in impact conclusion.
Police Protection	Less than Significant	Less than Significant	Less potential demand on services due to reduction in number of units; no change in impact conclusion.
Schools	Less than Significant	Less than Significant	Fewer students generated due to reduction in number of units; no change in impact conclusion.
Parks & Recreation	Less than Significant	Less than Significant	Additional on-site park and recreational facility space provided. Less demand for parks and recreation due to reduction in number of residents; no change in impact conclusion.
Libraries	Less than Significant	Less than Significant	Less demand due to reduction in number of residents; no change in impact conclusion.
Transportation/Traffic	Less than Significant w/ Mitigation:	Less than Significant w/ Mitigation:	Weekday AM peak hour trips reduced by

Impact Area	Previous Project Level of Impact	Revised Project Level of Impact	Comparison of Revised Project Impact to Previous Project Impact
	Previous Project peak hour trips: 445 weekday AM peak hour; 555 weekday PM peak hour; 496 Saturday mid-day peak hour. Would significantly impact 16 of 56 study intersections during the weekday AM peak hour, PM peak hour, and/or the Saturday peak hour.	Revised Project peak hour trips: 372 weekday AM peak hour; 466 weekday PM peak hour; 424 Saturday mid-day peak hour. Would significantly impact 16 of 56 study intersections during the weekday AM peak hour, PM peak hour, and/or the Saturday peak hour.	approximately 16%. Weekday PM peak hour trips reduced by approximately 16%. Saturday mid-day peak hour trips reduced by approximately 15%. Same number of significantly impacted intersections. All significant impacts reduced to less than significant levels.
Utilities & Service Systems			
Water	Less than Significant w/ Mitigation	Less than Significant w/ Mitigation	Reduced demand; no change in impact conclusion.
Wastewater	Less than Significant	Less than Significant	Reduced demand; no change in impact conclusion.
Solid Waste	Less than Significant	Less than Significant	Reduced demand; no change in impact conclusion.
Energy	Less than Significant	Less than Significant	Reduced demand; no change in impact conclusion.

Based on this supplementary analysis, it is concluded that the reductions in the Project proposed by the Applicant do not constitute "significant new information" as defined by Section 15088.5 and accordingly the reductions in the Project proposed by the Applicant do not require recirculation of the EIR.

D. ENVIRONMENTAL IMPACT ANALYSIS OF THE REVISED PROJECT

The following analysis reviews each section of the environmental impact analysis of the Final EIR with respect to the reductions proposed by the Applicant and identifies whether a new significant environmental impact would result from the changes proposed in the Project, whether a substantial increase in the severity of a previously identified environmental impact would result from the changes proposed in the Project, and whether any new mitigation measures are necessary as a result of the changes proposed in the Project. For each impact category, the same mitigation measures identified in the Final EIR continue to be required for the Revised Project. Similarly, the same Project Design Features and

Compliance Measures identified in the Final EIR for the Previous Project will continue to apply to the Revised Project.

Impacts Found to be Less Than Significant

The following discussion addresses those topical areas for which the Initial Study determined there was no substantial evidence that the Project would cause significant environmental effects: Agricultural/Forestry Resources and Mineral Resources.

Agricultural and Forestry Resources

As the site does not contain any agricultural resources, the changes in the Project proposed by the Applicant would not result in significant new agricultural resource impacts.

Mineral Resources

As the site does not contain any known mineral resources, the changes in the Project proposed by the Applicant would not result in significant new mineral resource impacts.

Impacts Analyzed in the Draft EIR

The following discussion addresses those issues for which a detailed environmental analysis was presented in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazardous Materials and Risk of Upset, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation and Traffic, Utilities and Service Systems, and General Impact Categories.

Aesthetics

The Revised Project proposes fewer total units than the Previous Project (up to a maximum of 700 versus 830). The Revised Project proposes that a public park would be located in the southwestern corner of the Project Site, with the proposed multi-family residential buildings shifted farther to the east, away from the Project's Western Avenue frontage. As a result, the visual perception of the Project from along Western Avenue would be somewhat less dense than with the Previous Project. Building heights throughout the Revised Project would not exceed the building heights analyzed in the Final EIR and, in some cases, would be reduced, although not along the Western Avenue frontage. Property line setbacks and intra-building separations are substantially the same for the Revised Project and the Previous Project, with the exception being that the roadway accessing Mary Star of the Sea High School would be partially positioned closer to the southern site boundary under the Revised Project. As with the Previous Project, landscaping along this roadway would reduce its visibility from adjacent off-site residential properties. The remainder of the general development layout for the Revised Project is substantially the same as for the Previous Project.

The following Project Design Features have been identified for the Revised Project:

- Operation of the nighttime lights for the proposed recreational centers and public-accessible park shall be limited to between the hours of 7:00 a.m. and 9:00 p.m.

- All lighting fixtures throughout the Proposed Project shall be directed toward the interior of the Project Site and shielded in order to avoid light spillover on neighboring residential uses. No exterior lighting fixture or standard shall be positioned at a greater height than the edge of the roof of the building to which it is affixed.

- The Project Applicant shall consult the City of Los Angeles Bureau of Street Services, Urban Forestry Division, prior to finalizing landscaping plans for the Project's Western Avenue frontage. Final Project tree and landscaping plans shall be designed to avoid the blockage of views of the harbor area from the segment of Western Avenue adjacent to the northwestern portion of the Project Site.

Accordingly, it is concluded that significant new aesthetic impacts would not result from the changes proposed in the Revised Project, and new mitigation measures are not necessary with respect to aesthetics as a result of changes proposed in the Project.

Air Quality

Construction-Related Impacts

The Final EIR evaluates construction-related emissions for the Previous Project and recommends mitigation measures. Construction of the Revised Project would result in daily air emissions, including but not limited to airborne dust from demolition, grading, and site preparation, as well as gaseous emissions from the use of heavy equipment, delivery and hauling trucks, employee vehicles, and paints and coatings. As with the Previous Project, the Revised Project's unmitigated regional NO_x (nitrogen oxides) and ROG (reactive organic gases) construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds, resulting in a significant impact before mitigation. In addition, the Revised Project's unmitigated on-site NO_x, PM_{10} and $PM_{2.5}$ (particulate matter) construction emissions would exceed the SCAQMD's localized significance thresholds, resulting in a significant impact before mitigation. Unmitigated construction-related SO_x (sulfur oxides) and CO (carbon monoxide) emissions would not exceed regional or localized significance thresholds and would therefore constitute a less than significant impact.

The Revised Project would slightly reduce construction related air quality impacts. Principally, the reduction is attributable to the reduction in the total number of units being proposed from 830 to 700, in which the overall time for construction and the time of construction overlap would be reduced from that analyzed in the Final EIR. However, the same construction phasing would be used for both the Previous and Revised Projects. As with the Previous Project, implementation of Compliance Measures and Mitigation Measures AQ-1 and AQ-2 would reduce the Revised Project's construction-related regional and localized air quality emissions to a less than significant level.

Accordingly, it is concluded that no significant new construction-related air quality impacts would result from the changes proposed in the Project. In addition, construction-related air pollutant emissions would not be increased as a result of the Revised Project, and in fact there would be a minor reduction in these air quality impacts. Finally, no new mitigation measures are necessary with respect to construction-related air quality impacts as a result of changes proposed in the Project.

Operational Phase (Regional)

As with the Previous Project, the operational emissions associated with the Revised Project would exceed the established SCAQMD threshold levels for ROG and NO_x during both the summertime (smog season) and wintertime (non-smog season) under the 2017 buildout scenario. Operational emissions would not exceed the established SCAQMD threshold levels for SO_x, PM_{10}, or $PM_{2.5}$ during either the summer (smog season) or winter (non-smog season).

Under the Revised Project, project-generated traffic would be reduced in comparison to the Previous Project by approximately 15 percent. Consequently, total operational air quality emissions of ROG, SO_x, NO_x, PM_{10}, and $PM_{2.5}$ would also be reduced relative to the Previous Project. However, these relatively small emissions reductions would not change the Draft EIR's conclusions with respect to applicable SCAQMD emission thresholds (which are not sensitive to property or project size). Like the Previous Project, the Revised Project is largely consistent with and would further the policies of the AQMP. However, because it would include fewer residential units on the site when compared to the Previous Project, the Revised Project would not further AQMP policies encouraging the concentration of higher density residential uses in proximity to major employment centers to the same degree.

As with the Previous Project, operational air emissions generated by the Revised Project are primarily associated with the operation of mobile vehicles, are typical for a residential project of this size, and there is no feasible mitigation to reduce these emissions to a less than significant level. It is neither within the Project Applicant's nor the City's authority to impose vehicle performance restrictions on vehicles producing on-road NO_x and ROG emissions; such restrictions on vehicle emissions are governed by the state. As such, regional operational emissions would be considered significant and unavoidable, as with the Previous Project.

Accordingly, it is concluded that significant new operational air quality impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to operational air quality impacts as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measures identified in the Final EIR would be implemented for the Revised Project.

Biological Resources

The changes to the Previous Project proposed by the Applicant reduce the amount of proposed development, but do not alter the site plan in any way that would affect the biological resource analysis in the Final EIR. The Revised Project follows the same general development footprint as the Previous

Project, proposes revegetation of the cut-slope adjacent to the northerly property line, proposes undergrounding the open water drainage channel through the southern portion of the property, and would entail removal of all on-site trees.

For the foregoing reasons, it is concluded that significant new biological resources impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to biological resources as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Cultural Resources

Although the Revised Project proposes fewer total units than the Previous Project, the general development layout for the Revised Project is substantially the same. The entire Project Site would be disturbed during demolition, grading, and construction activities. Accordingly, it is concluded that significant new cultural resource impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to cultural resources as a result of changes proposed in the Project. The same Compliance Measures and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Geology and Soils

Although the Revised Project proposes fewer total units than the Previous Project, the general development layout for the Revised Project is substantially the same. The total amount of grading and earthwork required for the Revised Project is expected to be similar to that necessary for the Previous Project. Thus, the changes in the Project proposed by the Applicant do not raise new geology and soils issues. Accordingly, it is concluded that significant new geology and soils impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to geology and soils as a result of changes proposed in the Project. The same Compliance Measures and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Greenhouse Gas Emissions

Compared to the Previous Project, the Revised Project would involve the construction of a smaller development and thus the duration and total construction-related GHG emissions would be slightly reduced. Furthermore, the same Compliance Measures and Project Design Features included for the Previous Project would also be required and implemented for the Revised Project, which would reduce construction-related GHG emissions to the maximum extent feasible. The Revised Project is expected to generate 4,850 trips during a typical weekday and 4,887 trips during a typical Saturday, representing approximately 15 percent reductions compared to the Previous Project. Motor vehicle trips are the primary source of daily operational GHG emissions associated with the Project. Because the Revised Project would generate fewer vehicle trips than the Previous Project, it would also generate fewer average daily GHG emissions. Furthermore, as the Revised Project would include a smaller development, it

would also result in reduced operational GHG emissions from on-site sources and energy consumption. The Revised Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Thus, the changes in the Project proposed by the Applicant do not raise new GHG issues. Accordingly, it is concluded that significant new GHG impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to GHG emissions as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

Hazardous Materials and Risk of Upset

The changes to the Project proposed by the Applicant reduce the amount of proposed development, but do not alter the site plan in any way that would affect the hazards and hazardous materials analysis of the Final EIR. The Revised Project follows the same general development footprint as the Previous Project, would comply with all applicable regulations regarding the handling and regulation of hazardous materials, and would comply with the City's Methane Ordinance.

Accordingly, it is concluded that significant new hazards and hazardous materials impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to hazards and hazardous materials as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Hydrology and Water Quality

As with the Previous Project, drainage patterns under the Revised Project would remain substantially the same as existing conditions, with headwaters originating west of the site and continually draining southeastward across the site to the West Basin of the Los Angeles Harbor. The Revised Project would reduce the volume of stormwater runoff across the site because it would increase the amount of pervious surface area on the site, as compared to the Previous Project. The increase in pervious surface area is primarily due to an overall reduction in the amount of building coverage on the site, particularly in the area of the proposed city park, as well as revisions to the roadway alignment. The Revised Project would continue to comply with applicable water quality regulations (including the Los Angeles County MS4 Permit and current Standard Urban Stormwater Mitigation Plan [SUSMP] requirements), as well as all applicable Best Management Practices (BMPs) in accordance with the Stormwater Pollution Prevention Plan (SWPPP).

Accordingly, it is concluded that significant new hydrology and water quality impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to hydrology and water quality as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features in the Final EIR would be implemented for the Revised Project.

Land Use and Planning

The Revised Project proposes the same land uses on the Project Site within the same general development footprint, only at a reduced density. The overall number of units would be reduced from 830 total units to a maximum of 700 units. The same General Plan Amendment and Zone Change is proposed. The public park proposed by the Original Project has been reintroduced in the Revised Project as a privately-maintained, publically-accessible park, although its size has been reduced to 2.42 acres. The proposed road connecting Mary Star of the Sea High School to Western Avenue across the southern portion of the Project Site has been retained. The Revised Project would be comprised of approximately 40 percent open space area when completed, representing an increase in comparison to the Previous Project.

The changes to the Project do not affect the Draft EIR's analysis of the Project's land use compatibility with existing uses in the vicinity of the site, or the consistency of the Project with land use plans, policies, and regulations. The Revised Project would continue to provide infill housing that would help in addressing local and regional housing needs. The Revised Project would continue to provide new housing opportunities proximate to the Port of Los Angeles and the Port of Long Beach, which are rapidly growing in international trade and are among the region's largest employers. As with the Previous Project, a Specific Plan, with associated Design Guidelines, would guide Revised Project buildout, landscaping, and overall design.

Accordingly, it is concluded that significant new land use and planning impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to land use and planning as a result of changes proposed in the Project.

Noise

Construction Noise

The Revised Project reduces the number of units proposed, but would utilize a similar mix of construction equipment. Overall, less grading and construction would take place and construction-related noise would be slightly reduced in comparison to the Previous Project, but the reductions proposed would not reduce temporary construction noise impacts to a less than significant level. The same Compliance Measures and Mitigation Measures in the Final EIR would be implemented for the Revised Project. As with the Previous Project, temporary construction noise impacts for the Revised Project would be significant and unavoidable.

Operational Noise – Vehicular

Off-Site Noise Levels

Under the Revised Project, the roadway crossing the southern part of the Project Site (east-west axis) is being shifted so that it will now be partially located along the southern property boundary, adjacent to the existing off-site residential uses to the south. As disclosed in Appendix IV.K-1 (Noise Appendix) to the Draft EIR, the Previous Project's traffic generation would result in an exterior noise level of

approximately 60.7 dBA CNEL at a distance of 30 feet from the southern roadway centerline. Under the Revised Project, the off-site residential uses to the south would be located at least 30 feet from the Revised Project's southern roadway centerline (roadway width of 40 feet, or 20 feet from centerline to each roadway edge). Also, Draft EIR Table IV.K-10 indicates that the residential uses south of the Project Site are set back approximately 10 to 40 feet from the Project Site boundary. Thus, considering the 20 feet from roadway centerline plus the 10-40 foot setback, the existing off-site residential uses would be located approximately 30-60 feet from the Revised Project's southern roadway centerline, resulting in a maximum of 60.7 dBA CNEL exterior noise levels at residential uses. The resulting exterior noise level of 60.7 dBA CNEL for multi-family residential uses is within the "normally acceptable" category as indicated in Draft EIR Table IV.K-7. For comparison purposes, the existing noise levels 50 feet from Western Avenue's centerline in the Project vicinity are approximately 71.6 dBA CNEL (see Draft EIR Table IV.K-13). Thus, based on the above, impacts under the Revised Project with respect to off-site noise levels generated by the proposed roadway would be considered less than significant.

The Revised Project is expected to generate 4,850 trips during a typical weekday and 4,887 trips during a typical Saturday, representing approximate 15 percent reductions compared to the Previous Project. Thus, the Revised Project would slightly reduce local noise levels as compared to the Previous Project. Significant new off-site operational noise impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary. The same Compliance Measures and Mitigation Measures in the Final EIR would be implemented for the Revised Project. As with the Previous Project, off-site noise impacts for the Revised Project would be less than significant.

On-Site Noise Levels

The Revised Project reduces the number of residential units and peak hour trips as compared to the Previous Project. The Revised Project would observe generally the same minimum setback and intra-building separation requirements as the Previous Project. Heating, ventilation, and air conditioning (HVAC) units used for the Revised Project would be generally the same as for the Previous Project. Similar to the Previous Project, the Revised Project would result in generally unacceptable exterior noise levels for the proposed on-site residential uses fronting Western Avenue. Implementation of Compliance Measures would require that interior residential noise levels would be below a CNEL of 45 dBA in any habitable room. As such, impacts associated with interior noise levels at the proposed residential uses on-site would be less than significant. However, no feasible mitigation measures are available to reduce exterior noise levels to acceptable levels along the Western Avenue frontage and these impacts would be significant and unavoidable. Significant new on-site operational noise impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary.

Accordingly, it is concluded that significant new construction and operational noise impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to noise impacts as a result of changes proposed in the Project. The same Compliance Measures and Mitigation Measures identified in the Final EIR would be implemented for the Revised Project.

Population and Housing

The Revised Project reduces the number of proposed units from 830 to a maximum of 700 units. The Revised Project would result in slightly less construction activity and, thus, temporary and permanent employment than the Previous Project.

The Revised Project would create fewer additional housing units as compared to the Previous Project, but would continue to provide a portion of unmet housing demand and help achieve the housing growth targets for the Wilmington-Harbor City Community Plan Area (CPA) and the City of Los Angeles Subregion. Although it would provide fewer total units, the Revised Project would continue to assist the City in meeting its fair share of regional housing need and conform with City policy direction supporting infill housing development that adds to the City's housing supply and provides increased home ownership opportunities at various price points. The Revised Project would remain consistent with regional policies to reduce urban sprawl, efficiently utilize existing infrastructure, reduce regional congestion, improve air quality, and reduce vehicular emissions of greenhouse gases through the reduction of vehicle miles traveled (VMT).

Using the same population generation rates employed in the EIR, the Revised Project would house approximately 2,079 residents, compared to the 2,222 residents that would be housed by the Previous Project (a reduction of approximately 143 persons). The Revised Project's population would represent about 0.07% of the population forecasted for 2017 and 2027 in the City of Los Angeles Subregion, about 2.8 percent of 2010-2017 population growth, and about 1.1 percent of 2010-2027 population growth. Within the Wilmington-Harbor City Community Plan area, the Revised Project would represent about 2.6 percent of population in 2017 and 2027; about 107 percent of 2010-2017 population growth (which can be considered a temporary exceedance as with the Previous Project); and about 43 percent of 2010-2027 population growth. When cumulative projects are added, the total cumulative impact of the Revised Project would constitute about 190 percent of 2010-2017 population growth, which can be considered a temporary exceedance (as with the Project) as the Revised Project's cumulative impact would only constitute about 80 percent of 2010-2027 population growth within the Wilmington-Harbor City CPA. Therefore similar to the Previous Project, the Revised Project would not induce substantial population growth because it would accommodate a portion of forecast population rather than exceed the population growth forecast for the City of Los Angeles Subregion. Although the Revised Project would exceed forecast 2017 population growth for the Wilmington-Harbor City Community Plan area, it would do so to a lesser degree than the Previous Project and would do so only temporarily as the Revised Project would fall within projected 2027 population growth in the CPA.

Accordingly, it is concluded that significant new population and housing impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to population and housing impacts as a result of changes proposed in the Project.

Public Services and Recreation

CEQA's analysis of environmental impacts for public services and recreation is focused on whether a project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts.

Fire Protection

The Revised Project proposes fewer overall units. Construction of the Revised Project would follow the same general progression as the Previous Project. Development under the Revised Project would follow the same general development footprint and would not change the location of the Project. Because the overall number of residents estimated in the project would be decreased from 2,222 to 2,079, the Revised Project would be expected to result in a proportional reduction in demand for fire and emergency services. Paramedic budget staffing and service level decisions are made by the Los Angeles Fire Department (LAFD) and City Council and reflect the needs of the demographic spectrum in an area. Primary access to the Revised Project would continue to be through two entrances from Western Avenue. Secondary/emergency access to the Revised Project would continue to be provided from the Mary Star of the Sea High School campus to the east and the Seaport Homes development to the south. Accordingly, it is concluded that significant new fire protection impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to fire protection impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would be implemented for the Revised Project.

Police Protection

Though fewer overall units are proposed, construction of the Revised Project would follow the same general progression as the Previous Project. Because the overall number of residents estimated in the Project would be decreased from 2,222 to 2,079, the Revised Project would be expected to result in a proportional reduction in demand for police services. Although public access to the Revised Project would be permitted, security would continue to be provided at Project entrances, and the Revised Project would continue to be patrolled by 24-hour private security. Accordingly, it is concluded that significant new police protection impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to police protection impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would be implemented for the Revised Project.

Schools

The changes proposed by the Applicant would reduce the estimated student generation of the Project from 106 elementary school students, 52 middle school students, and 64 high school students for the Previous Project to approximately 91 elementary school students, 44 middle school students, and 55 high school students for the Revised Project. Overall, the Revised Project would generate approximately 32 fewer

students. With the addition of these students to existing school enrollments, Taper Elementary School, Dodson Middle School, and Narbonne High School would continue to operate under capacity. Accordingly, it is concluded that significant new school impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to school impacts as a result of changes proposed in the Project. The same Compliance Measure identified in the Final EIR would be implemented for the Revised Project.

Parks and Recreation

The Previous Project proposed approximately 20.6 acres of park, open space, and outdoor recreational area. The Revised Project would reduce the estimated population of the site from 2,222 to 2,079 persons while increasing the amount of proposed park, open space, and outdoor recreational area to approximately 24.15 acres. In addition, the Original Project limited access to much of the Project's park and open space areas to residents and their guests only, while the Revised Project provides for public access to these areas. Lastly, the Revised Project would develop a 2.42-acre publically-accessible park. Such a park was not part of the Previous Project. As with the Previous Project, it is anticipated that a combination of the proposed park area, Quimby fee payment, and DUCT payment would be approved by the LADRP and that this combination of Compliance Measures and Project Design Features would adequately address the demand for recreation and park services created by the Revised Project.

Accordingly, it is concluded that significant new parks and recreation impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to parks and recreation impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project, with the only differences being the additional open space and park acreage being proposed, including the publically-accessible park.

Libraries

The Revised Project would reduce the residential population of the project from 2,222 to 2,079 persons. As a result, project library service demands would be reduced relative to the Previous Project. As disclosed in the Final EIR, library service demands associated with the Previous Project were concluded to produce a less than significant impact. Accordingly, it is concluded that significant new library impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to library impacts as a result of changes proposed in the Project. The same Compliance Measure identified in the Final EIR would also be implemented for the Revised Project.

Transportation and Traffic

Linscott, Law & Greenspan, Engineers have prepared a technical memorandum (dated September 13, 2013) to analyze the changes in potential traffic and circulation impacts resulting from the Revised Project. This technical memorandum (hereinafter, Traffic Study Addendum) is included in its entirety as Appendix A. The Traffic Study Addendum evaluates potential Project-related impacts at the same 56

study intersections that were studied in the Original Traffic Study and employs the same study methodology as the Original Traffic Study. As discussed earlier, access to the Revised Project remains the same as with the Previous Project.

Construction activities associated with the Revised Project are assumed to be comparable to those that would be required for the Previous Project. Due to the fewer number of residential units to be built under the Revised Project, it is assumed that the duration of construction would be slightly shorter than that required for the Previous Project. However, the daily level of construction traffic accessing the site would be similar. Given that the Previous Project's construction-related traffic would cause a less than significant impact at all of the 56 study intersections during the weekday morning peak hour, weekday afternoon peak hour, and the Saturday mid-day peak hour, Revised Project impacts related to construction traffic would also be less than significant.

Upon completion and full occupancy, the Revised Project is expected to generate 372 vehicle trips (76 inbound trips and 296 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Revised Project is expected to generate 466 vehicle trips (304 inbound trips and 162 outbound trips). Over a 24-hour period, the Revised Project is expected to generate 2,425 inbound and 2,425 outbound trips. Thus, the Revised Project reduces total weekday AM and weekday PM peak hour trips by approximately 16% relative to the Previous Project. The Revised Project is expected to generate 424 vehicle trips (227 inbound trips and 197 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, the Revised Project is expected to generate 2,444 inbound and 2,443 outbound trips during a typical Saturday. Thus, the Revised Project reduces Saturday total peak hour trips by approximately 15% relative to the Previous Project.

Application of the City's threshold criteria to the "Future (2017) Cumulative With Proposed Project" scenario indicates that the Revised Project is expected to create a significant impact at 16 of the 56 study intersections during the weekday AM, weekday PM, and/or Saturday midday peak hours. Incremental but not significant impacts are noted at the remaining 40 study intersections. Thus, the changes proposed by the Applicant as part of the Revised Project would not change the number of significantly impacted intersections and all significant traffic impacts would be reduced to a less than significant level through the implementation of the required Mitigation Measures as set forth in the Final EIR.

