

APPENDIX I-1:

TRANSPORTATION STUDY

The Mobility Group,
Enlightenment Plaza Project Transportation Study,
January 2020.

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Enlightenment Plaza Project

Transportation Study

January 2020

Prepared by

The Mobility Group

Enlightenment Plaza Project

Transportation Study

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Enlightenment Plaza Project

Transportation Study

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1. Introduction

This report documents a transportation impact analysis for the proposed Enlightenment Plaza Project located at 321 N Madison Avenue¹ in the Hollywood Area of Los Angeles. The Project Site is part of the block bounded by Beverly Boulevard to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north. The Project location is shown in Figure 1.1.

1.1 Project Description and Location

The Project Site is currently occupied by an AT&T Service Yard, with driveways on Juanita Avenue. The site also includes 3812 Oakwood which has 3 multi-family units. In addition, 3838 Oakwood at the corner of Oakwood / Juanita has an existing office building which will remain.

The Proposed Project, referred to as Enlightenment Plaza will consist of 449 units of housing dedicated to Permanent Supportive Housing (Restricted Affordable) for formerly homeless individuals in 5 buildings, including 5,700 sq.ft. of services (mental and physical health, financial, employment) for on-site residents, and 5 managers units.

The main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue. A Site Plan is shown in Figure 1.2.

The Project Site is located close to many other destination land uses in the Hollywood Area, with excellent access to transit, bike lanes, and a pedestrian network with sidewalks on all streets and pedestrian crosswalks at all intersections. The Vermont /Beverly Red Line rail station and a Rapid Bus stop are approximately 500 feet from the subject site.

1.2 Study Scope

The scope and methodology of this analysis was determined in conjunction with the City of Los Angeles Department of Transportation (LADOT), and was conducted in accordance with the LADOT Traffic Study Guidelines, and defined in a Memorandum of Understanding (see Appendix A).

¹ Including 312-328 N Juanita Ave, 3810-3838 W Oakwood Ave, and 317-345 N Madison Avenue

The analysis addresses the following time periods:

- AM peak hour
- PM peak hour

The analysis also addresses the following scenarios:

- Existing Conditions
- Existing Conditions With Project
- Future Conditions Year Without Project
- Future Conditions Year With Project
- Future Conditions Year With Project With Mitigation

The analysis addresses a future year of 2023, which is the projected year of project completion.

1.3 Overview of Methodology

Intersection Analysis

Intersection analysis was conducted using the “Critical Movement Analysis (Planning Method)” as described in “Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980”, and as required by LADOT’s Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Congestion Management Program Analysis

A congestion management plan analysis was conducted addressing arterial intersections, freeway segments, and transit, as required by the *2010 Los Angeles County Congestion Management Program (Metro, 2010)* guidelines.

Freeway System

Freeway facilities were evaluated according to the MOU between LADOT and Caltrans (*Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)*) that sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. The evaluation concluded that the thresholds for analysis were not met (as shown in the MOU in Appendix A), so further freeway analysis was not necessary.

State of California Senate Bill No. 743

State of California Senate Bill 743¹, requires the Governor’s Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state’s goals on reduction of greenhouse gas emission (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor’s Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology.

The City of Los Angeles has updated its travel demand model, impact evaluation methodology and transportation impact thresholds based on VMT. The city recently adapted the new CEQA thresholds and methodology for VMT, along with revised Transportation Assessment Guidelines. Because this Project has a signed MOU and submitted its Affordable Housing Referral² application to the Department of City Planning (DCP) prior to the City’s adoption date, and because this study has already been in substantial progress, this study utilizes the (pervious) guidelines that were in effect when the study commenced. However, a VMT analysis will be prepared as a separate document.

1.4 Organization of this Report

This report is organized as follows. Chapter 2 describes the existing transportation conditions in the area of the Project. Chapter 3 provides a description of the Proposed Project and its transportation characteristics, including trip generation, distribution of project trips, and vehicular access. Chapter 4 analyzes potential transportation impacts for the Existing With Project conditions. Chapter 5 addresses the Future Without Project conditions (year 2023) and sets the future cumulative baseline for analysis of Project impacts at buildout. Chapter 6 addresses the Future With Project Conditions and analyzes the potential transportation impacts of the Project. Chapter 7 identifies proposed transportation measures to mitigate any identified significant impacts caused by the Project. Appendices provide backup technical information, including the LADOT MOU, list of related projects, the Caltrans Freeway Threshold check, traffic counts, and intersection level of service calculations.

¹ SB 743(Steinberg, 2013).

² Application submitted July 3, 2019 and its review fee was paid on July 11, 2019.