In addition to its impact analysis using the lead agency's (City of Los Angeles) methodology and impact criteria, the Original Traffic Study also provided supplemental and voluntary analysis using other jurisdictions' methodology and significant impact thresholds. This analysis did not result in the identification of impacts that would be considered significant that had not already been identified using the City of Los Angeles' methodology. As discussed above, the Revised Project would result in fewer AM, PM, and Saturday trips than the Previous Project. Accordingly, a supplemental analysis using other jurisdictions' criteria would not be expected to result in different conclusions than the Original Traffic Study and is not necessary. At those intersections that continue to be significantly impacted by the Revised Project, the mitigation measures identified in the Final EIR continue to be necessary to reduce Project impacts to a less than significant level.

Based on the analysis provided in the Traffic Study Addendum (see Appendix A) and summarized herein, it is concluded that new significant traffic and circulation impacts would not result from the changes in the Project proposed by the Applicant. Additionally, there will not be an increase in the severity of any of the significant traffic and circulation impacts identified in the Original Project Traffic Study, and the significant traffic impacts of the Revised Project will be reduced from the impacts of the Previous Project. The same Project Design Features and Mitigation Measures identified in the Final EIR would also be implemented for the Revised Project.

Utilities and Service Systems

Water

The Revised Project will reduce water consumption as compared to the Previous Project due to the reduction in the number of residential units being proposed from 830 to a maximum of 700. The Water Supply Assessment (WSA) for the Original Project (1,135 units) concluded that the water demand generated by the Original Project falls within the available and projected water supplies for normal, single-dry, and multiple-dry years through 2025, and within the water demand growth projected in the Los Angeles Department of Water and Power (LADWP)'s Year 2010 Urban Water Management Plan. Accordingly, it is concluded that significant new water utility impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to water utility impacts as a result of changes proposed in the Project. The same Compliance Measures, Project Design Features, and Mitigation Measure identified in the Final EIR would also be implemented for the Revised Project.

Wastewater

The Revised Project will reduce wastewater generation as compared to the Previous Project due to the reduction in the number of residential units being proposed from 830 to a maximum of 700. Because sufficient wastewater treatment capacity at the TIWRP exists for the larger Previous Project wastewater generation, it can be reasonably concluded that sufficient treatment capacity for the reduced demand of the Revised Project would also be available. Similarly, given that the total amount of wastewater generated by the Revised Project would be reduced, impacts with regard to wastewater conveyance would also be less than significant. Accordingly, it is concluded that significant new wastewater utility impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to wastewater utility impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

Solid Waste

The Revised Project would entail the same demolition activities as the Previous Project, but less construction would occur. Thus, the Revised Project is expected to generate slightly less construction-related solid waste than the Previous Project. The Revised Project would reduce the amount of

operational solid waste produced due to the reduction in the number of residential units being proposed. Accordingly, it is concluded that significant new solid waste impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to solid waste impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

Energy

The Revised Project will reduce electricity and natural gas consumption as compared to the Previous Project due to the reduction in the number of residential units being proposed from 830 to a maximum of 700. Accordingly, it is concluded that significant new energy consumption impacts would not result from the changes proposed in the Project, and that new mitigation measures are not necessary with respect to energy consumption impacts as a result of changes proposed in the Project. The same Compliance Measures and Project Design Features identified in the Final EIR would also be implemented for the Revised Project.

General Impact Categories

Summary of Significant Unavoidable Impacts

The reductions proposed by the Applicant reduce some of the impacts of the Project. Construction-related noise impacts, identified as significant unavoidable impacts in the Final EIR, would be slightly reduced but would remain significant and unavoidable. Operational air quality impacts would be slightly reduced but would remain significant and unavoidable. Exterior noise levels experienced at Project units on-site fronting Western Avenue would continue to be significant and unavoidable.

Significant Irreversible Environmental Changes

The reductions proposed by the Applicant would reduce the amount of development proposed but would not affect the Final EIR's analysis of the significant irreversible environmental changes of the Project.

Growth Inducing Impacts

The reductions proposed by the Applicant would reduce the amount of development proposed but would not affect the Final EIR's analysis of the growth inducing impacts of the Project.

Cumulative Impacts

The reductions proposed by the Applicant reduce the impacts of the Project. In no case do the reductions proposed by the Applicant introduce a new impact or increase the severity of a previously identified impact. The reductions proposed by the Applicant do not affect the cumulative project analysis of the Final EIR and they do not increase the Project's incremental contribution towards cumulative impacts identified in the Final EIR. Accordingly, it is concluded that significant new cumulative environmental

impacts would not result from the changes proposed in the Project, and new mitigation measures are not necessary with respect to cumulative impacts as a result of changes proposed in the Project.

Appendix A

700-Unit Alternative Traffic Memo

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.

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]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]			DAILY TRIP ENDS [2]	MID-DAY PEAK HOUR VOLUMES [2]		
		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	VOLUMES	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

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

			[1]		[2]		[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	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)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FUTURE CONDITIONS - WEEKDAY AM AND PM AND WEEKEND PEAK HOURS
PROJECT ALTERNATIVE: 700 DU

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

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

Table 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]			
			IN	OUT	TOTAL	IN	OUT	TOTAL	
Proposed Project	143 DU Single-Family 600 DU Condominium 392 DU Apartment 1,135 DU	7,468	112	459	571	458	241	699	20
700-Unit Alternative	208 DU Single-Family 492 DU Condominium 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 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

Hawthorne Boulevard @ Sepulveda Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

Hawthorne Boulevard @ Sepulveda Boulevard

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	202	2	111	14	216	2	119	54	270	2	149	0	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	0	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	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	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	0	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	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	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	0	938	2	367
Comb. T-R		1	322			1	345			1	367			1	367			1	367
EB Right	119	0	-	8	127	0	-	34	161	0	-	0	161	0	-	0	161	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	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	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	0	305	1	305
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	677			N-S:	724			N-S:	851			N-S:	852			N-S:	852	
	E-W:	652			E-W:	698			E-W:	725			E-W:	725			E-W:	725	
	SUM:	1329			SUM:	1422			SUM:	1576			SUM:	1576			SUM:	1576	
No. of Phases:		4				4				4				4				4	
(N/A=0, ATSAC=1, ATCS=2)		*2*				*2*				*2*				*2*				*2*	
Volume / Capacity:	[1]	0.867			[1]	0.935			[1]	1.046			[1]	1.047			[1]	1.047	
Level of Service:		D				E				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Hawthorne Boulevard @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Hawthorne Boulevard @ Pacific Coast Highway

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	296	2	163	21	317	2	174	13	330	2	181	0	330	2	181	0	330	2	181
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	841	2	307	59	900	2	328	142	1042	2	384	2	1044	2	385	0	1044	2	385
Comb. T-R		1	307			1	328			1	384			1	385			1	385
NB Right	79	0	-	6	85	0	-	26	111	0	-	0	111	0	-	0	111	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	406	2	223	28	434	2	239	55	489	2	269	0	489	2	269	0	489	2	269
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1254	3	418	88	1342	3	447	189	1531	3	510	3	1534	3	511	0	1534	3	511
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	450	1	450	32	482	1	482	78	560	1	560	0	560	1	560	0	560	1	560
Comb. L-T-R -		0				0				0				0				0	
EB Left	252	1	252	18	270	1	270	23	293	1	293	0	293	1	293	0	293	1	293
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1037	2	447	73	1110	2	478	127	1237	2	525	12	1249	2	529	0	1249	2	529
Comb. T-R		1	447			1	478			1	525			1	529			1	529
EB Right	304	0	-	21	325	0	-	14	339	0	-	0	339	0	-	0	339	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	186	1	186	13	199	1	199	25	224	1	224	0	224	1	224	0	224	1	224
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1019	2	427	71	1090	2	457	154	1244	2	519	6	1250	2	521	0	1250	2	521
Comb. T-R		1	427			1	457			1	519			1	521			1	521
WB Right	262	0	-	18	280	0	-	32	312	0	-	0	312	0	-	0	312	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		581			N-S:		621			N-S:		692			N-S:		693			N-S:		693
	E-W:		679			E-W:		727			E-W:		812			E-W:		814			E-W:		814
	SUM:		1260			SUM:		1348			SUM:		1503			SUM:		1506			SUM:		1506
No. of Phases:			4					4					4					4					4
(N/A=0, ATSAC=1, ATCS=2)			*2*					*2*					*2*					*2*					*2*
Volume / Capacity:		[1]	0.816				[1]	0.880				[1]	0.993				[1]	0.995				[1]	0.995
Level of Service:			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.
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Hawthorne Boulevard @ Palos Verdes Drive North

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

Peak Hour: AM
Annual Growth: 1.0%

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

Project Alternative 700DU

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	31	1	31	2	33	1	33	3	36	1	36	0	36	1	36	0	36	1	36
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	923	2	462	65	988	2	494	99	1087	2	543	0	1087	2	543	0	1087	2	543
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	297	1	297	21	318	1	318	4	322	1	322	2	324	1	324	0	324	1	324
Comb. L-T-R -		0				0				0				0				0	
SB Left	118	1	118	8	126	1	126	11	137	1	137	1	138	1	138	0	138	1	138
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	612	2	306	43	655	2	327	72	727	2	363	0	727	2	363	0	727	2	363
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	228	1	228	16	244	1	244	9	253	1	253	0	253	1	253	0	253	1	253
Comb. L-T-R -		0				0				0				0				0	
EB Left	440	1	308	31	471	1	330	28	499	1	349	0	499	1	349	0	499	1	349
Comb. L-T		1	312			1	333			1	344			1	345			1	345
EB Thru [1]	482	0	-	34	516	0	-	10	526	0	-	1	527	0	-	0	527	0	-
Comb. T-R		1	312			1	333			1	344			1	345			1	345
EB Right	9	0	-	1	10	0	-	3	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	207	1	207	14	221	1	221	3	224	1	224	6	230	1	230	0	230	1	230
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru [1]	403	1	403	28	431	1	431	5	436	1	436	3	439	1	439	0	439	1	439
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	126	1	126	9	135	1	135	9	144	1	144	3	147	1	147	0	147	1	147
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		580		N-S:		620		N-S:		681		N-S:		682		N-S:		682
	E-W:		715		E-W:		765		E-W:		785		E-W:		788		E-W:		788
	SUM:		1294		SUM:		1385		SUM:		1466		SUM:		1470		SUM:		1470
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.941				1.007				1.066				1.069				1.069
Level of Service:			E				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 @ Palos Verdes Drive North

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	14	1	14	1	15	1	15	3	18	1	18	0	18	1	18	0	18	1	18
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	706	2	353	49	755	2	378	117	872	2	436	0	872	2	436	0	872	2	436
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	220	1	220	15	235	1	235	3	238	1	238	6	244	1	244	0	244	1	244
Comb. L-T-R -		0				0				0				0				0	
SB Left	120	1	120	8	128	1	128	14	142	1	142	3	145	1	145	0	145	1	145
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1011	2	506	71	1082	2	541	141	1223	2	611	0	1223	2	611	0	1223	2	611
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	296	1	296	21	317	1	317	33	350	1	350	0	350	1	350	0	350	1	350
Comb. L-T-R -		0				0				0				0				0	
EB Left	195	1	137	14	209	1	146	20	229	1	160	0	229	1	160	0	229	1	160
Comb. L-T		1	246			1	263			1	274			1	276			1	276
EB Thru [1]	424	0	-	30	454	0	-	14	468	0	-	3	471	0	-	0	471	0	-
Comb. T-R		1	246			1	263			1	274			1	276			1	276
EB Right	9	0	-	1	10	0	-	3	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	233	1	233	16	249	1	249	4	253	1	253	3	256	1	256	0	256	1	256
Comb. L-T		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	1	437
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	106	1	106	7	113	1	113	12	125	1	125	2	127	1	127	0	127	1	127
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		520		N-S:		556		N-S:		629		N-S:		629		N-S:		629
	E-W:		646		E-W:		691		E-W:		709		E-W:		713		E-W:		713
	SUM:		1165		SUM:		1247		SUM:		1339		SUM:		1342		SUM:		1342
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.847				0.907				0.974				0.976				0.976
Level of Service:			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] Eastbound/Westbound is a split phase.

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CRITICAL MOVEMENT ANALYSIS

Crenshaw Boulevard @ Sepulveda Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	284	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	-
NB Thru	1155	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	-
NB Right	238	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	
SB Left	202	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	-
SB Thru	899	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	-
SB Right	138	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	
EB Left	259	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	-
EB Thru	1036	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	-
EB Right	133	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	
WB Left	541	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	-
WB Thru	1418	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	-
WB Right	284	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	
Crit. Volumes:	N-S:		456		N-S:		488		N-S:		565		N-S:		565		N-S:		565
	E-W:		643		E-W:		688		E-W:		780		E-W:		780		E-W:		780
	SUM:		1099		SUM:		1176		SUM:		1345		SUM:		1345		SUM:		1345
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.799				0.855				0.978				0.978				0.978
Level of Service:			C				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.
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

Crenshaw Boulevard @ Sepulveda Boulevard

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	278	2	153	19	297	2	164	4	301	2	166	0	301	2	166	0	301	2	166
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1210	4	303	85	1295	4	324	286	1581	4	395	0	1581	4	395	0	1581	4	395
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	549	1	549	38	587	1	587	154	741	1	741	0	741	1	741	0	741	1	741
Comb. L-T-R -		0				0				0				0				0	
SB Left	348	2	191	24	372	2	205	5	377	2	208	3	380	2	209	0	380	2	209
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1319	3	440	92	1411	3	470	201	1612	3	537	0	1612	3	537	0	1612	3	537
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	192	1	192	13	205	1	205	1	206	1	206	0	206	1	206	0	206	1	206
Comb. L-T-R -		0				0				0				0				0	
EB Left	179	2	98	13	192	2	105	1	193	2	106	0	193	2	106	0	193	2	106
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1266	3	422	89	1355	3	452	211	1566	3	522	0	1566	3	522	0	1566	3	522
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	239	1	239	17	256	1	256	8	264	1	264	0	264	1	264	0	264	1	264
Comb. L-T-R -		0				0				0				0				0	
WB Left	432	2	238	30	462	2	254	76	538	2	296	0	538	2	296	0	538	2	296
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1204	4	301	84	1288	4	322	125	1413	4	353	0	1413	4	353	0	1413	4	353
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	200	1	200	14	214	1	214	0	214	1	214	2	216	1	216	0	216	1	216
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		622		N-S:		665		N-S:		801		N-S:		803		N-S:		803
	E-W:		660		E-W:		706		E-W:		818		E-W:		818		E-W:		818
	SUM:		1281		SUM:		1371		SUM:		1619		SUM:		1621		SUM:		1621
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.932				0.997				1.177				1.179				1.179
Level of Service:			E				E				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

Crenshaw Boulevard @ Lomita Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	71	1	71	5	76	1	76	65	141	1	141	0	141	1	141	0	141	1	141
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	949	3	316	66	1015	3	338	89	1104	3	368	0	1104	3	368	0	1104	3	368
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	182	1	182	13	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195
Comb. L-T-R -		0				0				0				0				0	
SB Left	183	1	183	13	196	1	196	0	196	1	196	0	196	1	196	0	196	1	196
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1073	3	358	75	1148	3	383	93	1241	3	414	0	1241	3	414	0	1241	3	414
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right [1]	380	1	380	27	407	1	407	273	680	1	680	0	680	1	680	0	680	1	680
Comb. L-T-R -		0				0				0				0				0	
EB Left	207	2	114	14	221	2	122	116	337	2	186	0	337	2	186	0	337	2	186
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	491	2	246	34	525	2	263	25	550	2	275	2	552	2	276	0	552	2	276
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	39	1	39	3	42	1	42	19	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T-R -		0				0				0				0				0	
WB Left	437	2	240	31	468	2	257	7	475	2	261	0	475	2	261	0	475	2	261
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1112	2	556	78	1190	2	595	89	1279	2	639	9	1288	2	644	0	1288	2	644
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	155	1	155	11	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		499		N-S:		534		N-S:		635		N-S:		635		N-S:		635
	E-W:		670		E-W:		717		E-W:		825		E-W:		830		E-W:		830
	SUM:		1169		SUM:		1251		SUM:		1460		SUM:		1464		SUM:		1464
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.850				0.910				1.062				1.065				1.065
Level of Service:			D				E				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

Crenshaw Boulevard @ Lomita Boulevard

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

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

Crenshaw Boulevard @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Crenshaw Boulevard @ Pacific Coast Highway

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

Peak Hour: PM
Annual Growth: 1.00%

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

Project Alternative 700DU

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	88	1	88	6	94	1	94	9	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	641	3	214	45	686	3	229	126	812	3	271	3	815	3	272	0	815	3	272
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	346	1	346	24	370	1	370	1	371	1	371	0	371	1	371	0	371	1	371
Comb. L-T-R -		0				0				0				0				0	
SB Left	382	1	382	27	409	1	409	116	525	1	525	0	525	1	525	0	525	1	525
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	728	2	283	51	779	2	303	148	927	2	358	6	933	2	360	0	933	2	360
Comb. T-R		1	283			1	303			1	358			1	360			1	360
SB Right	122	0	-	9	131	0	-	17	148	0	-	0	148	0	-	0	148	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	168	2	92	12	180	2	99	13	193	2	106	0	193	2	106	0	193	2	106
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1428	1	716	100	1528	1	766	160	1688	1	851	15	1703	1	859	0	1703	1	859
Comb. T-R		1	716			1	766			1	851			1	859			1	859
EB Right	3	0	-	0	3	0	-	11	14	0	-	0	14	0	-	0	14	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	383	2	211	27	410	2	225	1	411	2	226	0	411	2	226	0	411	2	226
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1314	2	537	92	1406	2	575	142	1548	2	633	8	1556	2	636	0	1556	2	636
Comb. T-R		1	537			1	575			1	633			1	636			1	636
WB Right	297	0	-	21	318	0	-	34	352	0	-	0	352	0	-	0	352	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		623			N-S:	666			N-S:	795			N-S:	796			N-S:	796
	E-W:		926			E-W:	991			E-W:	1077			E-W:	1085			E-W:	1085
	SUM:		1549			SUM:	1657			SUM:	1872			SUM:	1881			SUM:	1881
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Crenshaw Boulevard @ Palos Verdes Drive North

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	97	1	97	7	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	761	2	381	53	814	2	407	94	908	2	454	0	908	2	454	0	908	2	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	0	587	1	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	0	79	1	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	0	780	2	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	0	235	1	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	0	445	2	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	0	550	1	296
Comb. T-R		1	264			1	282			1	294			1	296			1	296
EB Right	39	0	-	3	42	0	-	0	42	0	-	0	42	0	-	0	42	0	-
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	0	473	2	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	0	523	1	318
Comb. T-R		1	276			1	295			1	309			1	318			1	318
WB Right	85	0	-	6	91	0	-	16	107	0	-	6	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		574		N-S:		614		N-S:		661		N-S:		665		N-S:		533
	E-W:		504		E-W:		540		E-W:		554		E-W:		563		E-W:		563
	SUM:		1078		SUM:		1154		SUM:		1215		SUM:		1228		SUM:		1095
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.784				0.839				0.883				0.893				0.797
Level of Service:			C				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: Norhtbound right-turn overlap signal phase with westbound left-turn signal phase.

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CRITICAL MOVEMENT ANALYSIS

Crenshaw Boulevard @ Palos Verdes Drive North

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	34	1	34	2	36	1	36	0	36	1	36	0	36	1	36	0	36	1	36
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	553	2	277	39	592	2	296	122	714	2	357	0	714	2	357	0	714	2	357
Comb. T-R		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	1	518
Comb. L-T-R -		0				0				0				0				0	
SB Left	153	1	153	11	164	1	164	18	182	1	182	6	188	1	188	0	188	1	188
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	788	2	394	55	843	2	422	134	977	2	489	0	977	2	489	0	977	2	489
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	205	1	205	14	219	1	219	0	219	1	219	0	219	1	219	0	219	1	219
Comb. L-T-R -		0				0				0				0				0	
EB Left	307	2	169	21	328	2	181	0	328	2	181	0	328	2	181	0	328	2	181
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	522	1	282	37	559	1	302	24	583	1	314	12	595	1	320	0	595	1	320
Comb. T-R		1	282			1	302			1	314			1	320			1	320
EB Right	42	0	-	3	45	0	-	0	45	0	-	0	45	0	-	0	45	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	467	2	257	33	500	2	275	56	556	2	306	3	559	2	307	0	559	2	307
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	441	1	246	31	472	1	263	18	490	1	277	6	496	1	281	0	496	1	281
Comb. T-R		1	246			1	263			1	277			1	281			1	281
WB Right	50	0	-	4	54	0	-	10	64	0	-	3	67	0	-	0	67	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		581		N-S:		622		N-S:		694		N-S:		706		N-S:		545
	E-W:		539		E-W:		577		E-W:		619		E-W:		627		E-W:		627
	SUM:		1120		SUM:		1198		SUM:		1313		SUM:		1333		SUM:		1172
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.814				0.871				0.955				0.969				0.852
Level of Service:			D				D				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 = 0% of overlapping left turn.
[1] No right-turn on red from 7:00 AM - 6:00 PM.
[2] Mitigation: Norhtbound right-turn overlap signal phase with westbound left-turn signal phase.