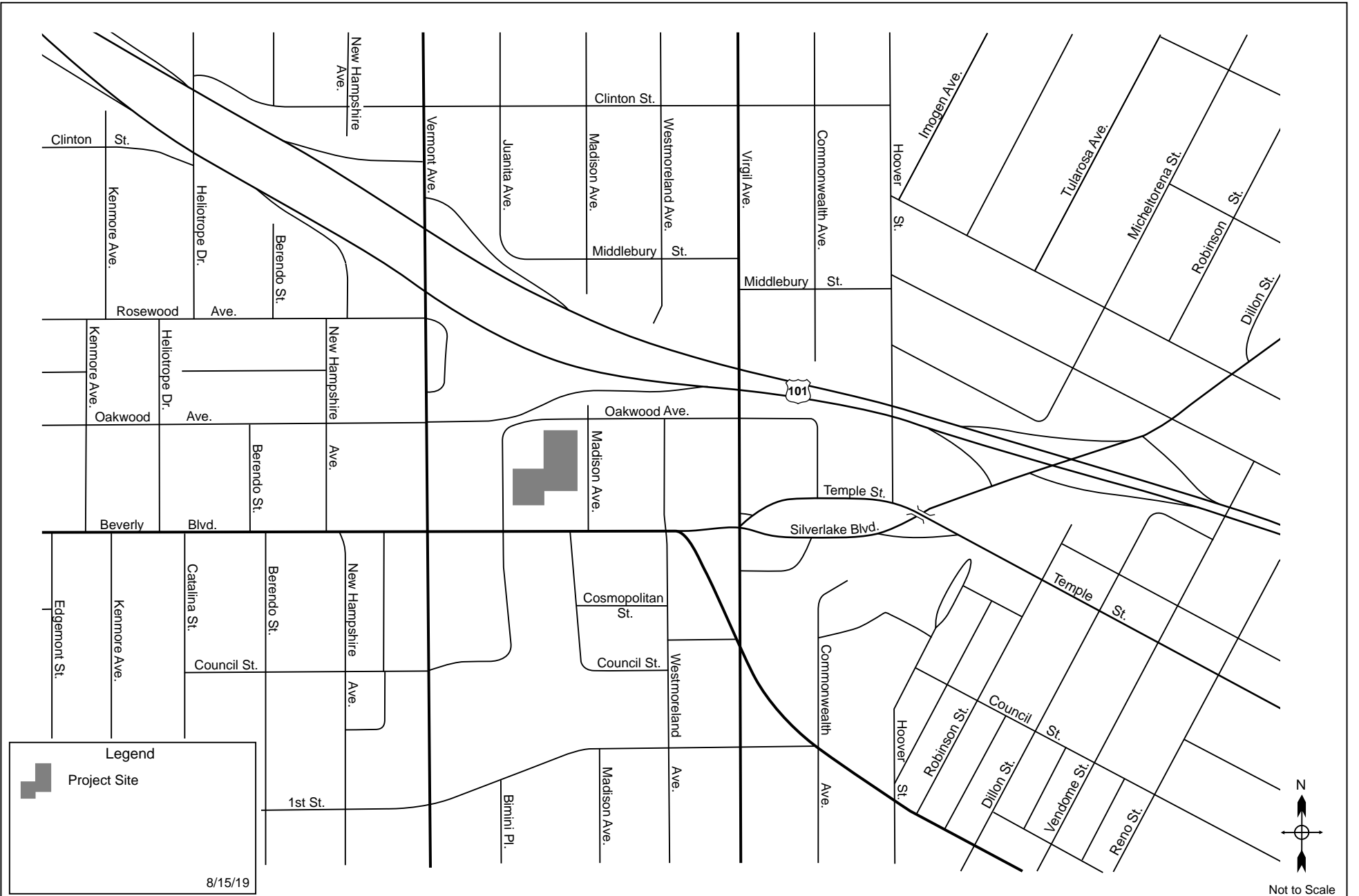
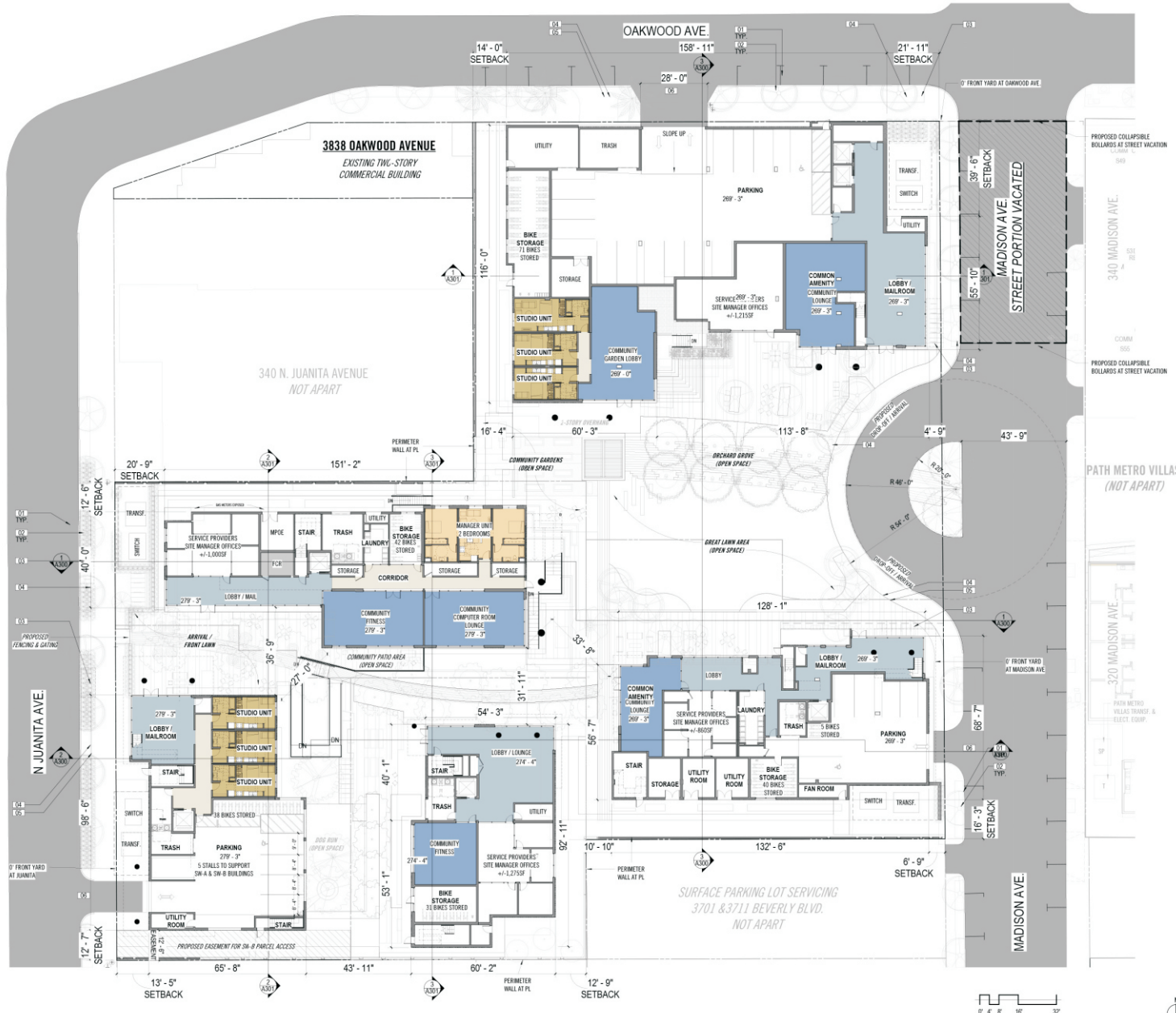
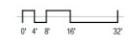


Figure 1.1
Project Location

Enlightenment Plaza Project



Source: KFA, 12/13/19



2/5/20

Figure 1.2
Project Site Plan

Enlightenment Plaza Project

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2. Existing Conditions

2.1 Roadway System

The proposed project site is located in the Hollywood Area of Los Angeles and bounded by Beverly Boulevard to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north. Regional access to the site is provided primarily by the Hollywood (US-101) Freeway.

A grid system of streets serves the Project area, of which the following are the principal streets, as shown in Figure 2.1. All street classifications are from the City's Mobility Plan 2035.

North-South Streets

Vermont Avenue: Vermont Avenue is a two-way north-south street located to the west of the project site. In the City's Mobility Plan 2035, it is classified as an Avenue I. In the vicinity of the Project Site, Vermont Avenue provides three travel lanes with left-turn lanes at intersections and on-street parking is provided during off-peak hours on the west side of the street with some restrictions.

Virgil Avenue: Virgil Avenue is a two-way north-south street located to the east of the project site. In the City's Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Virgil Avenue provides two travel lanes with left-turn lanes at intersections and on-street parking is generally allowed with time restriction.

East-West Streets

Rosewood Avenue: Rosewood Avenue is a two-way east-west street located to the west of the Project Site. In the City's Mobility Plan 2035, it is classified as a Collector. In the vicinity of the Project Site, Rosewood Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

Beverly Boulevard: Beverly Boulevard is a two-way east-west street located immediately south of the Project Site. In the City's Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Beverly Boulevard provides three travel lanes in each direction with left turn lanes at major intersections but with no left turn lane at minor streets. On-street parking is provided during off-peak hours on the south side of the street with some restrictions.

1st Street: 1st Street is a two-way street located to the south of the Project Site. In the City's Mobility Plan 2035, it is classified as a Collector. In the vicinity of the Project Site, 1st Street