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CRITICAL MOVEMENT ANALYSIS

Arlington Avenue-Narbornne Avenue @ Lomita Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

Arlington Avenue-Narbornne Avenue @ Lomita Boulevard

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	138	1	138	10	148	1	148	7	155	1	155	0	155	1	155	0	155	1	155
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	253	1	253	18	271	1	271	4	275	1	275	0	275	1	275	0	275	1	275
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	156	1	156	11	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T-R -		0				0				0				0				0	
SB Left	115	1	115	8	123	1	123	0	123	1	123	0	123	1	123	0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	320	1	320	22	342	1	342	3	345	1	345	0	345	1	345	0	345	1	345
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	110	1	110	8	118	1	118	4	122	1	122	0	122	1	122	0	122	1	122
Comb. L-T-R -		0				0				0				0				0	
EB Left	83	1	83	6	89	1	89	13	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1319	1	733	92	1411	1	784	86	1497	1	835	9	1506	1	839	0	1506	1	839
Comb. T-R		1	733			1	784			1	835			1	839			1	839
EB Right	147	0	-	10	157	0	-	15	172	0	-	0	172	0	-	0	172	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	93	1	93	7	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1052	1	569	74	1126	1	609	38	1164	1	628	5	1169	1	630	0	1169	1	630
Comb. T-R		1	569			1	609			1	628			1	630			1	630
WB Right	86	0	-	6	92	0	-	0	92	0	-	0	92	0	-	0	92	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		458			N-S:	490			N-S:	500			N-S:	500			N-S:	500
	E-W:		826			E-W:	884			E-W:	934			E-W:	939			E-W:	939
	SUM:		1284			SUM:	1374			SUM:	1434			SUM:	1439			SUM:	1439
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.934				0.999				1.043				1.046				1.046
Level of Service:			E				E				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

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	285	1	285	20	305	1	305	17	322	1	322	0	322	1	322	0	322	1	322
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	381	1	238	27	408	1	255	4	412	1	257	0	412	1	257	0	412	1	257
Comb. T-R		1	238			1	255			1	257			1	257			1	257
NB Right	95	0	-	7	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	150	1	150	11	161	1	161	15	176	1	176	0	176	1	176	0	176	1	176
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	170	1	133	12	182	1	142	4	186	1	144	0	186	1	144	0	186	1	144
Comb. T-R		1	133			1	142			1	144			1	144			1	144
SB Right	95	0	-	7	102	0	-	1	103	0	-	0	103	0	-	0	103	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	63	1	63	4	67	1	67	1	68	1	68	0	68	1	68	0	68	1	68
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1482	2	541	104	1586	2	579	127	1713	2	622	5	1718	2	624	0	1718	2	624
Comb. T-R		1	541			1	579			1	622			1	624			1	624
EB Right	140	0	-	10	150	0	-	3	153	0	-	0	153	0	-	0	153	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	83	1	83	6	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	2134	2	756	149	2283	2	809	223	2506	2	890	18	2524	2	896	0	2524	2	896
Comb. T-R		1	756			1	809			1	890			1	896			1	896
WB Right	133	0	-	9	142	0	-	20	162	0	-	0	162	0	-	0	162	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		418			N-S:	447			N-S:	466			N-S:	466			N-S:	466
	E-W:		819			E-W:	876			E-W:	958			E-W:	964			E-W:	964
	SUM:		1236			SUM:	1323			SUM:	1424			SUM:	1430			SUM:	1430
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.799			[1]	0.862			[1]	0.936			[1]	0.940			[1]	0.940
Level of Service:			C				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.
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Narbonne Avenue @ Pacific Coast Highway

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	160	1	160	11	171	1	171	7	178	1	178	0	178	1	178	0	178	1	178
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	241	1	157	17	258	1	168	3	261	1	169	0	261	1	169	0	261	1	169
Comb. T-R		1	157			1	168			1	169			1	169			1	169
NB Right	73	0	-	5	78	0	-	0	78	0	-	0	78	0	-	0	78	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	191	1	191	13	204	1	204	37	241	1	241	0	241	1	241	0	241	1	241
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	301	1	214	21	322	1	228	3	325	1	231	0	325	1	231	0	325	1	231
Comb. T-R		1	214			1	228			1	231			1	231			1	231
SB Right	126	0	-	9	135	0	-	3	138	0	-	0	138	0	-	0	138	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	101	1	101	7	108	1	108	4	112	1	112	0	112	1	112	0	112	1	112
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1724	2	654	121	1845	2	700	266	2111	2	795	18	2129	2	801	0	2129	2	801
Comb. T-R		1	654			1	700			1	795			1	801			1	801
EB Right	238	0	-	17	255	0	-	20	275	0	-	0	275	0	-	0	275	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	88	1	88	6	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1891	2	668	132	2023	2	715	178	2201	2	787	10	2211	2	790	0	2211	2	790
Comb. T-R		1	668			1	715			1	787			1	790			1	790
WB Right	114	0	-	8	122	0	-	37	159	0	-	0	159	0	-	0	159	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		374			N-S:	400			N-S:	411			N-S:	411			N-S:	411
	E-W:		769			E-W:	823			E-W:	899			E-W:	902			E-W:	902
	SUM:		1143			SUM:	1223			SUM:	1310			SUM:	1313			SUM:	1313
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.731			[1]	0.789			[1]	0.853			[1]	0.855			[1]	0.855
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 Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Palos Verdes Drive East @ Palos Verdes Drive North

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	373	2	205	26	399	2	220	5	404	2	222	0	404	2	222	0	404	2	222
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	229	1	229	16	245	1	245	10	255	1	255	0	255	1	255	0	255	1	255
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	128	1	128	9	137	1	137	6	143	1	143	1	144	1	144	0	144	1	144
Comb. L-T-R -		0				0				0				0				0	
SB Left	143	2	79	10	153	2	84	14	167	2	92	0	167	2	92	0	167	2	92
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	116	1	116	8	124	1	124	6	130	1	130	0	130	1	130	0	130	1	130
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	43	1	43	3	46	1	46	0	46	1	46	0	46	1	46	0	46	1	46
Comb. L-T-R -		0				0				0				0				0	
EB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1047	2	524	73	1120	2	560	65	1185	2	593	6	1191	2	596	0	1191	2	596
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	202	1	202	14	216	1	216	15	231	1	231	0	231	1	231	0	231	1	231
Comb. L-T-R -		0				0				0				0				0	
WB Left	183	1	183	13	196	1	196	5	201	1	201	3	204	1	204	0	204	1	204
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	834	1	516	58	892	1	552	51	943	1	581	24	967	1	593	0	967	1	593
Comb. T-R		1	516			1	552			1	581			1	593			1	593
WB Right	197	0	-	14	211	0	-	7	218	0	-	0	218	0	-	0	218	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		321		N-S:		344		N-S:		352		N-S:		352		N-S:		352
	E-W:		707		E-W:		756		E-W:		793		E-W:		799		E-W:		799
	SUM:		1028		SUM:		1100		SUM:		1146		SUM:		1152		SUM:		1152
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
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.
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

Palos Verdes Drive East @ Palos Verdes Drive North

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	145	2	80	10	155	2	85	9	164	2	90	0	164	2	90	0	164	2	90
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	147	1	147	10	157	1	157	8	165	1	165	0	165	1	165	0	165	1	165
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	123	1	123	9	132	1	132	6	138	1	138	3	141	1	141	0	141	1	141
Comb. L-T-R -		0				0				0				0				0	
SB Left	212	2	117	15	227	2	125	10	237	2	130	0	237	2	130	0	237	2	130
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	233	1	233	16	249	1	249	13	262	1	262	0	262	1	262	0	262	1	262
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	75	1	75	5	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80
Comb. L-T-R -		0				0				0				0				0	
EB Left	58	1	58	4	62	1	62	0	62	1	62	0	62	1	62	0	62	1	62
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	964	2	482	67	1031	2	516	82	1113	2	557	24	1137	2	569	0	1137	2	569
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	304	1	304	21	325	1	325	8	333	1	333	0	333	1	333	0	333	1	333
Comb. L-T-R -		0				0				0				0				0	
WB Left	124	1	124	9	133	1	133	5	138	1	138	2	140	1	140	0	140	1	140
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1029	1	558	72	1101	1	597	78	1179	1	642	13	1192	1	649	0	1192	1	649
Comb. T-R		1	558			1	597			1	642			1	649			1	649
WB Right	86	0	-	6	92	0	-	13	105	0	-	0	105	0	-	0	105	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		313		N-S:		335		N-S:		353		N-S:		353		N-S:		353
	E-W:		616		E-W:		659		E-W:		704		E-W:		711		E-W:		711
	SUM:		928		SUM:		993		SUM:		1057		SUM:		1063		SUM:		1063
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.675				0.722				0.768				0.773				0.773
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

Western Avenue @ Sepulveda Boulevard

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.

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Sepulveda Boulevard

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.

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	145	1	145	10	155	1	155	9	164	1	164	2	166	1	166	0	166	1	166
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	777	2	346	54	831	2	371	63	894	2	396	8	902	2	399	0	902	2	399
Comb. T-R		1	346			1	371			1	396			1	399			1	399
NB Right	262	0	-	18	280	0	-	14	294	0	-	0	294	0	-	0	294	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	200	1	200	14	214	1	214	6	220	1	220	0	220	1	220	0	220	1	220
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1045	2	396	73	1118	2	424	69	1187	2	452	15	1202	2	457	0	1202	2	457
Comb. T-R		1	396			1	424			1	452			1	457			1	457
SB Right	143	0	-	10	153	0	-	15	168	0	-	0	168	0	-	0	168	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	168	1	168	12	180	1	180	28	208	1	208	0	208	1	208	0	208	1	208
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1469	2	533	103	1572	2	570	299	1871	2	675	0	1871	2	676	0	1871	2	676
Comb. T-R		1	533			1	570			1	675			1	676			1	676
EB Right	129	0	-	9	138	0	-	16	154	0	-	3	157	0	-	0	157	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	302	1	302	21	323	1	323	0	323	1	323	0	323	1	323	0	323	1	323
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1337	2	492	94	1431	2	527	154	1585	2	578	0	1585	2	578	0	1585	2	578
Comb. T-R		1	492			1	527			1	578			1	578			1	578
WB Right	140	0	-	10	150	0	-	0	150	0	-	0	150	0	-	0	150	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	546			N-S:	585			N-S:	616			N-S:	623			N-S:	623
		E-W:	835			E-W:	893			E-W:	998			E-W:	999			E-W:	999
		SUM:	1381			SUM:	1478			SUM:	1614			SUM:	1622			SUM:	1622
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			1.004			[1]	0.975			[1]	1.074			[1]	1.080			[1]	1.080
Level of Service:			F				E				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 Harbor Gateway 2 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Sepulveda Boulevard

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	180	1	180	13	193	1	193	16	209	1	209	2	211	1	211	0	211	1	211
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	689	2	306	48	737	2	328	52	789	2	349	10	799	2	352	0	799	2	352
Comb. T-R		1	306			1	328			1	349			1	352			1	352
NB Right	230	0	-	16	246	0	-	11	257	0	-	0	257	0	-	0	257	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	121	1	121	8	129	1	129	1	130	1	130	0	130	1	130	0	130	1	130
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	534	2	214	37	571	2	229	63	634	2	257	11	645	2	261	0	645	2	261
Comb. T-R		1	214			1	229			1	257			1	261			1	261
SB Right	107	0	-	7	114	0	-	23	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	235	1	235	16	251	1	251	21	272	1	272	0	272	1	272	0	272	1	272
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1123	2	419	79	1202	2	448	258	1460	2	539	0	1460	2	540	0	1460	2	540
Comb. T-R		1	419			1	448			1	539			1	540			1	540
EB Right	134	0	-	9	143	0	-	14	157	0	-	2	159	0	-	0	159	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	224	1	224	16	240	1	240	12	252	1	252	0	252	1	252	0	252	1	252
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1220	2	449	85	1305	2	480	298	1603	2	581	0	1603	2	581	0	1603	2	581
Comb. T-R		1	449			1	480			1	581			1	581			1	581
WB Right	126	0	-	9	135	0	-	5	140	0	-	0	140	0	-	0	140	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	427			N-S:	457			N-S:	479			N-S:	483			N-S:	483
		E-W:	684			E-W:	732			E-W:	854			E-W:	854			E-W:	854
		SUM:	1111			SUM:	1189			SUM:	1333			SUM:	1336			SUM:	1336
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.808			[1]	0.765			[1]	0.869			[1]	0.872			[1]	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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Lomita Boulevard

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.

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [3]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	378	2	208	26	404	2	222	9	413	2	227	9	422	2	232	0	422	2	232
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	860	1	491	60	920	1	525	85	1005	1	567	18	1023	1	581	0	1023	1	581
Comb. T-R		1	491			1	525			1	567			1	581			1	581
NB Right	121	0	-	8	129	0	-	0	129	0	-	9	138	0	-	0	138	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	161	2	89	11	172	2	95	0	172	2	95	0	172	2	95	0	172	2	95
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	743	1	495	52	795	1	529	103	898	1	590	5	903	1	593	0	903	2	452
Comb. T-R		1	495			1	529			1	590			1	593			0	-
SB Right	246	0	-	17	263	0	-	19	282	0	-	0	282	0	-	0	282	1	282
Comb. L-T-R -		0				0				0				0				0	
EB Left	156	1	156	11	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	866	2	433	61	927	2	463	42	969	2	484	0	969	2	484	0	969	2	484
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	215	1	215	15	230	1	230	4	234	1	234	2	236	1	236	0	236	1	236
Comb. L-T-R -		0				0				0				0				0	
WB Left	70	1	70	5	75	1	75	0	75	1	75	2	77	1	77	0	77	1	77
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	953	2	477	67	1020	2	510	59	1079	2	539	0	1079	2	539	0	1079	2	539
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	163	1	163	11	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	702			N-S:	752			N-S:	818			N-S:	825			N-S:	684
		E-W:	633			E-W:	677			E-W:	706			E-W:	706			E-W:	706
		SUM:	1335			SUM:	1428			SUM:	1524			SUM:	1531			SUM:	1390
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.971			[2]	0.939			[2]	1.008			[2]	1.014			[2]	0.911
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 = 100% of overlapping left turn.
[1] Overlap phase for right-turn lanes.
[2] Reduction of 0.10 due to installation of Wilmington ATSAC/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

Western Avenue @ Lomita Boulevard

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.

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [3]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	224	2	123	16	240	2	132	16	256	2	141	5	261	2	143	0	261	2	143
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	595	1	342	42	637	1	366	51	688	1	391	10	698	1	399	0	698	1	399
Comb. T-R		1	342			1	366			1	391			1	399			1	399
NB Right	89	0	-	6	95	0	-	0	95	0	-	5	100	0	-	0	100	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	177	2	97	12	189	2	104	-1	188	2	104	0	188	2	104	0	188	2	104
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	885	1	543	62	947	1	581	50	997	1	613	18	1015	1	622	0	1015	2	507
Comb. T-R		1	543			1	581			1	613			1	622			0	-
SB Right	201	0	-	14	215	0	-	14	229	0	-	0	229	0	-	0	229	1	229
Comb. L-T-R -		0				0				0				0				0	
EB Left	184	1	184	13	197	1	197	26	223	1	223	0	223	1	223	0	223	1	223
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1176	2	588	82	1258	2	629	65	1323	2	662	0	1323	2	662	0	1323	2	662
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	407	1	407	28	435	1	435	18	453	1	453	9	462	1	462	0	462	1	462
Comb. L-T-R -		0				0				0				0				0	
WB Left	94	1	94	7	101	1	101	0	101	1	101	9	110	1	110	0	110	1	110
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	929	2	465	65	994	2	497	49	1043	2	522	0	1043	2	522	0	1043	2	522
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	119	1	119	8	127	1	127	-1	126	1	126	0	126	1	126	0	126	1	126
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	666			N-S:	713			N-S:	754			N-S:	765			N-S:	651
		E-W:	682			E-W:	730			E-W:	762			E-W:	771			E-W:	771
		SUM:	1348			SUM:	1443			SUM:	1516			SUM:	1537			SUM:	1422
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.981			[2]	0.949			[2]	1.002			[2]	1.018			[2]	0.934
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 = 100% of overlapping left turn.
[1] Overlap phase for right-turn lanes.
[2] Reduction of 0.10 due to installation of Wilmington ATSAC/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

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

Project Alternative 700DU

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

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [3]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	235	2	129	16	251	2	138	23	274	2	151	6	280	2	154	0	280	2	154
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	530	1	290	37	567	1	310	42	609	1	331	12	621	1	340	0	621	1	340
Comb. T-R		1	290			1	310			1	331			1	340			1	340
NB Right	49	0	-	3	52	0	-	0	52	0	-	6	58	0	-	0	58	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	105	2	58	7	112	2	62	-1	111	2	61	0	111	2	61	0	111	2	61
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	606	1	412	42	648	1	441	51	699	1	480	14	713	1	487	0	713	2	357
Comb. T-R		1	412			1	441			1	480			1	487			0	-
SB Right	218	0	-	15	233	0	-	27	260	0	-	0	260	0	-	0	260	1	260
Comb. L-T-R -		0				0				0				0				0	
EB Left	140	1	140	10	150	1	150	24	174	1	174	0	174	1	174	0	174	1	174
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	720	2	360	50	770	2	385	75	845	2	423	0	845	2	423	0	845	2	423
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	170	1	170	12	182	1	182	21	203	1	203	7	210	1	210	0	210	1	210
Comb. L-T-R -		0				0				0				0				0	
WB Left	85	1	85	6	91	1	91	0	91	1	91	7	98	1	98	0	98	1	98
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	712	2	356	50	762	2	381	70	832	2	416	0	832	2	416	0	832	2	416
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	65	1	65	5	70	1	70	-1	69	1	69	0	69	1	69	0	69	1	69
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	541			N-S:	579			N-S:	631			N-S:	641			N-S:	511
		E-W:	496			E-W:	531			E-W:	590			E-W:	590			E-W:	590
		SUM:	1037			SUM:	1110			SUM:	1221			SUM:	1231			SUM:	1101
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.754			[2]	0.707			[2]	0.788			[2]	0.795			[2]	0.700
Level of Service:			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 ATSAC/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

Western Avenue @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	476	2	262	33	509	2	280	35	544	2	299	18	562	2	309	0	562	2	309
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	824	1	456	58	882	1	488	49	931	1	512	36	967	1	541	0	967	1	541
Comb. T-R		1	456			1	488			1	512			1	541			1	541
NB Right	88	0	-	6	94	0	-	0	94	0	-	21	115	0	-	0	115	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	178	1	178	12	190	1	190	4	194	1	194	0	194	1	194	0	194	2	107
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	582	2	291	41	623	2	311	60	683	2	341	9	692	2	346	0	692	2	292
Comb. T-R		0	-			0	-			0	-			0	-			1	292
SB Right	131	1	131	9	140	1	140	43	183	1	183	0	183	1	183	0	183	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	124	1	124	9	133	1	133	36	169	1	169	0	169	1	169	0	169	1	169
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1543	2	601	108	1651	2	643	161	1812	2	701	0	1812	2	702	0	1812	2	702
Comb. T-R		1	601			1	643			1	701			1	702			1	702
EB Right	261	0	-	18	279	0	-	11	290	0	-	5	295	0	-	0	295	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	130	1	130	9	139	1	139	0	139	1	139	5	144	1	144	0	144	1	144
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1653	2	588	116	1769	2	630	231	2000	2	710	0	2000	2	710	0	2000	2	710
Comb. T-R		1	588			1	630			1	710			1	710			1	710
WB Right	112	0	-	8	120	0	-	9	129	0	-	0	129	0	-	0	129	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	634			N-S:	678			N-S:	707			N-S:	735			N-S:	648
		E-W:	731			E-W:	783			E-W:	878			E-W:	878			E-W:	878
		SUM:	1365			SUM:	1461			SUM:	1585			SUM:	1614			SUM:	1526
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.893			[1]	0.962			[1]	1.053			[1]	1.074			[1]	1.010
Level of Service:			D				E				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Pacific Coast Highway

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	419	2	230	29	448	2	247	20	468	2	258	10	478	2	263	0	478	2	263
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	620	1	362	43	663	1	387	50	713	1	412	19	732	1	427	0	732	1	427
Comb. T-R		1	362			1	387			1	412			1	427			1	427
NB Right	103	0	-	7	110	0	-	0	110	0	-	11	121	0	-	0	121	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	157	1	157	11	168	1	168	18	186	1	186	0	186	1	186	0	186	2	102
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	751	2	376	53	804	2	402	49	853	2	426	36	889	2	444	0	889	2	340
Comb. T-R		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	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	131	1	131	9	140	1	140	1	141	1	141	0	141	1	141	0	141	1	141
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1359	2	591	95	1454	2	632	223	1677	2	719	0	1677	2	725	0	1677	2	725
Comb. T-R		1	591			1	632			1	719			1	725			1	725
EB Right	413	0	-	29	442	0	-	38	480	0	-	18	498	0	-	0	498	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	111	1	111	8	119	1	119	0	119	1	119	18	137	1	137	0	137	1	137
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1413	2	516	99	1512	2	552	159	1671	2	610	0	1671	2	610	0	1671	2	610
Comb. T-R		1	516			1	552			1	610			1	610			1	610
WB Right	135	0	-	9	144	0	-	16	160	0	-	0	160	0	-	0	160	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	606			N-S:	648			N-S:	684			N-S:	707			N-S:	603
		E-W:	702			E-W:	751			E-W:	838			E-W:	862			E-W:	862
		SUM:	1308			SUM:	1399			SUM:	1522			SUM:	1569			SUM:	1465
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.851			[1]	0.918			[1]	1.007			[1]	1.041			[1]	0.966
Level of Service:			D				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 Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

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

Project Alternative 700DU

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

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	520	2	286	36	556	2	306	26	582	2	320	12	594	2	327	0	594	2	327
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	536	1	336	38	574	1	360	37	611	1	378	24	635	1	397	0	635	1	397
Comb. T-R		1	336			1	360			1	378			1	397			1	397
NB Right	136	0	-	10	146	0	-	0	146	0	-	14	160	0	-	0	160	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	153	1	153	11	164	1	164	21	185	1	185	0	185	1	185	0	185	2	102
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	527	2	264	37	564	2	282	44	608	2	304	27	635	2	317	0	635	2	274
Comb. T-R		0	-			0	-			0	-			0	-			1	274
SB Right	168	1	168	12	180	1	180	7	187	1	187	0	187	1	187	0	187	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	167	1	167	12	179	1	179	5	184	1	184	0	184	1	184	0	184	1	184
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1353	2	575	95	1448	2	615	214	1662	2	695	0	1662	2	700	0	1662	2	700
Comb. T-R		1	575			1	615			1	695			1	700			1	700
EB Right	372	0	-	26	398	0	-	25	423	0	-	14	437	0	-	0	437	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	135	1	135	9	144	1	144	0	144	1	144	14	158	1	158	0	158	1	158
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1355	2	484	95	1450	2	518	235	1685	2	604	0	1685	2	604	0	1685	2	604
Comb. T-R		1	484			1	518			1	604			1	604			1	604
WB Right	96	0	-	7	103	0	-	23	126	0	-	0	126	0	-	0	126	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	550			N-S:	588			N-S:	624			N-S:	644			N-S:	601
		E-W:	710			E-W:	760			E-W:	839			E-W:	858			E-W:	858
		SUM:	1260			SUM:	1348			SUM:	1464			SUM:	1502			SUM:	1459
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.816			[1]	0.880			[1]	0.964			[1]	0.993			[1]	0.961
Level of Service:			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.
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Anaheim Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	980	1	530	69	1049	1	567	68	1117	1	602	74	1191	1	639	0	1191	1	639
Comb. T-R		1	530			1	567			1	602			1	639			1	639
NB Right	80	0	-	6	86	0	-	1	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	325	2	179	23	348	2	191	4	352	2	193	0	352	2	193	0	352	2	193
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	647	2	324	45	692	2	346	67	759	2	380	18	777	2	389	0	777	2	389
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4
Comb. L-T-R -		0				0				0				0				0	
WB Left	155	0	-	11	166	0	-	7	173	0	-	0	173	0	-	0	173	0	-
Comb. L-T		1	204			1	218			1	225			1	225			1	225
WB Thru	49	0	-	3	52	0	-	0	52	0	-	0	52	0	-	0	52	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	434	2	239	30	464	2	255	16	480	2	264	0	480	2	264	0	480	2	264
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		709		N-S:		758		N-S:		795		N-S:		832		N-S:		832
	E-W:		204		E-W:		218		E-W:		225		E-W:		225		E-W:		225
	SUM:		913		SUM:		977		SUM:		1020		SUM:		1057		SUM:		1057
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=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. 100%
[2] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Anaheim Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

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

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	839	1	450	59	898	1	482	52	950	1	508	49	999	1	533	0	999	1	533
Comb. T-R		1	450			1	482			1	508			1	533			1	533
NB Right	61	0	-	4	65	0	-	1	66	0	-	0	66	0	-	0	66	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	264	2	145	18	282	2	155	11	293	2	161	0	293	2	161	0	293	2	161
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	710	2	355	50	760	2	380	57	817	2	408	54	871	2	435	0	871	2	435
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Comb. L-T-R -		0				0				0				0				0	
WB Left	78	0	-	5	83	0	-	1	84	0	-	0	84	0	-	0	84	0	-
Comb. L-T		1	78			1	83			1	84			1	84			1	84
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	341	2	188	24	365	2	201	11	376	2	207	0	376	2	207	0	376	2	207
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	595			N-S:	637			N-S:	669			N-S:	694			N-S:	694
		E-W:	78			E-W:	83			E-W:	84			E-W:	84			E-W:	84
		SUM:	673			SUM:	720			SUM:	754			SUM:	778			SUM:	778
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.472			[2]	0.405			[2]	0.429			[2]	0.446			[2]	0.446
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.
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

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	612	2	337	43	655	2	360	18	673	2	370	27	700	2	385	0	700	2	385
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	952	1	667	67	1019	1	713	55	1074	1	747	74	1148	1	840	0	1148	2	574
Comb. T-R		1	667			1	713			1	747			1	840			0	-
NB Right	381	0	-	27	408	0	-	13	421	0	-	112	533	0	-	0	533	1	533
Comb. L-T-R -		0				0				0				0				0	
SB Left	67	1	67	5	72	1	72	3	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	600	1	355	42	642	1	379	59	701	1	411	18	719	1	420	0	719	2	360
Comb. T-R		1	355			1	379			1	411			1	420			0	-
SB Right	109	0	-	8	117	0	-	5	122	0	-	0	122	0	-	0	122	1	122
Comb. L-T-R -		0				0				0				0				0	
EB Left	113	1	113	8	121	1	121	5	126	1	126	0	126	1	126	0	126	1	126
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1063	3	354	74	1137	3	379	48	1185	3	395	0	1185	3	395	0	1185	3	395
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	289	1	289	20	309	1	309	9	318	1	318	7	325	1	325	0	325	1	325
Comb. L-T-R -		0				0				0				0				0	
WB Left	294	1	294	21	315	1	315	37	352	1	352	26	378	1	378	0	378	2	208
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	664	2	230	46	710	2	246	53	763	2	268	0	763	2	268	0	763	2	268
Comb. T-R		1	230			1	246			1	268			1	268			1	268
WB Right	26	0	-	2	28	0	-	12	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		734			N-S:	785			N-S:	822			N-S:	915			N-S:	744
	E-W:		648			E-W:	694			E-W:	747			E-W:	773			E-W:	603
	SUM:		1382			SUM:	1479			SUM:	1569			SUM:	1688			SUM:	1347
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[2]	0.905			[2]	0.975			[2]	1.041			[2]	1.127			[2]	0.880
Level of Service:			E				E				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Palos Verdes Drive North

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	399	2	219	28	427	2	235	12	439	2	241	15	454	2	250	0	454	2	250
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	664	1	424	46	710	1	454	50	760	1	490	41	801	1	542	0	801	2	401
Comb. T-R		1	424			1	454			1	490			1	542			0	-
NB Right	184	0	-	13	197	0	-	23	220	0	-	62	282	0	-	0	282	1	282
Comb. L-T-R -		0				0				0				0				0	
SB Left	38	1	38	3	41	1	41	12	53	1	53	0	53	1	53	0	53	1	53
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	837	1	479	59	896	1	512	55	951	1	542	73	1024	1	579	0	1024	2	512
Comb. T-R		1	479			1	512			1	542			1	579			0	-
SB Right	120	0	-	8	128	0	-	6	134	0	-	0	134	0	-	0	134	1	134
Comb. L-T-R -		0				0				0				0				0	
EB Left	166	1	166	12	178	1	178	5	183	1	183	0	183	1	183	0	183	1	183
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	721	3	240	50	771	3	257	79	850	3	283	0	850	3	283	0	850	3	283
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	523	1	523	37	560	1	560	16	576	1	576	27	603	1	603	0	603	1	603
Comb. L-T-R -		0				0				0				0				0	
WB Left	306	1	306	21	327	1	327	21	348	1	348	103	451	1	451	0	451	2	248
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	845	2	291	59	904	2	311	65	969	2	335	0	969	2	335	0	969	2	335
Comb. T-R		1	291			1	311			1	335			1	335			1	335
WB Right	28	0	-	2	30	0	-	6	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		698			N-S:	747			N-S:	784			N-S:	829			N-S:	761
	E-W:		610			E-W:	652			E-W:	683			E-W:	804			E-W:	601
	SUM:		1308			SUM:	1399			SUM:	1467			SUM:	1633			SUM:	1363
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[2]	0.851			[2]	0.917			[2]	0.967			[2]	1.088			[2]	0.891
Level of Service:			D				E				E				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Palos Verdes Drive North

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	457	2	251	32	489	2	269	1	490	2	269	18	508	2	279	0	508	2	279
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	774	1	484	54	828	1	518	41	869	1	544	49	918	1	606	0	918	2	459
Comb. T-R		1	484			1	518			1	544			1	606			0	-
NB Right	194	0	-	14	208	0	-	12	220	0	-	75	295	0	-	0	295	1	295
Comb. L-T-R -		0				0				0				0				0	
SB Left	45	1	45	3	48	1	48	8	56	1	56	0	56	1	56	0	56	1	56
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	600	1	353	42	642	1	377	45	687	1	400	54	741	1	427	0	741	2	371
Comb. T-R		1	353			1	377			1	400			1	427			0	-
SB Right	105	0	-	7	112	0	-	1	113	0	-	0	113	0	-	0	113	1	113
Comb. L-T-R -		0				0				0				0				0	
EB Left	130	1	130	9	139	1	139	2	141	1	141	0	141	1	141	0	141	1	141
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	639	3	213	45	684	3	228	54	738	3	246	0	738	3	246	0	738	3	246
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	403	1	403	28	431	1	431	1	432	1	432	20	452	1	452	0	452	1	452
Comb. L-T-R -		0				0				0				0				0	
WB Left	212	1	212	15	227	1	227	16	243	1	243	77	320	1	320	0	320	2	176
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	505	2	183	35	540	2	196	49	589	2	215	0	589	2	215	0	589	2	215
Comb. T-R		1	183			1	196			1	215			1	215			1	215
WB Right	45	0	-	3	48	0	-	8	56	0	-	0	56	0	-	0	56	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	604			N-S:	646			N-S:	670			N-S:	707			N-S:	650
		E-W:	425			E-W:	455			E-W:	489			E-W:	566			E-W:	422
		SUM:	1029			SUM:	1101			SUM:	1158			SUM:	1272			SUM:	1072
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[2]	0.648			[2]	0.701			[2]	0.742			[2]	0.825			[2]	0.679
Level of Service:			B				C				C				D				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] 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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Peninsula Verde Drive

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.

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

Western Avenue @ Peninsula Verde Drive

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.

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	10	1	10	1	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1202	2	601	84	1286	2	643	83	1369	2	685	117	1486	2	743	0	1486	2	743
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1627	1	821	114	1741	1	878	86	1827	1	921	204	2031	1	1023	0	2031	1	1023
Comb. T-R		1	821			1	878			1	921			1	1023			1	1023
SB Right	15	0	-	1	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	15	0	0	0	16	0	0	0	16	0	0	0	16	0	0	0	16
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	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	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	831			N-S:	889			N-S:	932			N-S:	1034			N-S:	1034
		E-W:	15			E-W:	16			E-W:	16			E-W:	16			E-W:	16
		SUM:	846			SUM:	905			SUM:	948			SUM:	1050			SUM:	1050
No. of Phases:			U				U				U				U				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*2*
Volume / Capacity:			0.705				0.754				0.790				0.875			[1]	0.600
Level of Service:			C				C				C				D				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Peninsula Verde Drive

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.

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	1	-	0	0	1	-	0	0	1	-	0	0	1	-	0	0	1	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1430	2	715	100	1530	2	765	50	1580	2	790	142	1722	2	861	0	1722	2	861
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1306	1	658	91	1397	1	704	60	1457	1	734	152	1609	1	810	0	1609	1	810
Comb. T-R		1	658			1	704			1	734			1	810			1	810
SB Right	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	18	0	0	0	19	0	0	0	19	0	0	0	19	0	0	0	19
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	8	0	-	1	9	0	-	0	9	0	-	0	9	0	-	0	9	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	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	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		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				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*2*
Volume / Capacity:			0.611				0.654				0.674				0.734			[1]	0.487
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Green Hills Drive

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1,2]	1178	1	589	82	1260	1	630	85	1345	1	673	36	1381	2.5	553	0	1381	2.5	553
Comb. T-R		1	589			1	630			1	673			0	-			0	-
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	30	30	0.5	30	0	30	0.5	30
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	6	1	6	0	6	1	6	0	6	1	6	137	143	1	143	0	143	1	143
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru [2]	1610	1	817	113	1723	1	874	92	1815	1	920	67	1882	1	954	0	1882	1	954
Comb. T-R		1	817			1	874			1	920			1	954			1	954
SB Right	24	0	-	2	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	27	0	-	2	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	30	0	0	0	32	0	0	0	32	0	0	0	32	0	0	0	32
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	1	-	0	0	1	-	0	0	1	-	21	21	1	21	0	21	1	21
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	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	1	0	0	0	1	0	81	81	1	81	0	81	1	81
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		824			N-S:		882			N-S:		928			N-S:		961	
	E-W:		30			E-W:		32			E-W:		32			E-W:		53	
	SUM:		854			SUM:		914			SUM:		960			SUM:		1014	
No. of Phases:			2					2					2					2	
(N/A=0, ATSAC=1, ATCS=2)			*2*					*2*					*2*					*2*	
Volume / Capacity:		[3]	0.469			[3]		0.509			[3]		0.540			[3]		0.576	
Level of Service:			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 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 Montegomery 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 @ Green Hills Drive

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	41	1	41	3	44	1	44	0	44	1	44	0	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	43	1469	2.5	588	0	1469	2.5	588
Comb. T-R		1	642			1	686			1	713			0	-			0	-
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	23	23	0.5	23	0	23	0.5	23
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	107	107	1	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	45	1326	1	743	0	1326	1	743
Comb. T-R		1	644			1	689			1	720			1	743			1	743
SB Right	149	0	-	10	159	0	-	0	159	0	-	0	159	0	-	0	159	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	109	0	-	8	117	0	-	0	117	0	-	0	117	0	-	0	117	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	123	0	0	0	132	0	0	0	132	0	0	0	132	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	-	0	15	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	0	1	-	0	0	1	-	0	0	1	-	26	26	1	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	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	1	0	0	0	1	0	0	0	1	0	99	99	1	99	0	99	1	99
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		685		N-S:		733		N-S:		764		N-S:		786		N-S:		786
	E-W:		123		E-W:		132		E-W:		132		E-W:		162		E-W:		162
	SUM:		808		SUM:		865		SUM:		896		SUM:		949		SUM:		949
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.439			[3]	0.476			[3]	0.497			[3]	0.532			[3]	0.532
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.
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 Montegomery 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

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	91	1	91	6	97	1	97	0	97	1	97	0	97	1	97	0	97	1	97
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	1667	1	834	117	1784	1	892	82	1866	1	933	-145	1721	2	630	0	1721	2	630
Comb. T-R		1	834			1	892			1	933			1	630			1	630
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	169	169	0	-	0	169	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	141	141	1	141	0	141	1	141
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	822	1	475	58	880	1	508	103	983	1	561	38	1021	1	580	0	1021	1	580
Comb. T-R		1	475			1	508			1	561			1	580			1	580
SB Right	128	0	-	9	137	0	-	2	139	0	-	0	139	0	-	0	139	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	333	0	-	23	356	0	-	4	360	0	-	0	360	0	-	0	360	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	455	0	0	0	487	0	0	0	491	2	2	0	493	0	2	0	493
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	122	0	-	9	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left [2]	0	0	-	0	0	0	-	0	0	0	-	38	38	0	-	0	38	0	-
Comb. L-T		0	-			0	-			0	-			1	44			1	44
WB Thru	0	0	-	0	0	0	-	0	0	0	-	6	6	0	-	0	6	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	0	0	-	0	0	0	-	0	0	0	-	65	65	1	65	0	65	1	65
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	834			N-S:	892			N-S:	933			N-S:	771			N-S:	771
		E-W:	455			E-W:	487			E-W:	491			E-W:	531			E-W:	531
		SUM:	1289			SUM:	1379			SUM:	1424			SUM:	1302			SUM:	1302
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.759			[3]	0.819			[3]	0.849			[3]	0.768			[3]	0.768
Level of Service:			C				D				D				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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[1] The proposed third northbound through lane on Western Avenue merges after the Main Project Access.
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[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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	55	1	55	4	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	1126	1	563	79	1205	1	602	83	1288	1	644	30	1318	2	461	0	1318	2	461
Comb. T-R		1	563			1	602			1	644			1	461			1	461
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	64	64	0	-	0	64	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	67	67	1	67	0	67	1	67
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1602	1	820	112	1714	1	877	89	1803	1	923	21	1824	1	934	0	1824	1	934
Comb. T-R		1	820			1	877			1	923			1	934			1	934
SB Right	38	0	-	3	41	0	-	3	44	0	-	0	44	0	-	0	44	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	63	0	-	4	67	0	-	2	69	0	-	0	69	0	-	0	69	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	101	0	0	0	108	0	0	0	110	6	6	0	116	0	6	0	116
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	38	0	-	3	41	0	-	0	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left [2]	0	0	-	0	0	0	-	0	0	0	-	21	21	0	-	0	21	0	-
Comb. L-T		0	-			0	-			0	-			1	24			1	24
WB Thru	0	0	-	0	0	0	-	0	0	0	-	3	3	0	-	0	3	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	0	0	-	0	0	0	-	0	0	0	-	36	36	1	36	0	36	1	36
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	875		N-S:	936			N-S:	982			N-S:	993			N-S:	993		
	E-W:	101		E-W:	108			E-W:	110			E-W:	137			E-W:	137		
	SUM:	976		SUM:	1044			SUM:	1092			SUM:	1130			SUM:	1130		
No. of Phases:		2			2				2				2						2
(N/A=0, ATSAC=1, ATCS=2)		*2*			*2*				*2*				*2*						*2*
Volume / Capacity:	[3]	0.551		[3]	0.596			[3]	0.628			[3]	0.653			[3]	0.653		
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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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Avenida Aprenda-Southerly Project Access

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Add/Shift Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	1306	1	653	91	1397	1	699	53	1450	1	725	23	1473	2	507	0	1473	2	507
Comb. T-R		1	653			1	699			1	725			1	507			1	507
NB Right [2]	0	0	-	0	0	0	-	0	0	0	-	48	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left [2]	0	1	-	0	0	1	-	0	0	1	-	45	45	1	45	0	45	1	45
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1140	1	583	80	1220	1	624	62	1282	1	655	26	1308	1	668	0	1308	1	668
Comb. T-R		1	583			1	624			1	655			1	668			1	668
SB Right	26	0	-	2	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	72	0	-	5	77	0	-	0	77	0	-	0	77	0	-	0	77	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	130	0	0	0	139	0	0	0	139	5	5	0	144	0	5	0	144
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	58	0	-	4	62	0	-	0	62	0	-	0	62	0	-	0	62	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left [2]	0	0	-	0	0	0	-	0	0	0	-	26	26	0	-	0	26	0	-
Comb. L-T		0	-			0	-			0	-			1	30			1	30
WB Thru	0	0	-	0	0	0	-	0	0	0	-	4	4	0	-	0	4	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	0	0	-	0	0	0	-	0	0	0	-	43	43	1	43	0	43	1	43
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	658			N-S:	704			N-S:	735			N-S:	748			N-S:	748
		E-W:	130			E-W:	139			E-W:	139			E-W:	170			E-W:	170
		SUM:	788			SUM:	843			SUM:	874			SUM:	918			SUM:	918
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.425			[3]	0.462			[3]	0.483			[3]	0.512			[3]	0.512
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.
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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Fitness Drive

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1692	1	855	118	1810	1	915	77	1887	1	953	24	1911	1	965	0	1911	1	965
Comb. T-R		1	855			1	915			1	953			1	965			1	965
NB Right	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	960	2	480	67	1027	2	514	102	1129	2	565	77	1206	2	603	0	1206	2	603
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	27	1	27	2	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	85	1	85	6	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	859			N-S:	919			N-S:	958			N-S:	970			N-S:	970
		E-W:	83			E-W:	89			E-W:	89			E-W:	89			E-W:	89
		SUM:	942			SUM:	1008			SUM:	1046			SUM:	1058			SUM:	1058
No. of Phases:			U				U				U				U				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.785				0.840				0.872				0.882				0.706
Level of Service:			C				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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N-S St: Western Avenue
E-W St: Fitness Drive
Project: Ponte Vista Project/1-103861-1
File Name: CMA19
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Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1152	1	590	81	1233	1	631	81	1314	1	672	94	1408	1	719	0	1408	1	719
Comb. T-R		1	590			1	631			1	672			1	719			1	719
NB Right	28	0	-	2	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	50	1	50	4	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1587	2	794	111	1698	2	849	83	1781	2	891	42	1823	2	912	0	1823	2	912
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	18	1	18	1	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	19	1	19	1	20	1	20	0	20	1	20	0	20	1	20	0	20	1	20
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	794			N-S:	849			N-S:	891			N-S:	912			N-S:	912
		E-W:	18			E-W:	19			E-W:	19			E-W:	19			E-W:	19
		SUM:	812			SUM:	868			SUM:	910			SUM:	931			SUM:	931
No. of Phases:			U				U				U				U				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.676				0.724				0.758				0.776				0.621
Level of Service:			B				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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Date: 10/30/2013
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Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1399	1	710	98	1497	1	759	50	1547	1	784	70	1617	1	819	0	1617	1	819
Comb. T-R		1	710			1	759			1	784			1	819			1	819
NB Right	20	0	-	1	21	0	-	0	21	0	-	0	21	0	-	0	21	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	34	1	34	2	36	1	36	0	36	1	36	0	36	1	36	0	36	1	36
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1177	2	589	82	1259	2	630	60	1319	2	660	51	1370	2	685	0	1370	2	685
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	31	1	31	2	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	744			N-S:	796			N-S:	821			N-S:	856			N-S:	856
		E-W:	16			E-W:	17			E-W:	17			E-W:	17			E-W:	17
		SUM:	760			SUM:	813			SUM:	838			SUM:	873			SUM:	873
No. of Phases:			U				U				U				U				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.633				0.677				0.698				0.727				0.582
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.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Westmont Drive

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	130	1	130	9	139	1	139	0	139	1	139	0	139	1	139	0	139	1	139
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1367	1	735	96	1463	1	786	68	1531	1	822	14	1545	1	829	0	1545	2	772
Comb. T-R		1	735			1	786			1	822			1	829			0	-
NB Right	103	0	-	7	110	0	-	3	113	0	-	0	113	0	-	0	113	1	113
Comb. L-T-R -		0				0				0				0				0	
SB Left	118	1	118	8	126	1	126	4	130	1	130	33	163	1	163	0	163	1	163
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	778	1	409	54	832	1	438	95	927	1	486	38	965	1	505	0	965	1	505
Comb. T-R		1	409			1	438			1	486			1	505			1	505
SB Right	40	0	-	3	43	0	-	2	45	0	-	0	45	0	-	0	45	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	89	0	-	6	95	0	-	4	99	0	-	0	99	0	-	0	99	1	99
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	137	0	315	10	147	0	337	0	147	0	341	0	147	0	341	0	147	0	-
Comb. T-R		0	-			0	-			0	-			0	-			1	242
EB Right	89	0	-	6	95	0	-	0	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		1				1				1				1				0	
WB Left	144	1	144	10	154	1	154	7	161	1	161	0	161	1	161	0	161	1	161
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	148	1	148	10	158	1	158	0	158	1	158	0	158	1	158	0	158	1	158
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	301	1	301	21	322	1	322	12	334	1	334	8	342	1	342	0	342	1	342
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	853			N-S:	913			N-S:	952			N-S:	992			N-S:	936
		E-W:	459			E-W:	491			E-W:	502			E-W:	502			E-W:	403
		SUM:	1312			SUM:	1404			SUM:	1454			SUM:	1494			SUM:	1339
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.821			[1]	0.885			[1]	0.921			[1]	0.949			[1]	0.839
Level of Service:			D				D				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 Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.
[2] Mitigation improvements are consistent with recommended measures included in the Western Corridor Improvement Project.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Westmont Drive

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	29	1	29	2	31	1	31	0	31	1	31	0	31	1	31	0	31	1	31
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1002	1	593	70	1072	1	635	71	1143	1	673	55	1198	1	700	0	1198	2	599
Comb. T-R		1	593			1	635			1	673			1	700			0	-
NB Right	184	0	-	13	197	0	-	5	202	0	-	0	202	0	-	0	202	1	202
Comb. L-T-R -		0				0				0				0				0	
SB Left	219	1	219	15	234	1	234	12	246	1	246	18	264	1	264	0	264	1	264
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1291	1	664	90	1381	1	710	73	1454	1	748	21	1475	1	759	0	1475	1	759
Comb. T-R		1	664			1	710			1	748			1	759			1	759
SB Right	37	0	-	3	40	0	-	3	43	0	-	0	43	0	-	0	43	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	37	0	-	3	40	0	-	2	42	0	-	0	42	0	-	0	42	1	42
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	58	0	134	4	62	0	143	0	62	0	145	0	62	0	145	0	62	0	-
Comb. T-R		0	-			0	-			0	-			0	-			1	104
EB Right	39	0	-	3	42	0	-	0	42	0	-	0	42	0	-	0	42	0	-
Comb. L-T-R -		1				1				1				1				0	
WB Left	297	1	297	21	318	1	318	4	322	1	322	0	322	1	322	0	322	1	322
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	79	1	79	6	85	1	85	0	85	1	85	0	85	1	85	0	85	1	85
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	163	1	163	11	174	1	174	7	181	1	181	33	214	1	214	0	214	1	214
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		812		N-S:		869		N-S:		919		N-S:		964		N-S:		863
	E-W:		431		E-W:		461		E-W:		467		E-W:		467		E-W:		426
	SUM:		1243		SUM:		1330		SUM:		1386		SUM:		1432		SUM:		1289
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.772			[1]	0.833			[1]	0.873			[1]	0.905			[1]	0.805
Level of Service:			C				D				D				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 Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.
[2] Mitigation improvements are consistent with recommended measures included in the Western Corridor Improvement Project.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Westmont Drive

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	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	0	35	1	35
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1207	1	707	84	1291	1	756	48	1339	1	781	41	1380	1	802	0	1380	2	690
Comb. T-R		1	707			1	756			1	781			1	802			0	-
NB Right	207	0	-	14	221	0	-	2	223	0	-	0	223	0	-	0	223	1	223
Comb. L-T-R -		0				0				0				0				0	
SB Left	149	1	149	10	159	1	159	3	162	1	162	22	184	1	184	0	184	1	184
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1001	1	513	70	1071	1	548	58	1129	1	577	26	1155	1	590	0	1155	1	590
Comb. T-R		1	513			1	548			1	577			1	590			1	590
SB Right	24	0	-	2	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	32	0	-	2	34	0	-	0	34	0	-	0	34	0	-	0	34	1	34
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	26	0	105	2	28	0	112	0	28	0	112	0	28	0	112	0	28	0	-
Comb. T-R		0	-			0	-			0	-			0	-			1	78
EB Right	47	0	-	3	50	0	-	0	50	0	-	0	50	0	-	0	50	0	-
Comb. L-T-R -		1				1				1				1				0	
WB Left	315	1	315	22	337	1	337	3	340	1	340	0	340	1	340	0	340	1	340
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	57	1	57	4	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	150	1	150	11	161	1	161	4	165	1	165	25	190	1	190	0	190	1	190
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	856			N-S:	916			N-S:	944			N-S:	986			N-S:	875
		E-W:	420			E-W:	449			E-W:	452			E-W:	452			E-W:	418
		SUM:	1276			SUM:	1365			SUM:	1396			SUM:	1439			SUM:	1293
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.795			[1]	0.858			[1]	0.880			[1]	0.910			[1]	0.807
Level of Service:			C				D				D				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 Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.
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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Toscanini Drive

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	186	1	186	13	199	1	199	0	199	1	199	0	199	1	199	0	199	1	199
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1441	1	743	101	1542	1	795	66	1608	1	828	12	1620	1	834	0	1620	1	834
Comb. T-R		1	743			1	795			1	828			1	834			1	834
NB Right	45	0	-	3	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	27	1	27	2	29	1	29	0	29	1	29	0	29	1	29	0	29	1	29
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	962	1	491	67	1029	1	525	101	1130	1	577	36	1166	1	595	0	1166	1	595
Comb. T-R		1	491			1	525			1	577			1	595			1	595
SB Right	20	0	-	1	21	0	-	2	23	0	-	0	23	0	-	0	23	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	84	0	-	6	90	0	-	4	94	0	-	0	94	0	-	0	94	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	13	0	348	1	14	0	372	0	14	0	376	0	14	0	376	0	14	0	376
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	251	0	-	18	269	0	-	0	269	0	-	0	269	0	-	0	269	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	79	0	-	6	85	0	-	0	85	0	-	0	85	0	-	0	85	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	19	0	163	1	20	0	174	0	20	0	174	0	20	0	174	0	20	0	174
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	65	0	-	5	70	0	-	0	70	0	-	0	70	0	-	0	70	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:		770		N-S:		824		N-S:		857		N-S:		863		N-S:		863
	E-W:		427		E-W:		457		E-W:		461		E-W:		461		E-W:		461
	SUM:		1197		SUM:		1281		SUM:		1318		SUM:		1324		SUM:		1324
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.740			[1]	0.799			[1]	0.825			[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.
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

Western Avenue @ Toscanini Drive

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	84	1	84	6	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1196	1	626	84	1280	1	669	74	1354	1	706	49	1403	1	731	0	1403	1	731
Comb. T-R		1	626			1	669			1	706			1	731			1	731
NB Right	55	0	-	4	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	48	1	48	3	51	1	51	0	51	1	51	0	51	1	51	0	51	1	51
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1470	1	755	103	1573	1	808	74	1647	1	846	19	1666	1	856	0	1666	1	856
Comb. T-R		1	755			1	808			1	846			1	856			1	856
SB Right	40	0	-	3	43	0	-	3	46	0	-	0	46	0	-	0	46	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	29	0	-	2	31	0	-	2	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	10	0	98	1	11	0	105	0	11	0	107	0	11	0	107	0	11	0	107
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	59	0	-	4	63	0	-	0	63	0	-	0	63	0	-	0	63	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	37	0	-	3	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	17	0	77	1	18	0	82	0	18	0	82	0	18	0	82	0	18	0	82
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	23	0	-	2	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:		839		N-S:		898		N-S:		936		N-S:		946		N-S:		946
	E-W:		135		E-W:		144		E-W:		146		E-W:		146		E-W:		146
	SUM:		974		SUM:		1042		SUM:		1083		SUM:		1092		SUM:		1092
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.584			[1]	0.631			[1]	0.660			[1]	0.666			[1]	0.666
Level of Service:			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] 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 @ Toscanini Drive

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

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

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Caddington Drive

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	112	1	112	8	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1127	1	567	79	1206	1	606	74	1280	1	643	43	1323	1	665	0	1323	1	665
Comb. T-R		1	567			1	606			1	643			1	665			1	665
NB Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1451	1	787	102	1553	1	842	74	1627	1	879	18	1645	1	889	0	1645	1	889
Comb. T-R		1	787			1	842			1	879			1	889			1	889
SB Right	123	0	-	9	132	0	-	0	132	0	-	2	134	0	-	0	134	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	189	0	-	13	202	0	-	0	202	0	-	6	208	0	-	0	208	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	2	0	270	0	2	0	289	0	2	0	289	0	2	0	295	0	2	0	295
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	79	0	-	6	85	0	-	0	85	0	-	0	85	0	-	0	85	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	29	0	-	2	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T		1	31			1	33			1	33			1	33			1	33
WB Thru	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	14	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	899			N-S:	962			N-S:	999			N-S:	1009			N-S:	1009
		E-W:	299			E-W:	320			E-W:	320			E-W:	326			E-W:	326
		SUM:	1198			SUM:	1282			SUM:	1319			SUM:	1335			SUM:	1335
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.741			[1]	0.800			[1]	0.826			[1]	0.837			[1]	0.837
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 Caltrans signal synchronization system similar to LADOT's ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Caddington Drive