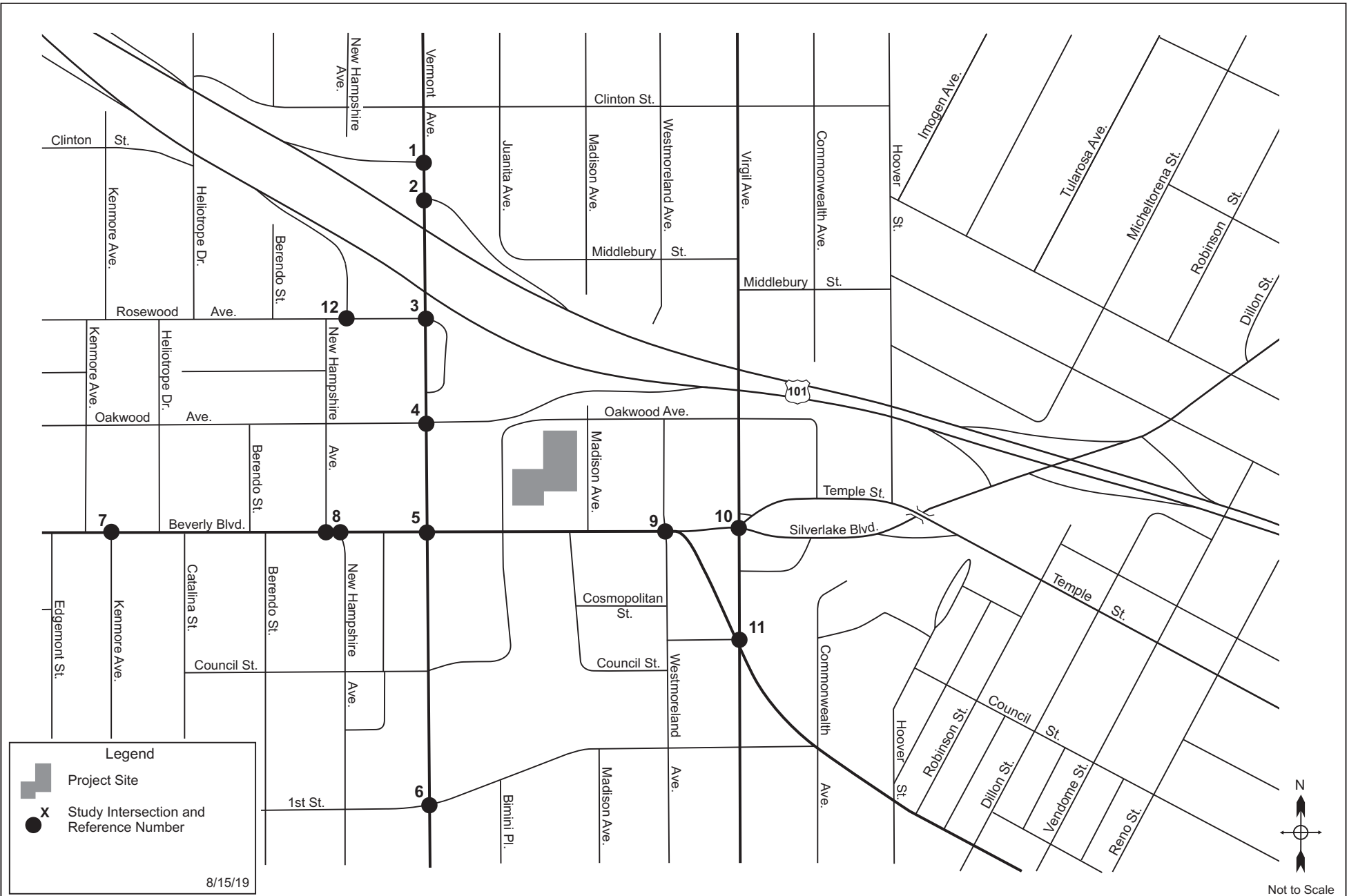


Figure 2.1
Location of Study Intersections

Enlightenment Plaza Project

provides one travel lane with left-turn lanes at intersections and a bike lane in each direction and on-street parking is generally provided on both sides with some restrictions.

Temple Street: Temple Street is a two-way east-west street located to the east of the Project Site. In the City’s Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Temple Street provides two travel lanes in each direction and on-street parking is generally provided in off-peak periods with some restrictions

Silver Lake Boulevard: Silver Lake Boulevard is a two-way east-west street located to the east of the Project Site. In the City’s Mobility Plan 2035, it is classified as an Avenue II. In the vicinity of the Project Site, Silver Lake Boulevard provides two travel lanes in each direction and on-street parking is generally provided in off-peak periods on the west side of the street with some restrictions..

Local Streets

Kenmore Avenue: Kenmore Avenue is a two-way north-south street located to the west of the project site. In the City’s Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Kenmore Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

New Hampshire Avenue: New Hampshire Avenue is a two-way north-south street located to the west of the project site. In the City’s Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, New Hampshire Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

Westmoreland Avenue: Westmoreland Avenue is a two-way north-south street located to the east of the project site. In the City’s Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Westmoreland Avenue provides one travel lane in each direction and on-street parking is generally provided in off-peak periods with some restrictions.

The following local streets serves the Project Site:

Madison Avenue: Madison Avenue is a two-way north-south street located immediately east of the Project Site. In the City’s Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Madison Avenue provides one travel lane in each direction. Adjacent to the Project Site on-street parking is generally allowed.

Juanita Avenue: Juanita Avenue is a two-way north-south street located immediately west of the Project Site. In the City’s Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Juanita Avenue provides one travel lane in each direction. Adjacent to the Project Site on-street parking on the west side of the street is generally provided

Oakwood Avenue: Oakwood Avenue is a two-way east-west street located immediately north of the Project Site. In the City’s Mobility Plan 2035, it is classified as a Local Street – Standard. In the vicinity of the Project Site, Oakwood Avenue provides one travel lane in each direction. Adjacent to the Project Site on-street parking is generally allowed.

2.2 Study Intersections

A total of twelve study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2.1 and were identified as locations where the majority of trips associated with the Project would be focused based on the estimated trip distribution for the Project. These locations consist of the intersections through which Project trips would travel before dispersing to multiple routes and therefore were the locations where potential traffic impacts were most likely to occur. The intersections identified for analysis are as follows:

1. Vermont Ave & 101 NB on-ramp
2. Vermont Ave & 101 NB off-ramp
3. Vermont Ave & Rosewood Ave
4. Vermont Ave & Oakwood Ave
5. Vermont Ave & Beverly Blvd
6. Vermont Ave & W 1st St
7. Beverly Blvd & Kenmore Ave
8. Beverly Blvd & New Hampshire Ave
9. Beverly Blvd & Temple St & Westmoreland Ave
10. Temple St & Virgil Ave & Silver Lake Blvd
11. Beverly Blvd & Virgil Ave & Council St
12. 101 SB off-ramp & New Hampshire Ave & Rosewood Ave

All of these intersections are signalized. The existing lane configurations for these twelve analyzed intersections are shown in Figure 2.2.

All study intersections are signalized and currently operate under the City’s ATSAC system (Automated Traffic Surveillance and Control) which is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. All of these signalized intersections also operate under the City’s second generation ATCS (Adaptive Traffic Control System) which utilizes enhanced surveillance and control technologies to adapt traffic signal timings to respond to actual traffic conditions on the ground to further improve the effectiveness of the ATSAC system. LADOT estimates that the effect of the ATSAC system is to improve intersection capacity by an average of 7%, and that the effect of the ATCS system is an additional increase in capacity of 3%. As all intersections in the study area operate under both ATSAC and ATCS, in accordance with LADOT procedures a capacity increase of 10% was applied to all intersections in the analysis and is reflected in the level of service calculations.