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

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

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane 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	-
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			1	797			1	824			1	829			0	-
NB Right	131	0	-	9	140	0	-	3	143	0	-	0	143	0	-	0	143	1	143
Comb. L-T-R -		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	-
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			1	601			1	651			1	663			1	663
SB Right	119	0	-	8	127	0	-	45	172	0	-	0	172	0	-	0	172	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	186	0	-	13	199	0	-	15	214	0	-	0	214	0	-	0	214	0	-
Comb. L-T		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	-
EB Right	14	0	-	1	15	0	-	0	15	0	-	0	15	0	-	0	15	0	-
Comb. L-T-R -		1				1				1				1				1	
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	-
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	-
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	
Crit. Volumes:		N-S:	872			N-S:	933			N-S:	960			N-S:	968			N-S:	896
		E-W:	473			E-W:	506			E-W:	533			E-W:	533			E-W:	533
		SUM:	1345			SUM:	1439			SUM:	1493			SUM:	1501			SUM:	1430
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.844			[1]	0.910			[1]	0.947			[1]	0.953			[1]	0.903
Level of Service:			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 ATSAC/ATCS system.
[2] Mitigation improvements are consistent with recommended measures included in the Western Corridor Improvement Project.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Capitol Drive

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	44	1	44	3	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1144	1	628	80	1224	1	671	45	1269	1	696	43	1312	1	718	0	1312	2	656
Comb. T-R		1	628			1	671			1	696			1	718			0	-
NB Right	111	0	-	8	119	0	-	5	124	0	-	0	124	0	-	0	124	1	124
Comb. L-T-R -		0				0				0				0				0	
SB Left	214	1	214	15	229	1	229	0	229	1	229	2	231	1	231	0	231	1	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	811	0	1470	1	811
Comb. T-R		1	717			1	767			1	804			1	811			1	811
SB Right	118	0	-	8	126	0	-	25	151	0	-	0	151	0	-	0	151	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	113	0	-	8	121	0	-	28	149	0	-	0	149	0	-	0	149	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	68	0	210	5	73	0	225	9	82	0	262	0	82	0	262	0	82	0	262
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	29	0	-	2	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	169	1	169	12	181	1	181	4	185	1	185	0	185	1	185	0	185	1	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	0	96	1	96
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	199	1	199	14	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	842			N-S:	900			N-S:	925			N-S:	949			N-S:	887
		E-W:	379			E-W:	406			E-W:	447			E-W:	447			E-W:	447
		SUM:	1221			SUM:	1306			SUM:	1372			SUM:	1395			SUM:	1334
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.756			[1]	0.816			[1]	0.863			[1]	0.879			[1]	0.836
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.
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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Capitol Drive

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	43	1	43	3	46	1	46	0	46	1	46	0	46	1	46	0	46	1	46
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1306	1	713	91	1397	1	763	35	1432	1	781	32	1464	1	797	0	1464	2	732
Comb. T-R		1	713			1	763			1	781			1	797			0	-
NB Right	120	0	-	8	128	0	-	2	130	0	-	0	130	0	-	0	130	1	130
Comb. L-T-R -		0				0				0				0				0	
SB Left	272	1	272	19	291	1	291	0	291	1	291	2	293	1	293	0	293	1	293
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1313	1	702	92	1405	1	751	40	1445	1	781	16	1461	1	789	0	1461	1	789
Comb. T-R		1	702			1	751			1	781			1	789			1	789
SB Right	90	0	-	6	96	0	-	20	116	0	-	0	116	0	-	0	116	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	111	0	-	8	119	0	-	14	133	0	-	0	133	0	-	0	133	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	65	0	201	5	70	0	215	5	75	0	234	0	75	0	234	0	75	0	234
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	25	0	-	2	27	0	-	0	27	0	-	0	27	0	-	0	27	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	160	1	160	11	171	1	171	3	174	1	174	0	174	1	174	0	174	1	174
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	68	1	68	5	73	1	73	7	80	1	80	0	80	1	80	0	80	1	80
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	207	1	207	14	221	1	221	0	221	1	221	0	221	1	221	0	221	1	221
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	985			N-S:	1054			N-S:	1072			N-S:	1090			N-S:	1025
		E-W:	361			E-W:	386			E-W:	408			E-W:	408			E-W:	408
		SUM:	1346			SUM:	1440			SUM:	1481			SUM:	1499			SUM:	1434
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.845			[1]	0.911			[1]	0.939			[1]	0.952			[1]	0.906
Level of Service:			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

Western Avenue @ Park Western Drive

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

Peak Hour: AM
Annual Growth: 1.0%

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

Project Alternative 700DU

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1529	1	855	107	1636	1	915	55	1691	1	942	9	1700	1	947	0	1700	1	947
Comb. T-R		1	855			1	915			1	942			1	947			1	947
NB Right	181	0	-	13	194	0	-	0	194	0	-	0	194	0	-	0	194	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	113	1	113	8	121	1	121	0	121	1	121	3	124	1	124	0	124	1	124
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1041	1	521	73	1114	1	557	60	1174	1	587	21	1195	1	597	0	1195	1	597
Comb. T-R		1	521			1	557			1	587			1	597			1	597
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	
EB Left	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	7	0	11	0	7	0	12	0	7	0	12	0	7	0	12	0	7	0	12
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	171	0	-	12	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-
Comb. L-T		1	173			1	185			1	185			1	185			1	185
WB Thru	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-	0	2	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	59	1	59	4	63	1	63	0	63	1	63	1	64	1	64	0	64	1	64
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		968		N-S:		1036		N-S:		1063		N-S:		1071		N-S:		1071
	E-W:		182		E-W:		195		E-W:		195		E-W:		195		E-W:		195
	SUM:		1150		SUM:		1231		SUM:		1258		SUM:		1266		SUM:		1266
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.667			[1]	0.720			[1]	0.739			[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.
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Western Avenue @ Park Western Drive

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	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	0	35	1	35
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1422	1	764	100	1522	1	817	48	1570	1	841	36	1606	1	859	0	1606	1	859
Comb. T-R		1	764			1	817			1	841			1	859			1	859
NB Right	106	0	-	7	113	0	-	0	113	0	-	0	113	0	-	0	113	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	126	1	126	9	135	1	135	0	135	1	135	2	137	1	137	0	137	1	137
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1402	1	701	98	1500	1	750	53	1553	1	777	11	1564	1	782	0	1564	1	782
Comb. T-R		1	701			1	750			1	777			1	782			1	782
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	
EB Left	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	10	0	29	1	11	0	31	0	11	0	31	0	11	0	31	0	11	0	31
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	283	0	-	20	303	0	-	0	303	0	-	0	303	0	-	0	303	0	-
Comb. L-T		1	292			1	312			1	312			1	312			1	312
WB Thru	9	0	-	1	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	55	1	55	4	59	1	59	0	59	1	59	3	62	1	62	0	62	1	62
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		890		N-S:		952		N-S:		976		N-S:		996		N-S:		996
	E-W:		312		E-W:		334		E-W:		334		E-W:		334		E-W:		334
	SUM:		1202		SUM:		1286		SUM:		1310		SUM:		1330		SUM:		1330
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.701			[1]	0.757			[1]	0.773			[1]	0.787			[1]	0.787
Level of Service:			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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Project: Ponte Vista Project/1-103861-1
File Name: CMA24
Counts by: City Traffic Counters

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	35	1	35	2	37	1	37	0	37	1	37	0	37	1	37	0	37	1	37
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1429	1	755	100	1529	1	807	36	1565	1	825	27	1592	1	839	0	1592	1	839
Comb. T-R		1	755			1	807			1	825			1	839			1	839
NB Right	80	0	-	6	86	0	-	0	86	0	-	0	86	0	-	0	86	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	137	1	137	10	147	1	147	0	147	1	147	2	149	1	149	0	149	1	149
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1282	1	643	90	1372	1	687	42	1414	1	708	14	1428	1	715	0	1428	1	715
Comb. T-R		1	643			1	687			1	708			1	715			1	715
SB Right	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-	0	3	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	22	0	39	2	24	0	42	0	24	0	42	0	24	0	42	0	24	0	42
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	204	0	-	14	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-
Comb. L-T		1	220			1	235			1	235			1	235			1	235
WB Thru	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	99	1	99	7	106	1	106	0	106	1	106	2	108	1	108	0	108	1	108
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	892			N-S:	954			N-S:	972			N-S:	987			N-S:	987
		E-W:	243			E-W:	260			E-W:	260			E-W:	260			E-W:	260
		SUM:	1135			SUM:	1214			SUM:	1232			SUM:	1247			SUM:	1247
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[1]	0.656			[1]	0.709			[1]	0.721			[1]	0.732			[1]	0.732
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.
[1] 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 @ Crestwood Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

Western Avenue @ Crestwood Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	40	1	40	3	43	1	43	0	43	1	43	0	43	1	43	0	43	1	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	0	1410	1	803
Comb. T-R		1	713			1	762			1	786			1	803			1	803
NB Right [1]	183	0	-	13	196	0	-	0	196	0	-	0	196	0	-	0	196	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	0	48	1	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	0	1549	1	848
Comb. T-R		1	764			1	817			1	843			1	848			1	848
SB Right	138	0	-	10	148	0	-	0	148	0	-	0	148	0	-	0	148	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	123	0	-	9	132	0	-	0	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	0	37	0	214
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	42	0	-	3	45	0	-	0	45	0	-	0	45	0	-	0	45	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	208	1	208	15	223	1	223	0	223	1	223	0	223	1	223	0	223	1	223
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru [2]	51	0	-	4	55	0	-	0	55	0	-	0	55	0	-	0	55	0	-
Comb. T-R		1	110			1	118			1	118			1	118			1	118
WB Right	59	0	-	4	63	0	-	0	63	0	-	0	63	0	-	0	63	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	804			N-S:	860			N-S:	886			N-S:	891			N-S:	891
		E-W:	408			E-W:	437			E-W:	437			E-W:	437			E-W:	437
		SUM:	1212			SUM:	1296			SUM:	1323			SUM:	1328			SUM:	1328
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[3]	0.750			[3]	0.810			[3]	0.828			[3]	0.832			[3]	0.832
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

Western Avenue @ Crestwood Street

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

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

Western Avenue @ Summerland Avenue

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	9	1	9	1	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1264	2	632	88	1352	2	676	54	1406	2	703	5	1411	2	706	0	1411	2	706
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	54	1	54	4	58	1	58	0	58	1	58	0	58	1	58	0	58	1	58
Comb. L-T-R -		0				0				0				0				0	
SB Left	220	1	220	15	235	1	235	0	235	1	235	0	235	1	235	0	235	1	235
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1027	1	524	72	1099	1	560	60	1159	1	590	18	1177	1	599	0	1177	1	599
Comb. T-R		1	524			1	560			1	590			1	599			1	599
SB Right	20	0	-	1	21	0	-	0	21	0	-	0	21	0	-	0	21	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	36	0	-	3	39	0	-	1	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [1]	69	0	115	5	74	0	123	0	74	0	124	0	74	0	124	0	74	0	124
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	127	1	89	9	136	1	95	0	136	1	95	0	136	1	95	0	136	1	95
Comb. L-T		1	119			1	127			1	127			1	127			1	127
WB Thru [1]	81	0	-	6	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	445	1	445	31	476	1	476	0	476	1	476	4	480	1	480	0	480	1	480
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	852			N-S:	912			N-S:	939			N-S:	941			N-S:	941
		E-W:	450			E-W:	482			E-W:	483			E-W:	487			E-W:	487
		SUM:	1302			SUM:	1393			SUM:	1421			SUM:	1428			SUM:	1428
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[2]	0.847			[2]	0.913			[2]	0.934			[2]	0.938			[2]	0.938
Level of Service:			D				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

Western Avenue @ Summerland Avenue

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7	0	7	1	7
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1154	2	577	81	1235	2	617	47	1282	2	641	18	1300	2	650	0	1300	2	650
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	41	1	41	3	44	1	44	0	44	1	44	0	44	1	44	0	44	1	44
Comb. L-T-R -		0				0				0				0				0	
SB Left	240	1	240	17	257	1	257	0	257	1	257	0	257	1	257	0	257	1	257
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1412	1	722	99	1511	1	772	52	1563	1	799	10	1573	1	804	0	1573	1	804
Comb. T-R		1	722			1	772			1	799			1	804			1	804
SB Right	31	0	-	2	33	0	-	1	34	0	-	0	34	0	-	0	34	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	28	0	-	2	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [1]	21	0	65	1	22	0	70	0	22	0	70	0	22	0	70	0	22	0	70
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	184	1	129	13	197	1	138	0	197	1	138	0	197	1	138	0	197	1	138
Comb. L-T		1	96			1	103			1	103			1	103			1	103
WB Thru [1]	41	0	-	3	44	0	-	0	44	0	-	0	44	0	-	0	44	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	340	1	340	24	364	1	364	0	364	1	364	15	379	1	379	0	379	1	379
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	817			N-S:	874			N-S:	898			N-S:	907			N-S:	907
		E-W:	285			E-W:	305			E-W:	305			E-W:	320			E-W:	320
		SUM:	1102			SUM:	1179			SUM:	1203			SUM:	1227			SUM:	1227
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[2]	0.701			[2]	0.758			[2]	0.775			[2]	0.792			[2]	0.792
Level of Service:			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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ Summerland Avenue

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	8	1	8	1	9	1	9	0	9	1	9	0	9	1	9	0	9	1	9
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1300	2	650	91	1391	2	696	35	1426	2	713	14	1440	2	720	0	1440	2	720
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	36	1	36	3	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39
Comb. L-T-R -		0				0				0				0				0	
SB Left	175	1	175	12	187	1	187	0	187	1	187	0	187	1	187	0	187	1	187
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1249	1	648	87	1336	1	693	42	1378	1	714	12	1390	1	720	0	1390	1	720
Comb. T-R		1	648			1	693			1	714			1	720			1	720
SB Right	47	0	-	3	50	0	-	0	50	0	-	0	50	0	-	0	50	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	23	0	-	2	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [1]	22	0	62	2	24	0	66	0	24	0	66	0	24	0	66	0	24	0	66
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	17	0	-	1	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	94	1	66	7	101	1	70	0	101	1	70	0	101	1	70	0	101	1	70
Comb. L-T		1	50			1	54			1	54			1	54			1	54
WB Thru [1]	22	0	-	2	24	0	-	0	24	0	-	0	24	0	-	0	24	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	272	1	272	19	291	1	291	0	291	1	291	11	302	1	302	0	302	1	302
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	825			N-S:	883			N-S:	900			N-S:	907			N-S:	907
		E-W:	247			E-W:	264			E-W:	264			E-W:	275			E-W:	275
		SUM:	1072			SUM:	1147			SUM:	1164			SUM:	1182			SUM:	1182
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:		[2]	0.679			[2]	0.734			[2]	0.747			[2]	0.760			[2]	0.760
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 = 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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ W. 1st Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	14	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1149	2	575	80	1229	2	615	14	1243	2	622	3	1246	2	623	0	1246	2	623
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	361	1	361	25	386	1	386	5	391	1	391	0	391	1	391	0	391	1	391
Comb. L-T-R -		0				0				0				0				0	
SB Left	111	1	111	8	119	1	119	26	145	1	145	3	148	1	148	0	148	1	148
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	999	1	528	70	1069	1	564	12	1081	1	581	12	1093	1	589	0	1093	1	589
Comb. T-R		1	528			1	564			1	581			1	589			1	589
SB Right	56	0	-	4	60	0	-	22	82	0	-	3	85	0	-	0	85	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	57	1	57	4	61	1	61	8	69	1	69	1	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	234	0	-	16	250	0	-	3	253	0	-	0	253	0	-	0	253	0	-
Comb. T-R		1	265			1	284			1	287			1	287			1	287
EB Right	31	0	-	2	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	253	1	253	18	271	1	271	6	277	1	277	0	277	1	277	0	277	1	277
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	136	1	136	10	146	1	146	7	153	1	153	0	153	1	153	0	153	1	153
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	133	1	133	9	142	1	142	33	175	1	175	1	176	1	176	0	176	1	176
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		686		N-S:		733		N-S:		766		N-S:		771		N-S:		771
	E-W:		518		E-W:		554		E-W:		563		E-W:		563		E-W:		563
	SUM:		1204		SUM:		1288		SUM:		1330		SUM:		1334		SUM:		1334
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.875			[2]	0.837			[2]	0.867			[2]	0.870			[2]	0.870
Level of Service:			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 = 100% of overlapping left turn.
[1] Overlap phase for right-turn lanes.
[2] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ W. 1st Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	979	2	490	69	1048	2	524	11	1059	2	529	12	1071	2	535	0	1071	2	535
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	296	1	296	21	317	1	317	6	323	1	323	0	323	1	323	0	323	1	323
Comb. L-T-R -		0				0				0				0				0	
SB Left	202	1	202	14	216	1	216	28	244	1	244	2	246	1	246	0	246	1	246
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1335	1	713	93	1428	1	762	12	1440	1	774	6	1446	1	778	0	1446	1	778
Comb. T-R		1	713			1	762			1	774			1	778			1	778
SB Right	90	0	-	6	96	0	-	12	108	0	-	2	110	0	-	0	110	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	49	1	49	3	52	1	52	14	66	1	66	3	69	1	69	0	69	1	69
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	195	0	-	14	209	0	-	5	214	0	-	0	214	0	-	0	214	0	-
Comb. T-R		1	215			1	230			1	235			1	235			1	235
EB Right	20	0	-	1	21	0	-	0	21	0	-	0	21	0	-	0	21	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	317	1	317	22	339	1	339	7	346	1	346	0	346	1	346	0	346	1	346
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	186	1	186	13	199	1	199	4	203	1	203	0	203	1	203	0	203	1	203
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	142	1	142	10	152	1	152	22	174	1	174	3	177	1	177	0	177	1	177
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		729		N-S:		779		N-S:		791		N-S:		795		N-S:		795
	E-W:		532		E-W:		569		E-W:		581		E-W:		581		E-W:		581
	SUM:		1261		SUM:		1349		SUM:		1373		SUM:		1377		SUM:		1377
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.917			[2]	0.881			[2]	0.898			[2]	0.901			[2]	0.901
Level of Service:			E				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 = 100% of overlapping left turn.
[1] Overlap phase for right-turn lanes.
[2] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ W. 1st Street

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

Peak Hour: Saturday
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	18	1	18	1	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1190	2	595	83	1273	2	637	12	1285	2	643	9	1294	2	647	0	1294	2	647
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	278	1	278	19	297	1	297	4	301	1	301	0	301	1	301	0	301	1	301
Comb. L-T-R -		0				0				0				0				0	
SB Left	159	1	159	11	170	1	170	18	188	1	188	2	190	1	190	0	190	1	190
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1107	1	590	77	1184	1	631	14	1198	1	643	8	1206	1	648	0	1206	1	648
Comb. T-R		1	590			1	631			1	643			1	648			1	648
SB Right	72	0	-	5	77	0	-	10	87	0	-	2	89	0	-	0	89	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	54	1	54	4	58	1	58	7	65	1	65	2	67	1	67	0	67	1	67
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	162	0	-	11	173	0	-	2	175	0	-	0	175	0	-	0	175	0	-
Comb. T-R		1	182			1	195			1	197			1	197			1	197
EB Right	20	0	-	1	21	0	-	0	21	0	-	0	21	0	-	0	21	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	201	1	201	14	215	1	215	4	219	1	219	0	219	1	219	0	219	1	219
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	94	1	94	7	101	1	101	3	104	1	104	0	104	1	104	0	104	1	104
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	186	1	186	13	199	1	199	16	215	1	215	2	217	1	217	0	217	1	217
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	754			N-S:	807			N-S:	831			N-S:	837			N-S:	837
		E-W:	383			E-W:	410			E-W:	416			E-W:	416			E-W:	416
		SUM:	1137			SUM:	1217			SUM:	1247			SUM:	1253			SUM:	1253
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.827			[2]	0.785			[2]	0.807			[2]	0.811			[2]	0.811
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 = 100% of overlapping left turn.
[1] Overlap phase for right-turn lanes.
[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

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	12	1	12	1	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	882	1	448	62	944	1	479	15	959	1	486	6	965	1	489	0	965	1	489
Comb. T-R		1	448			1	479			1	486			1	489			1	489
NB Right	13	0	-	1	14	0	-	0	14	0	-	0	14	0	-	0	14	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	476	1	476	33	509	1	509	3	512	1	512	3	515	1	515	0	515	1	515
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1102	1	582	77	1179	1	623	16	1195	1	631	3	1198	1	632	0	1198	1	632
Comb. T-R		1	582			1	623			1	631			1	632			1	632
SB Right	62	0	-	4	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	40	0	-	3	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	15	0	66	1	16	0	71	0	16	0	71	0	16	0	71	0	16	0	71
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	11	0	-	1	12	0	-	0	12	0	-	0	12	0	-	0	12	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-	0	4	0	-
Comb. L-T		1	20			1	21			1	21			1	21			1	21
WB Thru	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	391	1	391	27	418	1	418	2	420	1	420	6	426	1	426	0	426	1	426
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		924		N-S:		988		N-S:		999		N-S:		1005		N-S:		1005
	E-W:		70		E-W:		75		E-W:		75		E-W:		75		E-W:		75
	SUM:		994		SUM:		1063		SUM:		1074		SUM:		1080		SUM:		1080
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.697			[2]	0.646			[2]	0.653			[2]	0.658			[2]	0.658
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 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 @ W. 9th Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	151	1	151	11	162	1	162	2	164	1	164	0	164	1	164	0	164	1	164
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	854	1	484	60	914	1	517	17	931	1	527	2	933	1	528	0	933	1	528
Comb. T-R		1	484			1	517			1	527			1	528			1	528
NB Right	113	0	-	8	121	0	-	3	124	0	-	0	124	0	-	0	124	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	63	1	63	4	67	1	67	1	68	1	68	0	68	1	68	0	68	1	68
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	687	1	352	48	735	1	377	17	752	1	385	6	758	1	388	0	758	1	388
Comb. T-R		1	352			1	377			1	385			1	388			1	388
SB Right	17	0	-	1	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	9	1	9	1	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	93	1	93	7	100	1	100	7	107	1	107	0	107	1	107	0	107	1	107
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	105	1	105	7	112	1	112	5	117	1	117	0	117	1	117	0	117	1	117
Comb. L-T-R -		0				0				0				0				0	
WB Left	121	1	121	8	129	1	129	2	131	1	131	0	131	1	131	0	131	1	131
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	135	1	135	9	144	1	144	3	147	1	147	0	147	1	147	0	147	1	147
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	83	1	83	6	89	1	89	1	90	1	90	0	90	1	90	0	90	1	90
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	547			N-S:	585			N-S:	596			N-S:	597			N-S:	597
		E-W:	214			E-W:	229			E-W:	238			E-W:	238			E-W:	238
		SUM:	761			SUM:	814			SUM:	834			SUM:	835			SUM:	835
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.553			[1]	0.492			[1]	0.506			[1]	0.507			[1]	0.507
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.
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ W. 9th Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	123	1	123	9	132	1	132	5	137	1	137	0	137	1	137	0	137	1	137
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	766	1	426	54	820	1	455	16	836	1	466	6	842	1	469	0	842	1	469
Comb. T-R		1	426			1	455			1	466			1	469			1	469
NB Right	85	0	-	6	91	0	-	6	97	0	-	0	97	0	-	0	97	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	93	1	93	7	100	1	100	1	101	1	101	0	101	1	101	0	101	1	101
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1010	1	528	71	1081	1	565	17	1098	1	573	3	1101	1	575	0	1101	1	575
Comb. T-R		1	528			1	565			1	573			1	575			1	575
SB Right	46	0	-	3	49	0	-	0	49	0	-	0	49	0	-	0	49	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	41	1	41	3	44	1	44	0	44	1	44	0	44	1	44	0	44	1	44
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	141	1	141	10	151	1	151	5	156	1	156	0	156	1	156	0	156	1	156
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	169	1	169	12	181	1	181	2	183	1	183	0	183	1	183	0	183	1	183
Comb. L-T-R -		0				0				0				0				0	
WB Left	149	1	149	10	159	1	159	6	165	1	165	0	165	1	165	0	165	1	165
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	115	1	115	8	123	1	123	9	132	1	132	0	132	1	132	0	132	1	132
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	45	1	45	3	48	1	48	1	49	1	49	0	49	1	49	0	49	1	49
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		651			N-S:	697			N-S:	710			N-S:	712			N-S:	712
	E-W:		290			E-W:	310			E-W:	321			E-W:	321			E-W:	321
	SUM:		941			SUM:	1007			SUM:	1031			SUM:	1033			SUM:	1033
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.684			[1]	0.632			[1]	0.650			[1]	0.651			[1]	0.651
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] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ W. 25th Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Western Avenue @ W. 25th Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

S. Weymouth Avenue @ W. 9th Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	319	0	-	22	341	0	-	2	343	0	-	0	343	0	-	0	343	0	-
Comb. T-R		1	358			1	383			1	385			1	385			1	385
NB Right	39	0	-	3	42	0	-	0	42	0	-	0	42	0	-	0	42	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	54	1	54	4	58	1	58	52	110	1	110	3	113	1	113	0	113	1	113
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	161	0	-	11	172	0	-	0	172	0	-	0	172	0	-	0	172	0	-
Comb. T-R		1	209			1	224			1	224			1	224			1	224
SB Right	48	0	-	3	51	0	-	0	51	0	-	0	51	0	-	0	51	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	80	0	-	6	86	0	-	0	86	0	-	0	86	0	-	0	86	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	230	0	355	16	246	0	380	11	257	0	391	0	257	0	391	0	257	0	391
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	45	0	-	3	48	0	-	0	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	253	0	430	18	271	0	460	7	278	0	531	0	278	0	532	0	278	0	532
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	161	0	-	11	172	0	-	64	236	0	-	1	237	0	-	0	237	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:		412			N-S:	441			N-S:	495			N-S:	498			N-S:	498
	E-W:		510			E-W:	546			E-W:	617			E-W:	618			E-W:	618
	SUM:		922			SUM:	987			SUM:	1112			SUM:	1116			SUM:	1116
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

S. Weymouth Avenue @ W. 9th Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Normandie Avenue @ Sepulveda Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

Normandie Avenue @ Sepulveda Boulevard

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	105	1	105	7	112	1	112	24	136	1	136	0	136	1	136	0	136	1	136
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	383	1	254	27	410	1	272	41	451	1	293	5	456	1	296	0	456	1	296
Comb. T-R		1	254			1	272			1	293			1	296			1	296
NB Right	125	0	-	9	134	0	-	2	136	0	-	0	136	0	-	0	136	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	130	1	130	9	139	1	139	0	139	1	139	0	139	1	139	0	139	1	139
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	509	2	255	36	545	2	272	26	571	2	285	9	580	2	290	0	580	2	290
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	177	1	177	12	189	1	189	52	241	1	241	0	241	1	241	0	241	1	241
Comb. L-T-R -		0				0				0				0				0	
EB Left	96	1	96	7	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1508	2	548	106	1614	2	586	292	1906	2	683	0	1906	2	683	0	1906	2	683
Comb. T-R		1	548			1	586			1	683			1	683			1	683
EB Right	135	0	-	9	144	0	-	0	144	0	-	0	144	0	-	0	144	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	143	1	143	10	153	1	153	-1	152	1	152	0	152	1	152	0	152	1	152
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1425	2	507	100	1525	2	542	230	1755	2	619	0	1755	2	619	0	1755	2	619
Comb. T-R		1	507			1	542			1	619			1	619			1	619
WB Right	95	0	-	7	102	0	-	1	103	0	-	0	103	0	-	0	103	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		384			N-S:	411			N-S:	432			N-S:	435			N-S:	435
	E-W:		691			E-W:	739			E-W:	835			E-W:	835			E-W:	835
	SUM:		1075			SUM:	1150			SUM:	1268			SUM:	1270			SUM:	1270
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.754				0.807				0.890				0.891				0.891
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

Normandie Avenue @ Lomita Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Normandie Avenue @ Lomita Boulevard

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	191	1	191	13	204	1	204	-1	203	1	203	0	203	1	203	0	203	1	203
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	333	1	240	23	356	1	256	43	399	1	282	5	404	1	285	0	404	1	285
Comb. T-R		1	240			1	256			1	282			1	285			1	285
NB Right	146	0	-	10	156	0	-	9	165	0	-	0	165	0	-	0	165	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	136	1	136	10	146	1	146	0	146	1	146	0	146	1	146	0	146	1	146
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	447	1	378	31	478	1	404	24	502	1	416	9	511	1	421	0	511	1	421
Comb. T-R		1	378			1	404			1	416			1	421			1	421
SB Right	309	0	-	22	331	0	-	0	331	0	-	0	331	0	-	0	331	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	185	1	185	13	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1312	1	721	92	1404	1	771	61	1465	1	801	3	1468	1	802	0	1468	1	802
Comb. T-R		1	721			1	771			1	801			1	802			1	802
EB Right	129	0	-	9	138	0	-	-1	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	96	1	96	7	103	1	103	8	111	1	111	0	111	1	111	0	111	1	111
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	981	2	491	69	1050	2	525	47	1097	2	548	6	1103	2	551	0	1103	2	551
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	569			N-S:	609			N-S:	620			N-S:	624			N-S:	624
		E-W:	817			E-W:	874			E-W:	912			E-W:	913			E-W:	913
		SUM:	1386			SUM:	1482			SUM:	1531			SUM:	1537			SUM:	1537
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			1.008			[1]	0.978			[1]	1.014			[1]	1.018			[1]	1.018
Level of Service:			F				E				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Normandie Avenue @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	122	1	122	9	131	1	131	13	144	1	144	0	144	1	144	0	144	1	144
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	371	1	207	26	397	1	221	9	406	1	226	9	415	1	230	0	415	1	230
Comb. T-R		1	207			1	221			1	226			1	230			1	230
NB Right	43	0	-	3	46	0	-	0	46	0	-	0	46	0	-	0	46	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	147	1	147	10	157	1	157	23	180	1	180	0	180	1	180	0	180	1	180
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	302	1	239	21	323	1	256	36	359	1	274	2	361	1	275	0	361	1	275
Comb. T-R		1	239			1	256			1	274			1	275			1	275
SB Right	176	0	-	12	188	0	-	1	189	0	-	0	189	0	-	0	189	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	141	1	141	10	151	1	151	0	151	1	151	0	151	1	151	0	151	1	151
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1593	2	572	112	1705	2	612	163	1868	2	669	21	1889	2	676	0	1889	2	676
Comb. T-R		1	572			1	612			1	669			1	676			1	676
EB Right	122	0	-	9	131	0	-	10	141	0	-	0	141	0	-	0	141	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	142	1	142	10	152	1	152	0	152	1	152	0	152	1	152	0	152	1	152
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1593	2	565	112	1705	2	605	239	1944	2	694	5	1949	2	695	0	1949	2	695
Comb. T-R		1	565			1	605			1	694			1	695			1	695
WB Right	103	0	-	7	110	0	-	27	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		361			N-S:	386			N-S:	418			N-S:	419			N-S:	419
	E-W:		714			E-W:	764			E-W:	844			E-W:	846			E-W:	846
	SUM:		1075			SUM:	1150			SUM:	1262			SUM:	1265			SUM:	1265
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.782			[1]	0.736			[1]	0.818			[1]	0.820			[1]	0.820
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Normandie Avenue @ Pacific Coast Highway

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Normandie Avenue

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	509	1	509	36	545	1	545	11	556	1	556	9	565	1	565	0	565	1	565
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	568	2	284	40	608	2	304	30	638	2	319	36	674	2	337	0	674	2	337
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	398	2	199	28	426	2	213	24	450	2	225	10	460	2	230	0	460	2	230
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	97	1	97	7	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104
Comb. L-T-R -		0				0				0				0				0	
EB Left	14	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [1]	270	1	270	19	289	1	289	24	313	1	313	2	315	1	315	0	315	1	315
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	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	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	708		N-S:	758			N-S:	781			N-S:	795			N-S:	795		
	E-W:	14		E-W:	15			E-W:	15			E-W:	15			E-W:	15		
	SUM:	722		SUM:	773			SUM:	796			SUM:	810			SUM:	810		
No. of Phases:		U				U				U				U				U	
(N/A=0, ATSAC=1, ATCS=2)		*0*				*0*				*0*				*0*				*0*	
Volume / Capacity:		0.602				0.644				0.663				0.675				0.675	
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] Freeflow movement.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Normandie Avenue

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	329	1	329	23	352	1	352	29	381	1	381	5	386	1	386	0	386	1	386
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	401	2	201	28	429	2	215	44	473	2	237	19	492	2	246	0	492	2	246
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	545	2	273	38	583	2	292	44	627	2	314	40	667	2	334	0	667	2	334
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	101	1	101	7	108	1	108	0	108	1	108	0	108	1	108	0	108	1	108
Comb. L-T-R -		0				0				0				0				0	
EB Left	32	1	32	2	34	1	34	0	34	1	34	0	34	1	34	0	34	1	34
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [1]	436	1	436	31	467	1	467	23	490	1	490	9	499	1	499	0	499	1	499
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	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	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	602		N-S:	644			N-S:	695			N-S:	720			N-S:	720		
	E-W:	32		E-W:	34			E-W:	34			E-W:	34			E-W:	34		
	SUM:	634		SUM:	678			SUM:	729			SUM:	754			SUM:	754		
No. of Phases:		U				U				U				U				U	
(N/A=0, ATSAC=1, ATCS=2)		*0*				*0*				*0*				*0*				*0*	
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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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue-Gaffey Street @ Anaheim Street-Palos Verdes Drive North

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	195	1	195	14	209	1	209	0	209	1	209	0	209	1	209	0	209	1	209
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	488	2	244	34	522	2	261	22	544	2	272	0	544	2	272	0	544	2	272
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	133	1	133	9	142	1	142	13	155	1	155	0	155	1	155	0	155	1	155
Comb. L-T-R -		0				0				0				0				0	
SB Left	38	1	38	3	41	1	41	5	46	1	46	0	46	1	46	0	46	1	46
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	632	2	226	44	676	2	241	36	712	2	254	0	712	2	258	0	712	2	258
Comb. T-R		1	226			1	241			1	254			1	258			1	258
SB Right	45	0	-	3	48	0	-	1	49	0	-	12	61	0	-	0	61	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	58	1	58	4	62	1	62	0	62	1	62	0	62	1	62	0	62	1	62
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	234	1	195	16	250	1	208	4	254	1	210	0	254	1	210	0	254	1	169
Comb. T-R		1	195			1	208			1	210			1	210			1	169
EB Right	155	0	-	11	166	0	-	0	166	0	-	0	166	0	-	0	166	1	83
Comb. L-T-R -		0				0				0				0				0	
WB Left	658	1	329	46	704	1	352	101	805	1	403	14	819	1	410	0	819	1	410
Comb. L-T		1	337			1	361			1	403			1	410			1	410
WB Thru	271	0	-	19	290	0	-	18	308	0	-	0	308	0	-	0	308	0	-
Comb. T-R		1	337			1	361			1	385			1	385			1	385
WB Right	74	0	-	5	79	0	-	-2	77	0	-	0	77	0	-	0	77	0	-
Comb. L-T-R -		0				0				0				0				0	
NE Left	82	1	82	6	88	1	88	5	93	1	93	44	137	1	137	0	137	1	137
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NE Thru	438	2	219	31	469	2	234	0	469	2	234	0	469	2	234	0	469	2	234
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NE Right [1]	999	2	163	70	1069	2	174	54	1123	2	159	68	1191	2	186	0	1191	2	186
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	421			N-S:	450			N-S:	462			N-S:	466			N-S:	466
		E-W:	532			E-W:	569			E-W:	613			E-W:	620			E-W:	578
		NE:	219			NE:	234			NE:	234			NE:	234			NE:	234
		SUM:	1171			SUM:	1253			SUM:	1309			SUM:	1320			SUM:	1279
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.852			[2]	0.811			[2]	0.852			[2]	0.860			[2]	0.830
Level of Service:			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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue-Gaffey Street @ Anaheim Street-Palos Verdes Drive North

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	161	1	161	11	172	1	172	0	172	1	172	0	172	1	172	0	172	1	172
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	304	2	152	21	325	2	163	49	374	2	187	0	374	2	187	0	374	2	187
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	87	1	87	6	93	1	93	23	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T-R -		0				0				0				0				0	
SB Left	88	1	88	6	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	810	2	283	57	867	2	303	48	915	2	320	0	915	2	336	0	915	2	336
Comb. T-R		1	283			1	303			1	320			1	336			1	336
SB Right	39	0	-	3	42	0	-	3	45	0	-	49	94	0	-	0	94	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	28	1	28	2	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	285	1	255	20	305	1	273	18	323	1	282	0	323	1	282	0	323	1	222
Comb. T-R		1	255			1	273			1	282			1	282			1	222
EB Right	225	0	-	16	241	0	-	0	241	0	-	0	241	0	-	0	241	1	120
Comb. L-T-R -		0				0				0				0				0	
WB Left	646	1	323	45	691	1	346	95	786	1	393	55	841	1	421	0	841	1	421
Comb. L-T		1	352			1	377			1	406			1	421			1	421
WB Thru	292	0	-	20	312	0	-	7	319	0	-	0	319	0	-	0	319	0	-
Comb. T-R		1	352			1	377			1	406			1	420			1	420
WB Right	89	0	-	6	95	0	-	5	100	0	-	0	100	0	-	0	100	0	-
Comb. L-T-R -		0				0				0				0				0	
NE Left	76	1	76	5	81	1	81	12	93	1	93	24	117	1	117	0	117	1	117
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NE Thru	339	2	170	24	363	2	181	0	363	2	181	0	363	2	181	0	363	2	181
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NE Right [1]	621	2	0	43	664	2	0	72	736	2	0	37	773	2	0	0	773	2	0
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	444			N-S:	475			N-S:	492			N-S:	508			N-S:	508
		E-W:	607			E-W:	649			E-W:	688			E-W:	702			E-W:	642
		NE:	170			NE:	181			NE:	181			NE:	181			NE:	181
		SUM:	1221			SUM:	1306			SUM:	1362			SUM:	1392			SUM:	1332
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.888			[2]	0.850			[2]	0.890			[2]	0.913			[2]	0.869
Level of Service:			D				D				D				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, 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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Gaffey Street @ Westmont Drive

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	283	1	283	20	303	1	303	13	316	1	316	8	324	1	324	0	324	1	324
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	702	2	351	49	751	2	376	31	782	2	391	0	782	2	391	0	782	2	391
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	149	1	149	10	159	1	159	0	159	1	159	0	159	1	159	0	159	1	159
Comb. L-T-R -		0				0				0				0				0	
SB Left	47	1	47	3	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	487	1	321	34	521	1	343	56	577	1	374	0	577	1	374	0	577	2	289
Comb. T-R		1	321			1	343			1	374			1	374			0	-
SB Right	154	0	-	11	165	0	-	7	172	0	-	0	172	0	-	0	172	1	172
Comb. L-T-R -		0				0				0				0				0	
EB Left	287	1	287	20	307	1	307	3	310	1	310	0	310	1	310	0	310	1	310
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [2]	14	0	-	1	15	0	-	0	15	0	-	6	21	0	-	0	21	0	-
Comb. T-R		1	137			1	147			1	150			1	165			1	165
EB Right	410	1	287	29	439	1	307	10	449	1	314	30	479	1	335	0	479	1	335
Comb. L-T-R -		0				0				0				0				0	
WB Left	19	1	13	1	20	1	14	0	20	1	14	0	20	1	14	0	20	1	14
Comb. L-T		1	6			1	6			1	6			1	8			1	8
WB Thru [2]	0	0	-	0	0	0	-	0	0	0	-	2	2	0	-	0	2	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [3]	20	1	20	1	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		604			N-S:	646			N-S:	690			N-S:	698			N-S:	612
	E-W:		307			E-W:	328			E-W:	335			E-W:	356			E-W:	356
	SUM:		911			SUM:	974			SUM:	1026			SUM:	1055			SUM:	969
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.662			[4]	0.609			[4]	0.646			[4]	0.667			[4]	0.605
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 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

Gaffey Street @ Westmont Drive

N-S St: Gaffey Street
E-W St: Westmont Drive
Project: Ponte Vista Project/1-103861-1
File Name: CMA37
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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	399	1	399	28	427	1	427	9	436	1	436	30	466	1	466	0	466	1	466
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	557	2	279	39	596	2	298	59	655	2	327	0	655	2	327	0	655	2	327
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	158	1	158	11	169	1	169	0	169	1	169	0	169	1	169	0	169	1	169
Comb. L-T-R -		0				0				0				0				0	
SB Left	25	1	25	2	27	1	27	0	27	1	27	0	27	1	27	0	27	1	27
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	794	1	455	56	850	1	487	57	907	1	517	0	907	1	517	0	907	2	453
Comb. T-R		1	455			1	487			1	517			1	517			0	-
SB Right	116	0	-	8	124	0	-	4	128	0	-	0	128	0	-	0	128	1	128
Comb. L-T-R -		0				0				0				0				0	
EB Left	100	1	100	7	107	1	107	5	112	1	112	0	112	1	112	0	112	1	112
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru [2]	43	0	-	3	46	0	-	0	46	0	-	3	49	0	-	0	49	0	-
Comb. T-R		1	114			1	121			1	125			1	133			1	133
EB Right	235	1	165	16	251	1	176	11	262	1	184	16	278	1	195	0	278	1	195
Comb. L-T-R -		0				0				0				0				0	
WB Left	177	1	124	12	189	1	133	0	189	1	133	0	189	1	133	0	189	1	133
Comb. L-T		1	91			1	97			1	97			1	103			1	103
WB Thru [2]	38	0	-	3	41	0	-	0	41	0	-	6	47	0	-	0	47	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [3]	65	1	65	5	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		854			N-S:	914			N-S:	953			N-S:	983			N-S:	919
	E-W:		288			E-W:	309			E-W:	316			E-W:	327			E-W:	327
	SUM:		1142			SUM:	1222			SUM:	1270			SUM:	1311			SUM:	1247
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.831			[4]	0.789			[4]	0.823			[4]	0.853			[4]	0.807
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] 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

Gaffey Street @ Capitol Drive

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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CRITICAL MOVEMENT ANALYSIS

Gaffey Street @ Capitol Drive

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	386	2	212	27	413	2	227	15	428	2	235	0	428	2	235	0	428	2	235
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	933	2	467	65	998	2	499	57	1055	2	528	30	1085	2	543	0	1085	2	543
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1007	1	573	70	1077	1	613	60	1137	1	647	16	1153	1	655	0	1153	1	655
Comb. T-R		1	573			1	613			1	647			1	655			1	655
SB Right	138	0	-	10	148	0	-	8	156	0	-	0	156	0	-	0	156	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	130	1	130	9	139	1	139	9	148	1	148	0	148	1	148	0	148	1	148
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	204	1	204	14	218	1	218	18	236	1	236	0	236	1	236	0	236	1	236
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	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	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	785			N-S:	840			N-S:	882			N-S:	890			N-S:	890
		E-W:	130			E-W:	139			E-W:	148			E-W:	148			E-W:	148
		SUM:	915			SUM:	979			SUM:	1030			SUM:	1038			SUM:	1038
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Gaffey Street @ Channel Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	172	1	172	12	184	1	184	0	184	1	184	0	184	1	184	0	184	1	184
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	779	2	390	55	834	2	417	62	896	2	448	8	904	2	452	0	904	2	452
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	358	1	358	25	383	1	383	6	389	1	389	0	389	1	389	0	389	1	389
Comb. L-T-R -		0				0				0				0				0	
SB Left	473	2	260	33	506	2	278	1	507	2	279	0	507	2	279	0	507	2	279
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	718	1	367	50	768	1	393	67	835	1	426	30	865	1	441	0	865	1	441
Comb. T-R		1	367			1	393			1	426			1	441			1	441
SB Right	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	41	1	41	3	44	1	44	0	44	1	44	0	44	1	44	0	44	1	44
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	383	2	192	27	410	2	205	0	410	2	205	0	410	2	205	0	410	2	205
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	177	1	177	12	189	1	189	0	189	1	189	0	189	1	189	0	189	1	189
Comb. L-T-R -		0				0				0				0				0	
WB Left	100	1	100	7	107	1	107	29	136	1	136	0	136	1	136	0	136	1	136
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	99	1	99	7	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	398	1	398	28	426	1	426	0	426	1	426	0	426	1	426	0	426	1	426
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	650			N-S:	695			N-S:	727			N-S:	731			N-S:	731
		E-W:	292			E-W:	312			E-W:	341			E-W:	341			E-W:	341
		SUM:	941			SUM:	1007			SUM:	1068			SUM:	1072			SUM:	1072
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
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. 100%
[2] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Gaffey Street @ Channel Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	199	1	199	14	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	919	2	460	64	983	2	492	75	1058	2	529	30	1088	2	544	0	1088	2	544
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	152	1	152	11	163	1	163	11	174	1	174	0	174	1	174	0	174	1	174
Comb. L-T-R -		0				0				0				0				0	
SB Left	498	2	274	35	533	2	293	2	535	2	294	0	535	2	294	0	535	2	294
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	709	1	371	50	759	1	397	79	838	1	436	16	854	1	444	0	854	1	444
Comb. T-R		1	371			1	397			1	436			1	444			1	444
SB Right	33	0	-	2	35	0	-	0	35	0	-	0	35	0	-	0	35	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	78	1	78	5	83	1	83	0	83	1	83	0	83	1	83	0	83	1	83
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	294	2	147	21	315	2	157	0	315	2	157	0	315	2	157	0	315	2	157
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right [1]	138	1	138	10	148	1	148	0	148	1	148	0	148	1	148	0	148	1	148
Comb. L-T-R -		0				0				0				0				0	
WB Left	155	1	155	11	166	1	166	89	255	1	255	0	255	1	255	0	255	1	255
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	162	1	162	11	173	1	173	0	173	1	173	0	173	1	173	0	173	1	173
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [1]	297	1	297	21	318	1	318	0	318	1	318	0	318	1	318	0	318	1	318
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		733		N-S:		785		N-S:		823		N-S:		838		N-S:		838
	E-W:		302		E-W:		323		E-W:		412		E-W:		412		E-W:		412
	SUM:		1035		SUM:		1108		SUM:		1235		SUM:		1250		SUM:		1250
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.727			[3]	0.677			[3]	0.767			[3]	0.778			[3]	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. *100%*
[2] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Gaffey Street @ Miraflores Avenue-I-110 SB On/Off Ramps

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

Gaffey Street @ Miraflores Avenue-I-110 SB On/Off Ramps

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	22	1	22	2	24	1	24	0	24	1	24	0	24	1	24	0	24	1	24
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	939	2	470	66	1005	2	502	84	1089	2	544	15	1104	2	552	0	1104	2	552
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	79	1	79	6	85	1	85	4	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T-R -		0				0				0				0				0	
SB Left	350	1	350	25	375	1	375	2	377	1	377	8	385	1	385	0	385	1	385
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	656	1	343	46	702	1	367	167	869	1	451	8	877	1	455	0	877	1	455
Comb. T-R		1	343			1	367			1	451			1	455			1	455
SB Right	30	0	-	2	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	28	0	-	2	30	0	-	0	30	0	-	0	30	0	-	0	30	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	16	0	61	1	17	0	65	0	17	0	65	0	17	0	65	0	17	0	65
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	17	0	-	1	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Comb. L-T-R -		1				1				1				1				1	
WB Left	21	0	-	1	22	0	-	17	39	0	-	0	39	0	-	0	39	0	-
Comb. L-T		1	37			1	40			1	57			1	57			1	57
WB Thru	16	0	-	1	17	0	-	0	17	0	-	0	17	0	-	0	17	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right [2]	354	1	354	25	379	1	379	2	381	1	381	15	396	1	396	0	396	1	396
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	820			N-S:	877			N-S:	921			N-S:	936			N-S:	936
		E-W:	82			E-W:	88			E-W:	105			E-W:	105			E-W:	105
		SUM:	902			SUM:	965			SUM:	1026			SUM:	1041			SUM:	1041
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.656			[2]	0.602			[2]	0.646			[2]	0.657			[2]	0.657
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] Reduction of 0.10 due to installation of San Pedro ATSAC/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

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

Project Alternative 700DU

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

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	145	1	145	10	155	1	155	0	155	1	155	0	155	1	155	0	155	1	155
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	405	1	209	28	433	1	223	68	501	1	257	4	505	1	259	0	505	1	259
Comb. T-R		1	209			1	223			1	257			1	259			1	259
NB Right	12	0	-	1	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4	0	4	1	4
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	344	1	260	24	368	1	278	103	471	1	330	15	486	1	337	0	486	2	243
Comb. T-R		1	260			1	278			1	330			1	337			0	-
SB Right	176	0	-	12	188	0	-	0	188	0	-	0	188	0	-	0	188	1	188
Comb. L-T-R -		0				0				0				0				0	
EB Left	475	1	475	33	508	1	508	0	508	1	508	0	508	1	508	0	508	1	508
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. T-R		1	38			1	41			1	41			1	41			1	41
EB Right	37	0	-	3	40	0	-	0	40	0	-	0	40	0	-	0	40	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	398	2	219	28	426	2	234	0	426	2	234	0	426	2	234	0	426	2	234
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	137	0	-	10	147	0	-	0	147	0	-	4	151	0	-	0	151	0	-
Comb. T-R		1	440			1	471			1	472			1	476			1	476
WB Right	303	0	-	21	324	0	-	1	325	0	-	0	325	0	-	0	325	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		405			N-S:	433			N-S:	485			N-S:	492			N-S:	398
	E-W:		915			E-W:	979			E-W:	980			E-W:	984			E-W:	984
	SUM:		1320			SUM:	1412			SUM:	1465			SUM:	1476			SUM:	1382
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.926			[1]	0.891			[1]	0.928			[1]	0.936			[1]	0.870
Level of Service:			E				D				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 ATSAC/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