2.3 Existing Intersection Conditions

Existing Traffic Volumes

Recent traffic counts were used for all of the analyzed intersections. AM and PM peak period traffic counts were conducted in April 2019. As required by LADOT, counts were collected during the hours of 7:00 – 10:00 AM for the morning peak period and 3:00 – 6:00 PM for the PM peak period, and were conducted when schools were in session and outside of holiday periods. The existing peak hour traffic volumes are illustrated in Figures 2.3 and 2.4 for the AM and PM peak hours respectively.

Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of volume/capacity (V/C) ratios. Table 2.1 defines the ranges of V/C ratios and their corresponding levels of service for signalized intersections. Intersection analysis was conducted using the “Critical Movement Analysis (Planning Method)” as described in “Transportation Research Circular 212, Transportation Research Board, Washington D.C. 1980”, and as required by LADOT’s Traffic Study Policy and Procedures, to obtain volume/capacity (V/C) ratios for each intersection.

Existing Peak Hour Levels of Service

Table 2.2 summarizes the existing AM and PM peak hour V/C ratios and corresponding levels of service at the analyzed intersections.

AM Peak Hour

All of the studied intersections currently operate at LOS C or better during the AM peak hour with the majority at LOS A or B, except for the following intersection:

- | | |
|---|-------|
| 10. Temple St & Virgil Ave & Silver Lake Blvd | LOS D |
|---|-------|

PM Peak Hour

All of the studied intersections currently operate at LOS C or better during the PM peak hour with the majority at LOS A or B, except for the following intersection:

- | | |
|---|-------|
| 10. Temple St & Virgil Ave & Silver Lake Blvd | LOS D |
|---|-------|