Gaffey Street @ Summerland Avenue

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	155	1	155	11	166	1	166	1	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	546	1	290	38	584	1	310	90	674	1	355	15	689	1	363	0	689	1	363
Comb. T-R		1	290			1	310			1	355			1	363			1	363
NB Right	34	0	-	2	36	0	-	0	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		0				0				0				0				0	
SB 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	-
SB Thru	513	1	357	36	549	1	381	184	733	1	473	8	741	1	477	0	741	2	370
Comb. T-R		1	357			1	381			1	473			1	477			0	-
SB Right	200	0	-	14	214	0	-	0	214	0	-	0	214	0	-	0	214	1	214
Comb. L-T-R -		0				0				0				0				0	
EB Left	199	1	199	14	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. T-R		1	49			1	52			1	52			1	52			1	52
EB Right	44	0	-	3	47	0	-	0	47	0	-	0	47	0	-	0	47	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	589	2	324	41	630	2	347	0	630	2	347	0	630	2	347	0	630	2	347
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	246	0	-	17	263	0	-	0	263	0	-	15	278	0	-	0	278	0	-
Comb. T-R		1	520			1	556			1	558			1	573			1	573
WB Right	274	0	-	19	293	0	-	2	295	0	-	0	295	0	-	0	295	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		512		N-S:		547		N-S:		640		N-S:		644		N-S:		537
	E-W:		719		E-W:		769		E-W:		771		E-W:		786		E-W:		786
	SUM:		1231		SUM:		1317		SUM:		1412		SUM:		1431		SUM:		1324
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.864			[1]	0.824			[1]	0.891			[1]	0.904			[1]	0.829
Level of Service:			D				D				D				E				D

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CRITICAL MOVEMENT ANALYSIS

Gaffey Street @ I-110 SB/NB Ramps-SR-47 EB On-Ramp

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%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	489	2	245	34	523	2	262	68	591	2	296	4	595	2	298	0	595	2	298
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	2388	2	0	167	2555	2	0	630	3185	2	0	0	3185	2	0	0	3185	2	0
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	812	3	271	57	869	3	290	105	974	3	325	15	989	3	330	0	989	3	330
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	1302	2	-	91	1393	2	-	397	1790	2	-	0	1790	2	-	0	1790	2	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	502	0	0	0	537	0	0	0	684	0	0	0	684	0	0	0	684
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	55	0	-	4	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:	271			N-S:	290			N-S:	325			N-S:	330			N-S:	330	
	E-W:	502			E-W:	537			E-W:	684			E-W:	684			E-W:	684	
	SUM:	773			SUM:	827			SUM:	1009			SUM:	1014			SUM:	1014	
No. of Phases:		2				2				2				2				2	
(N/A=0, ATSAC=1, ATCS=2)		*0*				*2*				*2*				*2*				*2*	
Volume / Capacity:		0.515			[2]	0.451			[2]	0.572			[2]	0.576			[2]	0.576	
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. For triple turn lanes, 37% 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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Gaffey Street @ I-110 SB/NB Ramps-SR-47 EB On-Ramp

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%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	511	2	256	36	547	2	273	90	637	2	318	15	652	2	326	0	652	2	326
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	1972	2	0	138	2110	2	0	434	2544	2	0	0	2544	2	0	0	2544	2	0
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	1170	3	390	82	1252	3	417	182	1434	3	478	8	1442	3	481	0	1442	3	481
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	1707	2	-	119	1826	2	-	559	2385	2	-	0	2385	2	-	0	2385	2	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	701	0	0	0	750	0	0	0	957	0	0	0	957	0	0	0	957
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	187	0	-	13	200	0	-	0	200	0	-	0	200	0	-	0	200	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:		390			N-S:	417			N-S:	478			N-S:	481			N-S:	481
	E-W:		701			E-W:	750			E-W:	957			E-W:	957			E-W:	957
	SUM:		1091			SUM:	1167			SUM:	1435			SUM:	1437			SUM:	1437
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*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 triple turn lanes, 37% 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

Gaffey Street @ W. 9th Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	57	1	57	4	61	1	61	2	63	1	63	0	63	1	63	0	63	1	63
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	1011	1	520	71	1082	1	556	556	1638	1	834	1	1639	1	835	0	1639	1	835
Comb. T-R		1	520			1	556			1	834			1	835			1	835
NB Right	29	0	-	2	31	0	-	0	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	20	1	20	1	21	1	21	8	29	1	29	0	29	1	29	0	29	1	29
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	758	1	401	53	811	1	429	416	1227	1	637	3	1230	1	639	0	1230	1	639
Comb. T-R		1	401			1	429			1	637			1	639			1	639
SB Right	43	0	-	3	46	0	-	1	47	0	-	0	47	0	-	0	47	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	304	1	304	21	325	1	325	2	327	1	327	0	327	1	327	0	327	1	327
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	294	1	294	21	315	1	315	23	338	1	338	3	341	1	341	0	341	1	341
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	30	1	30	2	32	1	32	0	32	1	32	0	32	1	32	0	32	1	32
Comb. L-T-R -		0				0				0				0				0	
WB Left	66	1	66	5	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	257	0	-	18	275	0	-	23	298	0	-	1	299	0	-	0	299	0	-
Comb. T-R		1	295			1	316			1	346			1	347			1	347
WB Right	38	0	-	3	41	0	-	7	48	0	-	0	48	0	-	0	48	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		540			N-S:	578			N-S:	864			N-S:	864			N-S:	864
	E-W:		599			E-W:	641			E-W:	673			E-W:	674			E-W:	674
	SUM:		1139			SUM:	1219			SUM:	1537			SUM:	1538			SUM:	1538
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*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.
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Right turns on red from excl. lanes = 50% of overlapping left turn.
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Peak Hour: PM
Annual Growth: 1.00%

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Counts by: City Traffic Counters

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	75	1	75	5	80	1	80	2	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	912	1	469	64	976	1	502	443	1419	1	723	3	1422	1	725	0	1422	1	725
Comb. T-R		1	469			1	502			1	723			1	725			1	725
NB Right	26	0	-	2	28	0	-	0	28	0	-	0	28	0	-	0	28	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	50	1	50	4	54	1	54	16	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	906	1	495	63	969	1	529	603	1572	1	834	2	1574	1	835	0	1574	1	835
Comb. T-R		1	495			1	529			1	834			1	835			1	835
SB Right	83	0	-	6	89	0	-	6	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	190	1	190	13	203	1	203	6	209	1	209	0	209	1	209	0	209	1	209
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	235	1	235	16	251	1	251	31	282	1	282	2	284	1	284	0	284	1	284
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48
Comb. L-T-R -		0				0				0				0				0	
WB Left	66	1	66	5	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	213	0	-	15	228	0	-	30	258	0	-	3	261	0	-	0	261	0	-
Comb. T-R		1	260			1	278			1	322			1	325			1	325
WB Right	47	0	-	3	50	0	-	14	64	0	-	0	64	0	-	0	64	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		570			N-S:	609			N-S:	916			N-S:	917			N-S:	917
	E-W:		450			E-W:	482			E-W:	532			E-W:	535			E-W:	535
	SUM:		1020			SUM:	1091			SUM:	1447			SUM:	1451			SUM:	1451
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.680			[1]	0.627			[1]	0.865			[1]	0.868			[1]	0.868
Level of Service:			B				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] Reduction of 0.10 due to installation of San Pedro ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Sepulveda Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	165	1	165	12	177	1	177	0	177	1	177	0	177	1	177	0	177	1	177
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	422	2	211	30	452	2	226	53	505	2	252	3	508	2	254	0	508	2	254
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	510	1	510	36	546	1	546	2	548	1	548	3	551	1	551	0	551	1	551
Comb. L-T-R -		0				0				0				0				0	
SB Left	205	1	205	14	219	1	219	0	219	1	219	0	219	1	219	0	219	1	219
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	607	2	304	42	649	2	325	29	678	2	339	6	684	2	342	0	684	2	342
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right [2]	130	1	130	9	139	1	139	6	145	1	145	0	145	1	145	0	145	1	145
Comb. L-T-R -		0				0				0				0				0	
EB Left	156	1	156	11	167	1	167	4	171	1	171	0	171	1	171	0	171	1	171
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1656	2	560	116	1772	2	599	282	2054	2	693	0	2054	2	693	0	2054	2	693
Comb. T-R		1	560			1	599			1	693			1	693			1	693
EB Right	23	0	-	2	25	0	-	0	25	0	-	0	25	0	-	0	25	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	358	1	358	25	383	1	383	-2	381	1	381	6	387	1	387	0	387	1	387
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1627	2	582	114	1741	2	623	225	1966	2	698	0	1966	2	698	0	1966	2	698
Comb. T-R		1	582			1	623			1	698			1	698			1	698
WB Right	120	0	-	8	128	0	-	0	128	0	-	0	128	0	-	0	128	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		469			N-S:	501			N-S:	516			N-S:	519			N-S:	519
	E-W:		918			E-W:	982			E-W:	1074			E-W:	1080			E-W:	1080
	SUM:		1386			SUM:	1483			SUM:	1590			SUM:	1599			SUM:	1599
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			1.008				1.079				1.156				1.163				1.163
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 = 100% of overlapping left turn.
[1] The northbound right-turn lane has an overlapping phase with the westbound left-turn phase.
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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Lomita Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	53	1	53	4	57	1	57	0	57	1	57	0	57	1	57	0	57	1	57
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	388	1	271	27	415	1	290	12	427	1	296	12	439	1	302	0	439	1	302
Comb. T-R		1	271			1	290			1	296			1	302			1	302
NB Right	154	0	-	11	165	0	-	0	165	0	-	0	165	0	-	0	165	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	47	1	47	3	50	1	50	52	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	349	1	349	24	373	1	373	31	404	1	404	3	407	1	407	0	407	1	407
Comb. T-R		1	480			1	514			1	520			1	520			1	520
SB Right	480	0	-	34	514	0	-	6	520	0	-	0	520	0	-	0	520	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	464	1	464	32	496	1	496	-1	495	1	495	0	495	1	495	0	495	1	495
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	642	1	362	45	687	1	387	47	734	1	410	6	740	1	413	0	740	1	413
Comb. T-R		1	362			1	387			1	410			1	413			1	413
EB Right	81	0	-	6	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	200	1	200	14	214	1	214	0	214	1	214	0	214	1	214	0	214	1	214
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	965	1	563	68	1033	1	602	51	1084	1	660	2	1086	1	661	0	1086	1	661
Comb. T-R		1	563			1	602			1	660			1	661			1	661
WB Right	161	0	-	11	172	0	-	64	236	0	-	0	236	0	-	0	236	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	533			N-S:	570			N-S:	576			N-S:	576			N-S:	576
		E-W:	1027			E-W:	1099			E-W:	1155			E-W:	1156			E-W:	1156
		SUM:	1560			SUM:	1669			SUM:	1732			SUM:	1733			SUM:	1733
No. of Phases:			3				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			1.095			[1]	1.114			[1]	1.159			[1]	1.160			[1]	1.160
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 Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

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

Project Alternative 700DU

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

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	69	1	69	5	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	461	1	320	32	493	1	342	41	534	1	363	6	540	1	366	0	540	1	366
Comb. T-R		1	320			1	342			1	363			1	366			1	366
NB Right	179	0	-	13	192	0	-	0	192	0	-	0	192	0	-	0	192	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	141	1	141	10	151	1	151	54	205	1	205	0	205	1	205	0	205	1	205
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	423	1	395	30	453	1	422	20	473	1	431	12	485	1	437	0	485	1	437
Comb. T-R		1	395			1	422			1	431			1	437			1	437
SB Right	366	0	-	26	392	0	-	-2	390	0	-	0	390	0	-	0	390	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	457	1	457	32	489	1	489	2	491	1	491	0	491	1	491	0	491	1	491
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	916	1	489	64	980	1	523	59	1039	1	553	3	1042	1	554	0	1042	1	554
Comb. T-R		1	489			1	523			1	553			1	554			1	554
EB Right	62	0	-	4	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	98	1	98	7	105	1	105	0	105	1	105	0	105	1	105	0	105	1	105
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	730	1	413	51	781	1	442	52	833	1	489	6	839	1	492	0	839	1	492
Comb. T-R		1	413			1	442			1	489			1	492			1	492
WB Right	96	0	-	7	103	0	-	43	146	0	-	0	146	0	-	0	146	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	464			N-S:	496			N-S:	568			N-S:	571			N-S:	571
		E-W:	870			E-W:	931			E-W:	980			E-W:	983			E-W:	983
		SUM:	1334			SUM:	1427			SUM:	1548			SUM:	1554			SUM:	1554
No. of Phases:			3				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.936			[1]	0.938			[1]	1.026			[1]	1.030			[1]	1.030
Level of Service:			E				E				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 ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Vermont Avenue @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	344	2	172	24	368	2	184	13	381	2	191	12	393	2	197	0	393	2	197
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	200	1	200	14	214	1	214	26	240	1	240	21	261	1	261	0	261	1	261
Comb. L-T-R -		0				0				0				0				0	
SB Left	137	1	137	10	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	402	1	258	28	430	1	276	32	462	1	296	3	465	1	298	0	465	1	298
Comb. T-R		1	258			1	276			1	296			1	298			1	298
SB Right	114	0	-	8	122	0	-	8	130	0	-	0	130	0	-	0	130	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	133	1	133	9	142	1	142	4	146	1	146	0	146	1	146	0	146	1	146
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1514	2	523	106	1620	2	559	152	1772	2	610	21	1793	2	617	0	1793	2	617
Comb. T-R		1	523			1	559			1	610			1	617			1	617
EB Right	54	0	-	4	58	0	-	0	58	0	-	0	58	0	-	0	58	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	288	1	288	20	308	1	308	45	353	1	353	6	359	1	359	0	359	2	198
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1750	2	597	123	1873	2	639	212	2085	2	709	5	2090	2	711	0	2090	2	711
Comb. T-R		1	597			1	639			1	709			1	711			1	711
WB Right	41	0	-	3	44	0	-	0	44	0	-	0	44	0	-	0	44	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		309			N-S:	331			N-S:	337			N-S:	343			N-S:	343
	E-W:		811			E-W:	867			E-W:	963			E-W:	976			E-W:	857
	SUM:		1120			SUM:	1198			SUM:	1300			SUM:	1319			SUM:	1201
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.814			[2]	0.771			[2]	0.846			[2]	0.859			[2]	0.773
Level of Service:			D				C				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 = 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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	46	1	46	3	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	458	2	229	32	490	2	245	47	537	2	269	6	543	2	272	0	543	2	272
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right [1]	189	1	189	13	202	1	202	69	271	1	271	11	282	1	282	0	282	1	282
Comb. L-T-R -		0				0				0				0				0	
SB Left	127	1	127	9	136	1	136	0	136	1	136	0	136	1	136	0	136	1	136
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	308	1	202	22	330	1	216	22	352	1	231	12	364	1	237	0	364	1	237
Comb. T-R		1	202			1	216			1	231			1	237			1	237
SB Right	95	0	-	7	102	0	-	8	110	0	-	0	110	0	-	0	110	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	154	1	154	11	165	1	165	12	177	1	177	0	177	1	177	0	177	1	177
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1348	2	463	94	1442	2	496	199	1641	2	562	11	1652	2	566	0	1652	2	566
Comb. T-R		1	463			1	496			1	562			1	566			1	566
EB Right	42	0	-	3	45	0	-	0	45	0	-	0	45	0	-	0	45	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	211	1	211	15	226	1	226	37	263	1	263	24	287	1	287	0	287	2	158
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1552	2	533	109	1661	2	570	141	1802	2	617	18	1820	2	623	0	1820	2	623
Comb. T-R		1	533			1	570			1	617			1	623			1	623
WB Right	46	0	-	3	49	0	-	0	49	0	-	0	49	0	-	0	49	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		356			N-S:	381			N-S:	404			N-S:	407			N-S:	407
	E-W:		687			E-W:	735			E-W:	825			E-W:	853			E-W:	800
	SUM:		1043			SUM:	1116			SUM:	1229			SUM:	1260			SUM:	1207
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.758			[2]	0.711			[2]	0.794			[2]	0.816			[2]	0.778
Level of Service:			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

I-110 Southbound On/Off Ramps @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

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

Project Alternative 700DU

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	435	0	-	30	465	0	-	88	553	0	-	0	553	0	-	0	553	0	-
Comb. L-T		1	435			1	465			1	553			1	553			1	553
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right [1]	1567	2	862	110	1677	2	922	134	1811	2	996	8	1819	2	1000	0	1819	2	1000
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1511	3	422	106	1617	3	451	257	1874	3	521	41	1915	3	532	0	1915	3	532
Comb. T-R		1	422			1	451			1	521			1	532			1	532
EB Right	175	0	-	12	187	0	-	24	211	0	-	0	211	0	-	0	211	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	155	1	155	11	166	1	166	55	221	1	221	0	221	1	221	0	221	1	221
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1214	3	405	85	1299	3	433	151	1450	3	483	3	1453	3	484	0	1453	3	484
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	440			N-S:	471			N-S:	553			N-S:	553			N-S:	553
		E-W:	577			E-W:	617			E-W:	742			E-W:	752			E-W:	752
		SUM:	1017			SUM:	1088			SUM:	1296			SUM:	1306			SUM:	1306
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.714			[2]	0.664			[2]	0.809			[2]	0.816			[2]	0.816
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] 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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	861	0	-	60	921	0	-	34	955	0	-	0	955	0	-	0	955	0	-
Comb. L-T		1	861			1	921			1	955			1	955			1	955
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right [1]	1387	2	763	97	1484	2	816	72	1556	2	856	30	1586	2	872	0	1586	2	872
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1564	3	438	109	1673	3	469	243	1916	3	539	23	1939	3	544	0	1939	3	544
Comb. T-R		1	438			1	469			1	539			1	544			1	544
EB Right	189	0	-	13	202	0	-	36	238	0	-	0	238	0	-	0	238	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	144	1	144	10	154	1	154	31	185	1	185	0	185	1	185	0	185	1	185
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	912	3	304	64	976	3	325	196	1172	3	391	12	1184	3	395	0	1184	3	395
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	861			N-S:	921			N-S:	955			N-S:	955			N-S:	955
		E-W:	582			E-W:	623			E-W:	724			E-W:	730			E-W:	730
		SUM:	1443			SUM:	1544			SUM:	1679			SUM:	1685			SUM:	1685
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			1.013			[2]	0.984			[2]	1.078			[2]	1.082			[2]	1.082
Level of Service:			F				E				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

Figueroa Place @ I-110 Southbound Off Ramp

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

Peak Hour: AM
Annual Growth: 1.0%

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

Project Alternative 700DU

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-	0	1	0	-
Comb. L-T		1	198			1	212			1	212			1	218			1	218
NB Thru	197	0	-	14	211	0	-	0	211	0	-	6	217	0	-	0	217	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	104	0	-	7	111	0	-	0	111	0	-	2	113	0	-	0	113	0	-
Comb. T-R		1	114			1	122			1	122			1	124			1	124
SB Right	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	25	0	-	2	27	0	-	0	27	0	-	0	27	0	-	0	27	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6	0	6	1	6
Comb. L-T-R -		0				0				0				0				0	
WB Left	581	1	-	41	622	1	-	149	771	1	-	9	780	1	-	0	780	1	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	45	0	437	3	48	0	468	0	48	0	542	0	48	0	547	0	48	0	547
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	248	0	-	17	265	0	-	0	265	0	-	0	265	0	-	0	265	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:	197		N-S:	211			N-S:	211			N-S:	217			N-S:	217		
	E-W:	443		E-W:	474			E-W:	549			E-W:	553			E-W:	553		
	SUM:	640		SUM:	685			SUM:	759			SUM:	770			SUM:	770		
No. of Phases:		U				U				U				U				U	
(N/A=0, ATSAC=1, ATCS=2)		*0*				*0*				*0*				*0*				*0*	
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.
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 Place @ I-110 Southbound Off Ramp

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		1	84			1	90			1	90			1	93			1	93
NB Thru	84	0	-	6	90	0	-	0	90	0	-	3	93	0	-	0	93	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
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	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	142	0	-	10	152	0	-	0	152	0	-	6	158	0	-	0	158	0	-
Comb. T-R		1	154			1	165			1	165			1	171			1	171
SB Right	12	0	-	1	13	0	-	0	13	0	-	0	13	0	-	0	13	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	15	0	-	1	16	0	-	0	16	0	-	0	16	0	-	0	16	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5
Comb. L-T-R -		0				0				0				0				0	
WB Left	1031	1	-	72	1103	1	-	131	1234	1	-	36	1270	1	-	0	1270	1	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	34	0	585	2	36	0	626	0	36	0	691	0	36	0	709	0	36	0	709
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	105	0	-	7	112	0	-	0	112	0	-	0	112	0	-	0	112	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:	N-S:	154		N-S:	165			N-S:	165			N-S:	171			N-S:	171		
	E-W:	590		E-W:	631			E-W:	697			E-W:	715			E-W:	715		
	SUM:	744		SUM:	796			SUM:	862			SUM:	886			SUM:	886		
No. of Phases:	U			U				U				U				U			
(N/A=0, ATSAC=1, ATCS=2)	*0*			*0*				*0*				*0*				*0*			
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.
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 Place @ Anaheim Street

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

Peak Hour: AM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	13	0	52	1	14	0	56	0	14	0	56	0	14	0	56	0	14	0	56
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	21	0	-	1	22	0	-	0	22	0	-	0	22	0	-	0	22	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	270	0	-	19	289	0	-	25	314	0	-	0	314	0	-	0	314	0	-
Comb. L-T		1	316			1	338			1	363			1	363			1	363
SB Thru	46	0	-	3	49	0	-	0	49	0	-	0	49	0	-	0	49	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	354	1	354	25	379	1	379	76	455	1	455	11	466	1	466	0	466	1	466
Comb. L-T-R -		0				0				0				0				0	
EB Left	91	1	91	6	97	1	97	0	97	1	97	6	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1024	1	584	72	1096	1	624	73	1169	1	661	59	1228	1	691	0	1228	1	691
Comb. T-R		1	584			1	624			1	661			1	691			1	691
EB Right	143	0	-	10	153	0	-	1	154	0	-	0	154	0	-	0	154	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	247	1	247	17	264	1	264	0	264	1	264	0	264	1	264	0	264	1	264
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	602	1	342	42	644	1	365	40	684	1	385	2	686	1	386	0	686	1	386
Comb. T-R		1	342			1	365			1	385			1	386			1	386
WB Right	81	0	-	6	87	0	-	0	87	0	-	0	87	0	-	0	87	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		349		N-S:		374		N-S:		450		N-S:		459		N-S:		488
	E-W:		831		E-W:		889		E-W:		926		E-W:		955		E-W:		852
	SUM:		1180		SUM:		1262		SUM:		1375		SUM:		1414		SUM:		1341
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*
Volume / Capacity:	[1]		0.728		[1]		0.786		[1]		0.865		[1]		0.893		[1]		0.841
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, 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 ATSAC/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

Figueroa Place @ Anaheim Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	3	0	36	0	3	0	39	0	3	0	39	0	3	0	39	0	3	0	39
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	27	0	-	2	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T-R -		1				1				1				1				1	
SB Left	425	0	-	30	455	0	-	10	465	0	-	0	465	0	-	0	465	0	-
Comb. L-T		1	487			1	521			1	531			1	531			1	531
SB Thru	62	0	-	4	66	0	-	0	66	0	-	0	66	0	-	0	66	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	701	1	701	49	750	1	750	78	828	1	828	43	871	1	871	0	871	1	871
Comb. L-T-R -		0				0				0				0				0	
EB Left	33	1	33	2	35	1	35	0	35	1	35	3	38	1	38	0	38	1	38
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	984	1	559	69	1053	1	598	109	1162	1	652	32	1194	1	668	0	1194	1	668
Comb. T-R		1	559			1	598			1	652			1	668			1	668
EB Right	133	0	-	9	142	0	-	0	142	0	-	0	142	0	-	0	142	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	213	1	213	15	228	1	228	0	228	1	228	0	228	1	228	0	228	1	228
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	551	1	291	39	590	1	311	34	624	1	328	9	633	1	332	0	633	1	332
Comb. T-R		1	291			1	311			1	328			1	332			1	332
WB Right	30	0	-	2	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:	699		N-S:	748			N-S:	826			N-S:	868			N-S:	900		
	E-W:	772		E-W:	826			E-W:	880			E-W:	896			E-W:	556		
	SUM:	1470		SUM:	1573			SUM:	1706			SUM:	1764			SUM:	1456		
No. of Phases:		3				3				3				3				3	
(N/A=0, ATSAC=1, ATCS=2)		*2*				*2*				*2*				*2*				*2*	
Volume / Capacity:	[1]	0.932		[1]	1.004			[1]	1.097			[1]	1.138			[1]	0.922		
Level of Service:		E				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, 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 ATSAC/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

Figueroa Street @ Sepulveda Boulevard

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	222	1	222	16	238	1	238	0	238	1	238	0	238	1	238	0	238	1	238
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	283	1	176	20	303	1	188	11	314	1	193	0	314	1	193	0	314	1	193
Comb. T-R		1	176			1	188			1	193			1	193			1	193
NB Right	68	0	-	5	73	0	-	0	73	0	-	0	73	0	-	0	73	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	53	1	53	4	57	1	57	6	63	1	63	0	63	1	63	0	63	1	63
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	222	1	222	16	238	1	238	10	248	1	248	0	248	1	248	0	248	1	248
Comb. T-R		1	270			1	289			1	298			1	298			1	298
SB Right	270	0	-	19	289	0	-	9	298	0	-	0	298	0	-	0	298	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	241	1	241	17	258	1	258	21	279	1	279	0	279	1	279	0	279	1	279
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	827	2	414	58	885	2	442	35	920	2	460	6	926	2	463	0	926	2	463
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	87	1	87	6	93	1	93	1	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T-R -		0				0				0				0				0	
WB Left	83	1	83	6	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1098	2	549	77	1175	2	587	33	1208	2	604	2	1210	2	605	0	1210	2	605
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	82	1	82	6	88	1	88	17	105	1	105	0	105	1	105	0	105	1	105
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		492		N-S:		526		N-S:		535		N-S:		535		N-S:		535
	E-W:		790		E-W:		845		E-W:		883		E-W:		884		E-W:		884
	SUM:		1282		SUM:		1372		SUM:		1418		SUM:		1419		SUM:		1419
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			0.932				0.998				1.031				1.032				1.032
Level of Service:			E				E				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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	114	1	114	8	122	1	122	1	123	1	123	0	123	1	123	0	123	1	123
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	249	1	197	17	266	1	210	16	282	1	218	0	282	1	218	0	282	1	218
Comb. T-R		1	197			1	210			1	218			1	218			1	218
NB Right	144	0	-	10	154	0	-	0	154	0	-	0	154	0	-	0	154	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	108	1	108	8	116	1	116	18	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	239	1	174	17	256	1	186	10	266	1	203	0	266	1	203	0	266	1	203
Comb. T-R		1	174			1	186			1	203			1	203			1	203
SB Right	109	0	-	8	117	0	-	24	141	0	-	0	141	0	-	0	141	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	313	1	313	22	335	1	335	19	354	1	354	0	354	1	354	0	354	1	354
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1055	2	528	74	1129	2	564	54	1183	2	591	3	1186	2	593	0	1186	2	593
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	161	1	161	11	172	1	172	0	172	1	172	0	172	1	172	0	172	1	172
Comb. L-T-R -		0				0				0				0				0	
WB Left	101	1	101	7	108	1	108	0	108	1	108	0	108	1	108	0	108	1	108
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	912	2	456	64	976	2	488	48	1024	2	512	6	1030	2	515	0	1030	2	515
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	87	1	87	6	93	1	93	10	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		305		N-S:		326		N-S:		352		N-S:		352		N-S:		352
	E-W:		769		E-W:		823		E-W:		866		E-W:		869		E-W:		869
	SUM:		1074		SUM:		1149		SUM:		1218		SUM:		1221		SUM:		1221
No. of Phases:			4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
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

Figueroa Street (north of PCH) @ I-110 Northbound On-Ramp

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left [1]	1472	2	810	103	1575	2	866	192	1767	2	972	30	1797	2	988	0	1797	2	988
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	411	0	-	29	440	0	-	16	456	0	-	0	456	0	-	0	456	0	-
Comb. T-R		1	421			1	450			1	466			1	466			1	466
NB Right	10	0	-	1	11	0	-	0	11	0	-	0	11	0	-	0	11	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	213	1	174	15	228	1	186	17	245	1	195	0	245	1	195	0	245	2	122
Comb. T-R		1	174			1	186			1	195			1	195			0	-
SB Right	135	0	-	9	144	0	-	0	144	0	-	0	144	0	-	0	144	1	144
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	7	0	0	0	7	0	0	0	7	0	0	0	7	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	1	7
Comb. L-T-R -		1				1				1				1				0	
Crit. Volumes:	N-S:	984			N-S:	1052			N-S:	1167			N-S:	1183			N-S:	1133	
	E-W:	0			E-W:	0			E-W:	0			E-W:	0			E-W:	0	
	SUM:	984			SUM:	1052			SUM:	1167			SUM:	1183			SUM:	1133	
No. of Phases:		U				U				U				U				U	
(N/A=0, ATSAC=1, ATCS=2)		*0*				*0*				*0*				*0*				*0*	
Volume / Capacity:		0.820				0.877				0.972				0.986				0.944	
Level of Service:		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.
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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane 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	2	998	0	1815	2	998
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru [1]	355	0	-	25	380	0	-	24	404	0	-	0	404	0	-	0	404	0	-
Comb. T-R		1	362			1	387			1	411			1	411			1	411
NB Right	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	311	1	182	22	333	1	194	16	349	1	202	0	349	1	202	0	349	2	174
Comb. T-R		1	182			1	194			1	202			1	202			0	-
SB Right	52	0	-	4	56	0	-	0	56	0	-	0	56	0	-	0	56	1	56
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	0	0	11	0	0	0	12	0	0	0	12	0	0	0	12	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	11	0	-	1	12	0	-	0	12	0	-	0	12	0	-	0	12	1	12
Comb. L-T-R -		1				1				1				1				0	
Crit. Volumes:	N-S:	1043		N-S:	1116			N-S:	1191			N-S:	1200			N-S:	1172		
	E-W:	0		E-W:	0			E-W:	0			E-W:	0			E-W:	0		
	SUM:	1043		SUM:	1116			SUM:	1191			SUM:	1200			SUM:	1172		
No. of Phases:		U				U				U				U				U	
(N/A=0, ATSAC=1, ATCS=2)		*0*				*0*				*0*				*0*				*0*	
Volume / Capacity:		0.869				0.930				0.993				1.000				0.977	
Level of Service:		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] Freeflow movement.

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CRITICAL MOVEMENT ANALYSIS

Figueroa Street @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	200	1	200	14	214	1	214	42	256	1	256	0	256	1	256	0	256	1	256
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	475	1	334	33	508	1	357	9	517	1	399	0	517	1	399	0	517	1	399
Comb. T-R		1	334			1	357			1	399			1	399			1	399
NB Right	192	0	-	13	205	0	-	75	280	0	-	0	280	0	-	0	280	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	17	1	17	1	18	1	18	0	18	1	18	0	18	1	18	0	18	1	18
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	138	1	138	10	148	1	148	13	161	1	161	0	161	1	161	0	161	1	161
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	59	1	59	4	63	1	63	4	67	1	67	0	67	1	67	0	67	1	67
Comb. L-T-R -		0				0				0				0				0	
EB Left	952	2	524	67	1019	2	560	111	1130	2	621	30	1160	2	638	0	1160	2	638
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	882	1	491	62	944	1	525	195	1139	1	629	12	1151	1	635	0	1151	1	635
Comb. T-R		1	491			1	525			1	629			1	635			1	635
EB Right	99	0	-	7	106	0	-	13	119	0	-	0	119	0	-	0	119	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	65	1	65	5	70	1	70	5	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1075	2	507	75	1150	2	542	187	1337	2	627	3	1340	2	628	0	1340	3	447
Comb. T-R		1	507			1	542			1	627			1	628			1	544
WB Right	445	0	-	31	476	0	-	68	544	0	-	0	544	0	-	0	544	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		351		N-S:		375		N-S:		417		N-S:		417		N-S:		417
	E-W:		1030		E-W:		1102		E-W:		1248		E-W:		1266		E-W:		1085
	SUM:		1381		SUM:		1477		SUM:		1665		SUM:		1683		SUM:		1502
No. of Phases:			3				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.969			[1]	0.974			[1]	1.111			[1]	1.124			[1]	0.992
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 ATSAC/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

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION [2]			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane 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	0	256	1	256
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	465	1	358	33	498	1	383	9	507	1	404	0	507	1	404	0	507	1	404
Comb. T-R		1	358			1	383			1	404			1	404			1	404
NB Right	250	0	-	18	268	0	-	33	301	0	-	0	301	0	-	0	301	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	66	1	66	5	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	178	1	178	12	190	1	190	7	197	1	197	0	197	1	197	0	197	1	197
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	73	1	73	5	78	1	78	9	87	1	87	0	87	1	87	0	87	1	87
Comb. L-T-R -		0				0				0				0				0	
EB Left	995	2	547	70	1065	2	586	143	1208	2	664	16	1224	2	673	0	1224	2	673
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1396	1	745	98	1494	1	797	201	1695	1	908	6	1701	1	911	0	1701	1	911
Comb. T-R		1	745			1	797			1	908			1	911			1	911
EB Right	93	0	-	7	100	0	-	22	122	0	-	0	122	0	-	0	122	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	55	1	55	4	59	1	59	5	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	734	2	367	51	785	2	393	163	948	2	474	12	960	2	480	0	960	3	320
Comb. T-R		1	438			1	469			1	508			1	508			1	508
WB Right	438	0	-	31	469	0	-	39	508	0	-	0	508	0	-	0	508	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		424		N-S:		453		N-S:		474		N-S:		474		N-S:		474
	E-W:		985		E-W:		1054		E-W:		1172		E-W:		1181		E-W:		993
	SUM:		1409		SUM:		1507		SUM:		1646		SUM:		1655		SUM:		1467
No. of Phases:			3				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.989			[1]	0.996			[1]	1.097			[1]	1.104			[1]	0.967
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 ATSAC/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 (north of Anaheim St) @ I-110 Northbound On Ramp

N-S St: Figueroa Street (north of Anaheim St)
E-W St: I-110 Northbound On Ramp
Project: Ponte Vista Project/1-103861-1
File Name: CMA53
Counts by: The Traffic Solution

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	957	0	-	67	1024	0	-	61	1085	0	-	50	1135	0	-	0	1135	1	794
Comb. L-T		1	957			1	1024			1	1085			1	1135			0	-
NB Thru [1]	246	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			0	-
NB Right	24	0	-	2	26	0	-	0	26	0	-	0	26	0	-	0	26	0	-
Comb. L-T-R -		0				0				0				0				1	
SB Left	1	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
SB Thru	194	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
SB Right	22	0	-	2	24	0	-	6	30	0	-	0	30	0	-	0	30	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	50	0	-	4	54	0	-	0	54	0	-	0	54	0	-	0	54	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	119	0	187	8	127	0	200	0	127	0	200	0	127	0	200	0	127	0	200
Comb. T-R		0	-			0	-			0	-			0	-			0	-
WB Right	18	0	-	1	19	0	-	0	19	0	-	0	19	0	-	0	19	0	-
Comb. L-T-R -		1				1				1				1				1	
Crit. Volumes:		N-S:	1066			N-S:	1140			N-S:	1212			N-S:	1262			N-S:	922
		E-W:	187			E-W:	200			E-W:	200			E-W:	200			E-W:	200
		SUM:	1253			SUM:	1340			SUM:	1412			SUM:	1462			SUM:	1122
No. of Phases:			U				U				U				U				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*0*				*0*				*0*				*0*
Volume / Capacity:			1.044				1.117				1.177				1.218				0.787
Level of Service:			F				F				F				F				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

Figueroa Street (north of Anaheim St) @ I-110 Northbound On Ramp

N-S St: Figueroa Street (north of Anaheim St)
E-W St: I-110 Northbound On Ramp
Project: Ponte Vista Project/1-103861-1
File Name: CMA53
Counts by: The Traffic Solution

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

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

Figueroa Street @ Anaheim Street

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume
NB Left	245	0	-	17	262	1	262	11	273	1	273	0	273	1	273	0	273	1	273
Comb. L-T		1	334			0	-			0	-			0	-			0	-
NB Thru	251	0	-	18	269	1	226	33	302	1	243	0	302	1	243	0	302	1	243
Comb. T-R		1	334			1	226			1	243			1	243			1	243
NB Right	172	0	-	12	184	0	-	0	184	0	-	0	184	0	-	0	184	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	24	0	-	2	26	1	26	0	26	1	26	0	26	1	26	0	26	1	26
Comb. L-T		1	100			0	-			0	-			0	-			0	-
SB Thru	76	0	-	5	81	1	81	22	103	1	103	0	103	1	103	0	103	1	103
Comb. T-R		1	143			1	153			1	153			1	153			1	153
SB Right	143	0	-	10	153	0	-	0	153	0	-	0	153	0	-	0	153	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	796	1	438	56	852	1	468	47	899	1	494	50	949	1	522	0	949	1	522
Comb. L-T		1	452			1	484			1	520			1	536			1	536
EB Thru	520	0	-	36	556	0	-	49	605	0	-	9	614	0	-	0	614	0	-
Comb. T-R		1	452			1	484			1	520			1	536			1	536
EB Right	26	0	-	2	28	0	-	3	31	0	-	0	31	0	-	0	31	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	31	1	31	2	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	593	1	377	42	635	1	403	35	670	1	425	2	672	1	426	0	672	2	336
Comb. T-R		1	377			1	403			1	425			1	426			0	-
WB Right [3]	161	0	-	11	172	0	-	8	180	0	-	0	180	0	-	0	180	1	180
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	388			N-S:	415			N-S:	426			N-S:	426			N-S:	426
		E-W:	829			E-W:	887			E-W:	945			E-W:	962			E-W:	872
		SUM:	1217			SUM:	1302			SUM:	1371			SUM:	1388			SUM:	1298
No. of Phases:			3				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.854			[1]	0.847			[1]	0.897			[1]	0.910			[1]	0.844
Level of Service:			D				D				D				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.
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.
[2] As part of the City's ATSAC 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

Figueroa Street @ Anaheim Street

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume	Added Volume	Total Volume	No. of [2] Lanes	Lane Volume
NB Left	260	0	-	18	278	1	278	7	285	1	285	0	285	1	285	0	285	1	285
Comb. L-T		1	343			0	-			0	-			0	-			0	-
NB Thru	216	0	-	15	231	1	227	22	253	1	238	0	253	1	238	0	253	1	238
Comb. T-R		1	343			1	227			1	238			1	238			1	238
NB Right	209	0	-	15	224	0	-	0	224	0	-	0	224	0	-	0	224	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	49	0	-	3	52	1	52	0	52	1	52	0	52	1	52	0	52	1	52
Comb. L-T		1	88			0	-			0	-			0	-			0	-
SB Thru	86	0	-	6	92	1	67	32	124	1	83	0	124	1	83	0	124	1	83
Comb. T-R		1	88			1	67			1	83			1	83			1	83
SB Right	40	0	-	3	43	0	-	0	43	0	-	0	43	0	-	0	43	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	633	1	348	44	677	1	373	74	751	1	413	28	779	1	429	0	779	1	429
Comb. L-T		1	531			1	568			1	608			1	617			1	617
EB Thru	737	0	-	52	789	0	-	34	823	0	-	5	828	0	-	0	828	0	-
Comb. T-R		1	531			1	568			1	608			1	617			1	617
EB Right	40	0	-	3	43	0	-	12	55	0	-	0	55	0	-	0	55	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	41	1	41	3	44	1	44	0	44	1	44	0	44	1	44	0	44	1	44
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	525	1	409	37	562	1	438	29	591	1	460	9	600	1	465	0	600	2	300
Comb. T-R		1	409			1	438			1	460			1	465			0	-
WB Right [3]	293	0	-	21	314	0	-	16	330	0	-	0	330	0	-	0	330	1	330
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:		N-S:	392			N-S:	346			N-S:	369			N-S:	369			N-S:	369
		E-W:	940			E-W:	1006			E-W:	1068			E-W:	1081			E-W:	946
		SUM:	1331			SUM:	1351			SUM:	1436			SUM:	1450			SUM:	1315
No. of Phases:			3				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.934			[1]	0.883			[1]	0.945			[1]	0.954			[1]	0.856
Level of Service:			E				D				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.
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.
[2] As part of the City's ATSAC 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

Wilmington Boulevard @ Pacific Coast Highway

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

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	216	1	216	15	231	1	231	4	235	1	235	0	235	1	235	0	235	1	235
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	561	1	362	39	600	1	387	89	689	1	441	0	689	1	441	0	689	1	441
Comb. T-R		1	362			1	387			1	441			1	441			1	441
NB Right	163	0	-	11	174	0	-	18	192	0	-	0	192	0	-	0	192	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	70	1	70	5	75	1	75	27	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	291	1	170	20	311	1	181	63	374	1	261	0	374	1	261	0	374	1	261
Comb. T-R		1	170			1	181			1	261			1	261			1	261
SB Right	48	0	-	3	51	0	-	96	147	0	-	0	147	0	-	0	147	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	151	1	151	11	162	1	162	123	285	1	285	0	285	1	285	0	285	1	285
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	884	2	321	62	946	2	343	71	1017	2	370	12	1029	2	374	0	1029	2	374
Comb. T-R		1	321			1	343			1	370			1	374			1	374
EB Right	79	0	-	6	85	0	-	8	93	0	-	0	93	0	-	0	93	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	55	1	55	4	59	1	59	10	69	1	69	0	69	1	69	0	69	1	69
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1260	2	451	88	1348	2	483	117	1465	2	533	3	1468	2	534	0	1468	2	534
Comb. T-R		1	451			1	483			1	533			1	534			1	534
WB Right	93	0	-	7	100	0	-	35	135	0	-	0	135	0	-	0	135	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		432			N-S:	462			N-S:	543			N-S:	543			N-S:	543
	E-W:		602			E-W:	644			E-W:	818			E-W:	819			E-W:	819
	SUM:		1034			SUM:	1106			SUM:	1361			SUM:	1362			SUM:	1362
No. of Phases:			3				3				3				3				3
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.726			[1]	0.676			[1]	0.855			[1]	0.855			[1]	0.855
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] Reduction of 0.10 due to installation of Wilmington ATSAC/ATCS system.

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CRITICAL MOVEMENT ANALYSIS

Wilmington Boulevard @ Pacific Coast Highway

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

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	163	1	163	11	174	1	174	8	182	1	182	0	182	1	182	0	182	1	182
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	289	1	199	20	309	1	212	45	354	1	239	0	354	1	239	0	354	1	239
Comb. T-R		1	199			1	212			1	239			1	239			1	239
NB Right	108	0	-	8	116	0	-	9	125	0	-	0	125	0	-	0	125	0	-
Comb. L-T-R -		0				0				0				0				0	
SB Left	130	1	130	9	139	1	139	16	155	1	155	0	155	1	155	0	155	1	155
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	349	1	199	24	373	1	213	58	431	1	269	0	431	1	269	0	431	1	269
Comb. T-R		1	199			1	213			1	269			1	269			1	269
SB Right	49	0	-	3	52	0	-	54	106	0	-	0	106	0	-	0	106	0	-
Comb. L-T-R -		0				0				0				0				0	
EB Left	113	1	113	8	121	1	121	47	168	1	168	0	168	1	168	0	168	1	168
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	1433	2	520	100	1533	2	557	158	1691	2	611	6	1697	2	613	0	1697	2	613
Comb. T-R		1	520			1	557			1	611			1	613			1	613
EB Right	128	0	-	9	137	0	-	5	142	0	-	0	142	0	-	0	142	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	81	1	81	6	87	1	87	16	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	1048	2	376	73	1121	2	402	117	1238	2	445	12	1250	2	449	0	1250	2	449
Comb. T-R		1	376			1	402			1	445			1	449			1	449
WB Right	79	0	-	6	85	0	-	13	98	0	-	0	98	0	-	0	98	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		362			N-S:		387			N-S:		451			N-S:		451	
	E-W:		601			E-W:		643			E-W:		714			E-W:		716	
	SUM:		963			SUM:		1031			SUM:		1165			SUM:		1167	
No. of Phases:			3					3					3					3	
(N/A=0, ATSAC=1, ATCS=2)			*0*					*2*					*2*					*2*	
Volume / Capacity:			0.676				[2]	0.623			[2]		0.718			[2]		0.719	
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.
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

Wilmington Boulevard @ Anaheim Street

N-S St: Wilmington Boulevard
E-W St: Anaheim Street
Project: Ponte Vista Project/1-103861-1
File Name: CMA56
Counts by: The Traffic Solution

Peak Hour: AM
Annual Growth: 1.0%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	107	1	107	7	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	240	1	240	17	257	1	257	57	314	1	314	0	314	1	314	0	314	1	314
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	34	1	34	2	36	1	36	21	57	1	57	0	57	1	57	0	57	1	57
Comb. L-T-R -		0				0				0				0				0	
SB Left	87	1	87	6	93	1	93	16	109	1	109	0	109	1	109	0	109	1	109
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	177	1	177	12	189	1	189	16	205	1	205	0	205	1	205	0	205	1	205
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	93	1	93	7	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100
Comb. L-T-R -		0				0				0				0				0	
EB Left	65	1	65	5	70	1	70	0	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	675	1	353	47	722	1	378	48	770	1	402	9	779	1	406	0	779	1	406
Comb. T-R		1	353			1	378			1	402			1	406			1	406
EB Right	31	0	-	2	33	0	-	0	33	0	-	0	33	0	-	0	33	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	24	1	24	2	26	1	26	6	32	1	32	0	32	1	32	0	32	1	32
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	613	1	347	43	656	1	371	21	677	1	386	2	679	1	387	0	679	1	387
Comb. T-R		1	347			1	371			1	386			1	387			1	387
WB Right	81	0	-	6	87	0	-	8	95	0	-	0	95	0	-	0	95	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		327		N-S:		350		N-S:		423		N-S:		423		N-S:		423
	E-W:		412		E-W:		441		E-W:		455		E-W:		456		E-W:		456
	SUM:		739		SUM:		791		SUM:		878		SUM:		879		SUM:		879
No. of Phases:			2				2				2				2				2
(N/A=0, ATSAC=1, ATCS=2)			*0*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.493			[1]	0.427			[1]	0.485			[1]	0.486			[1]	0.486
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.
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

Wilmington Boulevard @ Anaheim Street

N-S St: Wilmington Boulevard
E-W St: Anaheim Street
Project: Ponte Vista Project/1-103861-1
File Name: CMA56
Counts by: The Traffic Solution

Peak Hour: PM
Annual Growth: 1.00%

Project Alternative 700DU

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

	2010 EXIST. TRAFFIC			2017 W/ AMBIENT GROWTH				2017 FUTURE BASELINE				2017 W/ PROPOSED PROJECT				2017 W/ MITIGATION			
Movement	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	51	1	51	4	55	1	55	0	55	1	55	0	55	1	55	0	55	1	55
Comb. L-T		0	-			0	-			0	-			0	-			0	-
NB Thru	155	1	155	11	166	1	166	31	197	1	197	0	197	1	197	0	197	1	197
Comb. T-R		0	-			0	-			0	-			0	-			0	-
NB Right	48	1	48	3	51	1	51	12	63	1	63	0	63	1	63	0	63	1	63
Comb. L-T-R -		0				0				0				0				0	
SB Left	141	1	141	10	151	1	151	9	160	1	160	0	160	1	160	0	160	1	160
Comb. L-T		0	-			0	-			0	-			0	-			0	-
SB Thru	193	1	193	14	207	1	207	63	270	1	270	0	270	1	270	0	270	1	270
Comb. T-R		0	-			0	-			0	-			0	-			0	-
SB Right	86	1	86	6	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T-R -		0				0				0				0				0	
EB Left	73	1	73	5	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78
Comb. L-T		0	-			0	-			0	-			0	-			0	-
EB Thru	923	1	485	65	988	1	518	23	1011	1	530	5	1016	1	532	0	1016	1	532
Comb. T-R		1	485			1	518			1	530			1	532			1	532
EB Right	46	0	-	3	49	0	-	0	49	0	-	0	49	0	-	0	49	0	-
Comb. L-T-R -		0				0				0				0				0	
WB Left	45	1	45	3	48	1	48	22	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-
WB Thru	707	1	402	49	756	1	430	43	799	1	460	9	808	1	464	0	808	1	464
Comb. T-R		1	402			1	430			1	460			1	464			1	464
WB Right	97	0	-	7	104	0	-	16	120	0	-	0	120	0	-	0	120	0	-
Comb. L-T-R -		0				0				0				0				0	
Crit. Volumes:	N-S:		296			N-S:		317			N-S:		357			N-S:	357		
	E-W:		530			E-W:		567			E-W:		600			E-W:	603		
	SUM:		826			SUM:		883			SUM:		957			SUM:	959		
No. of Phases:			2					2					2						2
(N/A=0, ATSAC=1, ATCS=2)			*0*					*2*					*2*				*2*		*2*
Volume / Capacity:			0.550				[1]	0.489			[1]	0.538			[1]	0.540			[1] 0.540
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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