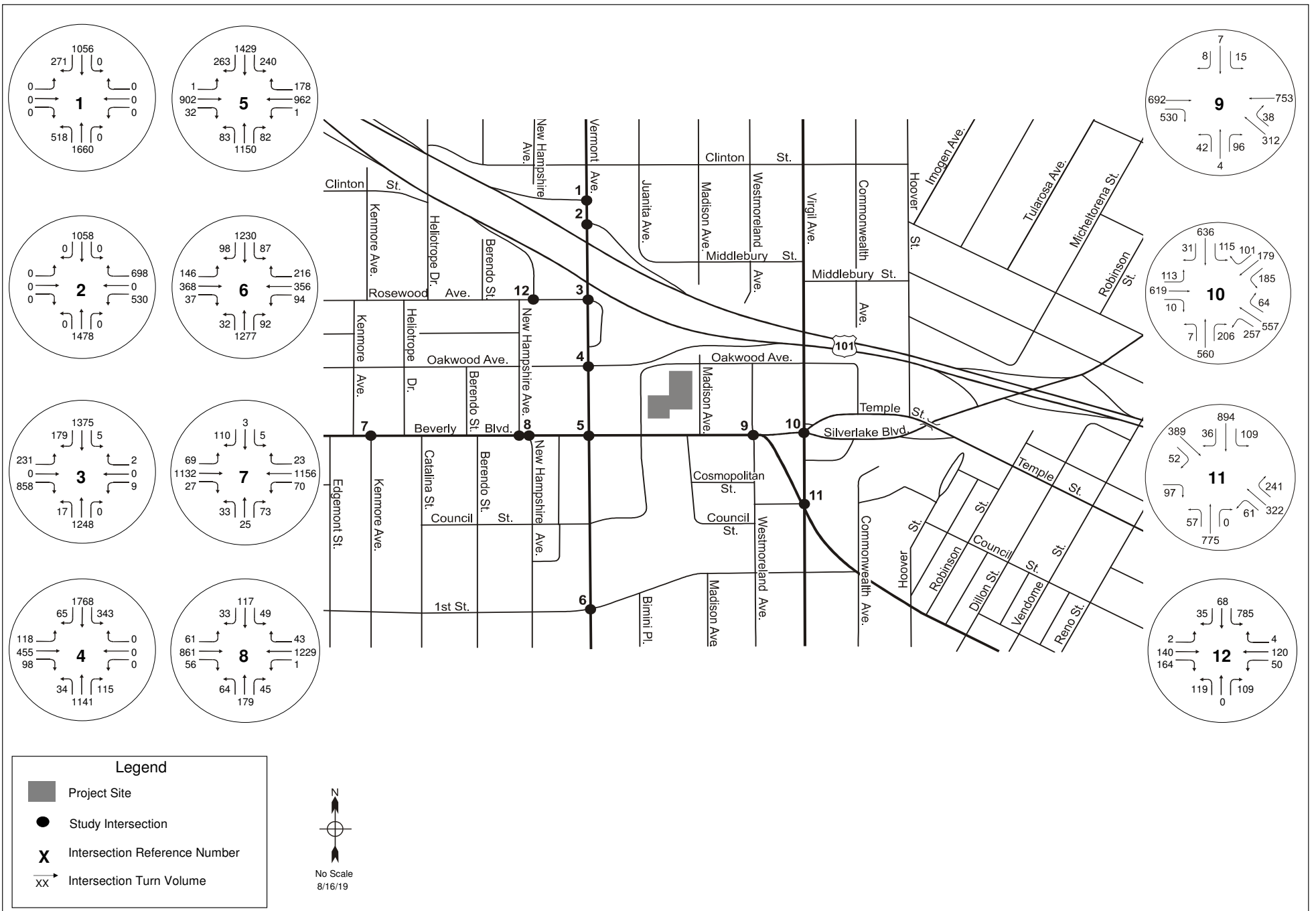


Figure 2.3
Existing Traffic Volumes - AM Peak Hour

Enlightenment Plaza Project

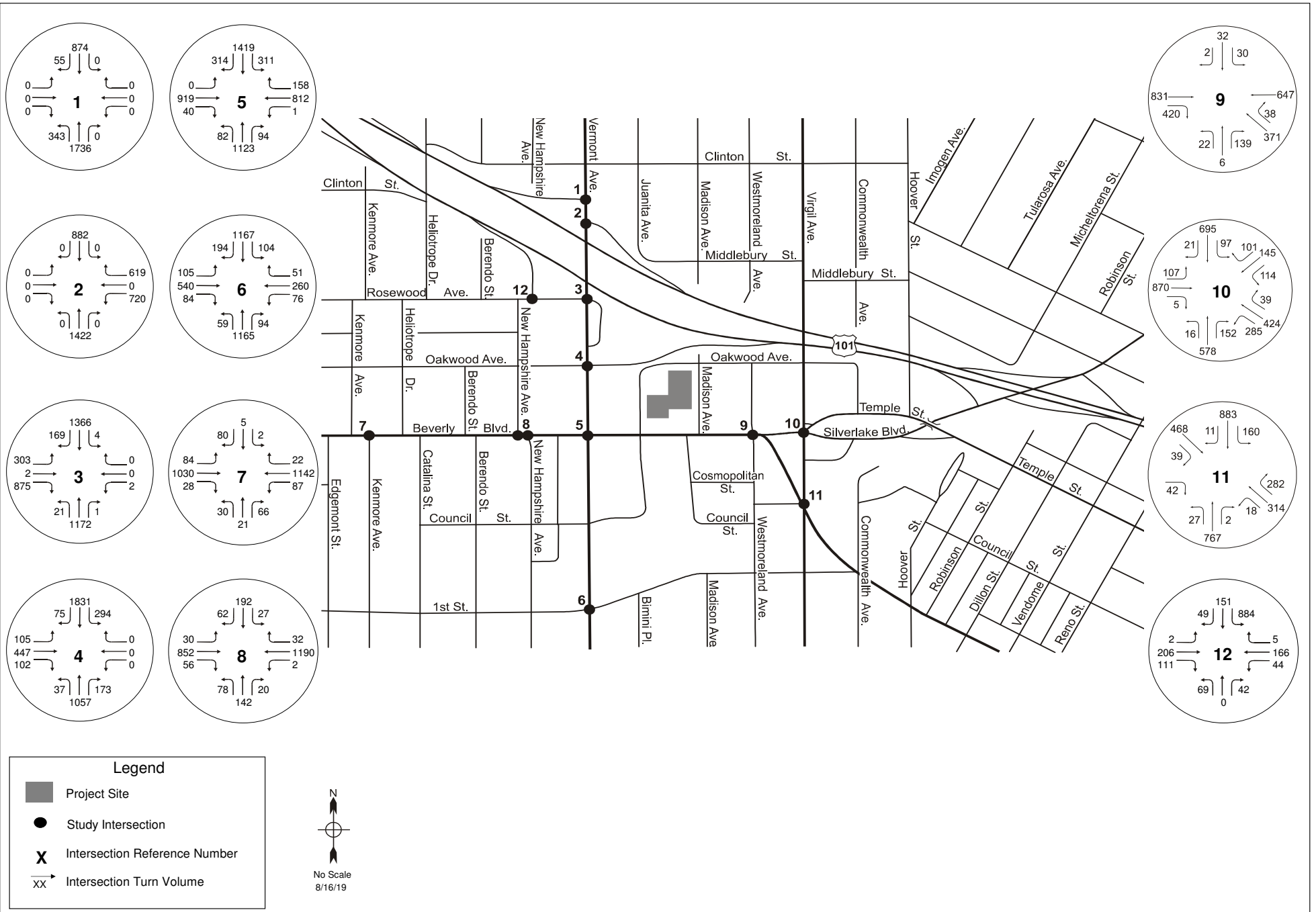


Figure 2.4
Existing Traffic Volumes - PM Peak Hour

Enlightenment Plaza Project

Table 2.1 Level of Service Definitions for Signalized Intersections

| Level of Service | Description | Volume to Capacity Ratio |
|------------------|--|--------------------------|
| A | Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation. | <0.600 |
| B | Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form. | 0.601 – 0.700 |
| C | Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted. | 0.701 – 0.800 |
| D | Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods. | 0.801 – 0.900 |
| E | Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes. | 0.901 – 1.000 |
| F | Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow. | Over 1.001 |

Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, MCHRP Circular 212, 1982.

Table 2.2 Existing Conditions - Intersection Level of Service

8/16/2019

| No. | Intersection | Existing Conditions | | | |
|-----|---|---------------------|-----|--------------|-----|
| | | AM Peak Hour | | PM Peak Hour | |
| | | V/C | LOS | V/C | LOS |
| 1 | Vermont Ave & 101 NB on-ramp | 0.540 | A | 0.335 | A |
| 2 | Vermont Ave & 101 NB off-ramp | 0.419 | A | 0.435 | A |
| 3 | Vermont Ave & Rosewood Ave | 0.583 | A | 0.584 | A |
| 4 | Vermont Ave & Oakwood Ave | 0.554 | A | 0.565 | A |
| 5 | Vermont Ave & Beverly Blvd | 0.694 | B | 0.688 | B |
| 6 | Vermont Ave & W 1st St | 0.597 | A | 0.716 | C |
| 7 | Kenmore Ave & Beverly Blvd | 0.421 | A | 0.389 | A |
| 8 | New Hampshire Ave & Beverly Blvd | 0.575 | A | 0.556 | A |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.722 | C | 0.608 | B |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.852 | D | 0.856 | D |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.720 | C | 0.771 | C |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.267 | A | 0.349 | A |

2.4 Existing Transit Service

The Project Site is well served by transit. The Metro Red Line subway rail station at Vermont Avenue and Beverly Boulevard is located one block from the Project site. It also located within walking distance of six bus routes – Metro 14, Metro 201, Metro 204, one Metro Rapid Route – Metro 754, as well as one LADOT Commuter Express line – CE422, and one LADOT DASH bus line – Wilshire Center/Koreatown. Figure 2.5 shows transit service provided in the Project Area. Table 2.3 lists the individual rail and bus lines serving the Project Area, and indicates the frequency of service (headways) during the AM and PM peak periods.

Summary of Transit Service on Major Streets In the vicinity of the Project Site

Metro Red Line (Metro Rail) runs between Downtown Los Angeles and North Hollywood via Vermont Avenue in the vicinity of the Project. It operates between approximately 4:20am and 1:20pm on weekdays and weekends. It runs at about 10 minute headways during weekday peak periods and around 15-20 minute headways on weekends.

Metro 754 (Metro Bus Rapid Transit) runs between Athens and Hollywood via Vermont Avenue. It operates between approximately 5:10am and 9:25pm on weekdays and between 6:40am and 9pm on weekends. It runs at about 10 minute headways during weekday peak periods and around 15-20 minute headways on weekends.

Metro 14 runs between Beverly Hills and Downtown Los Angeles via Beverly. It operates between approximately 5:10am and 12:50am on weekdays and between 5:30am and 12:50pm on weekends. It runs at about 10 minute headways during weekday peak periods and around 20 minute headways on weekends. It also operates Owl Schedule, between 1:50am and 4:50pm Monday thru Sunday

Metro 201 runs between Glendale and Koreatown Athens and Hollywood via Vermont Avenue in the vicinity of the Project. It operates between approximately 5:45am and 8:40pm on weekdays and between 7am and 9pm on weekends. It runs at about 55 minute headways during weekday peak periods and around 60 minute headways on weekends.

Metro 204 runs between Athens and Hollywood via Vermont Avenue. It operates between approximately 4:50am and 5AM on weekdays and between 5:40am and 5pm on weekends. It runs at about 10 minute headways during weekday peak periods and around 20 minute headways on weekends.

LADOT Commuter Express 422 runs between Hawthorne and Downtown Los Angeles via Highway 101 in the vicinity of the Project. It operates between approximately 5:25am and 8:30am and between 3:35pm and 7:40pm on weekends only. It runs at about 20 minute headways during weekday peak periods



Source: LA Metro

Figure 2.5
Existing Transit Service

Enlightenment Plaza Project

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Table 2.3 Existing Public Transit Services

3/7/2019

| Provider, Routes and Service Area | Street | Service Type | Hours of Operation | Average Headway (minutes) | | | |
|---|---|--------------|--|---------------------------|-------|--------------|-------|
| | | | | AM Peak Hour | | PM Peak Hour | |
| | | | | NB/EB | SB/WB | NB/EB | SB/WB |
| Metro Rail | | | | | | | |
| Red Line - Downtown Los Angeles - North Hollywood | Vermont Avenue | Rail | 4:50 AM - 1:20 AM (EB) 4:20 AM - 12:30 AM (WB) | 10 | 10 | 10 | 10 |
| Metro Bus Service | | | | | | | |
| 754 - Athens - Hollywood | Vermont Avenue | Rapid | 5:40 AM - 9:25 PM (NB) 5:10 AM - 8:25 AM (SB) | 10 | 10 | 10 | 10 |
| 14 - Beverly Hills - Downtown Los Angeles | Beverly Boulevard | Local | 5:20 AM - 12:50 AM (EB) 5:10 AM - 12:30 AM (WB) | 10 | 10 | 10 | 10 |
| 201 - Glendale - Koreatown | Vermont Avenue Silver Lake Boulevard | Local | 5:45 AM - 8:10 PM (NB) 6:10 AM - 8:40 AM (SB) | 55 | 55 | 55 | 55 |
| 204 - Athens - Hollywood | Vermont Avenue | Local | 5:30 AM - 5:00 AM (NB) 4:50 AM - 4:20 AM (SB) | 10 | 10 | 10 | 10 |
| Commuter Express | | | | | | | |
| CE 422 - Hawthorne - Downtown Los Angeles | Highway 101 | Express | 5:25 AM - 8:30 AM (WB) 3:35 PM - 7:40 PM (EB) | N/A | 20 | 20 | N/A |
| DASH | | | | | | | |
| LDWCK - Wilshire Center - Koreatown | Vermont Avenue | DASH | 7:30 AM - 7:10 PM (NB) 7:30 AM - 7:10 PM (SB) | 20 | 20 | 20 | 20 |

LADOT DASH Wilshire Center/Koreatown has a bus stop located on Vermont Avenue at the 1st Street intersection. It operates between approximately 7:30am and 7:10Pm on weekdays and between 9:30am and 6:30pm on weekends. It runs at about 20 minute headways during weekdays and weekends.

Bus Stops In the vicinity of the Project Site

Within three blocks of the Project Site, there are 11 bus stops, which are located at the following locations and shown in Figure 2.6:

- 101 Hwy & Vermont Ave
- Rosewood Ave & Vermont Ave
- Beverly Blvd & Vermont Ave
- 1st St & Vermont Ave
- Temple St & Virgil Ave
- Beverly Blvd & Virgil Ave
- 1st St & Virgil Ave

2.4 Bicycle Facilities

Bicycle Facilities

The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1, Tier 2 and Tier 3) and bicycle paths in the area of project.

Tier 1 Bicycle Lanes are bicycle facilities on arterial roadways with physical separation.

Tier 2 and Tier 3 Bicycle Lanes are bicycle facilities on arterial roadways with striped separation.

Bicycle Paths are facilities outside of the roadway.

Bicycle Routes are identified routes for bikes and are streets signed to alert drivers to bicyclists sharing the roadway spaces – often with the use of “sharrow” symbols painted on the street.

Existing bicycle facilities in the project area comprise a Bicycle Lane or Bicycle Route on the following streets, as shown in Figure 2.7:

- New Hampshire Avenue south of Rosewood Avenue - Bicycle Route
- Rosewood Avenue between New Hampshire Avenue and Serrano Avenue - Bicycle Route
- 1st Street between Vermont Avenue and Beverly Boulevard - Bicycle Lane on both sides
- Hoover Street south of Council Street and north of Temple Street - Bicycle Route

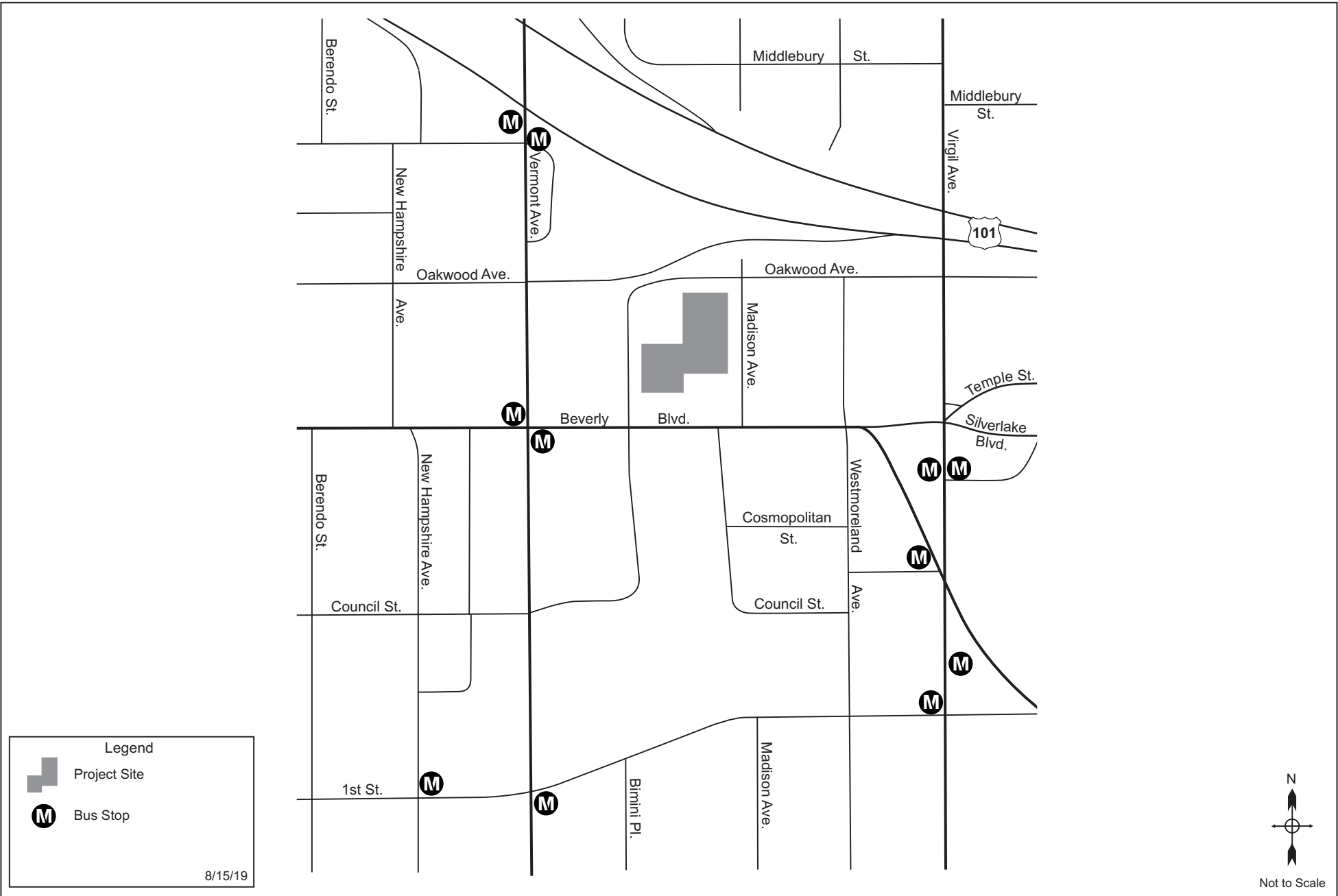


Figure 2.6
 Bus Stops Within Three Blocks of Project

Enlightenment Plaza Project

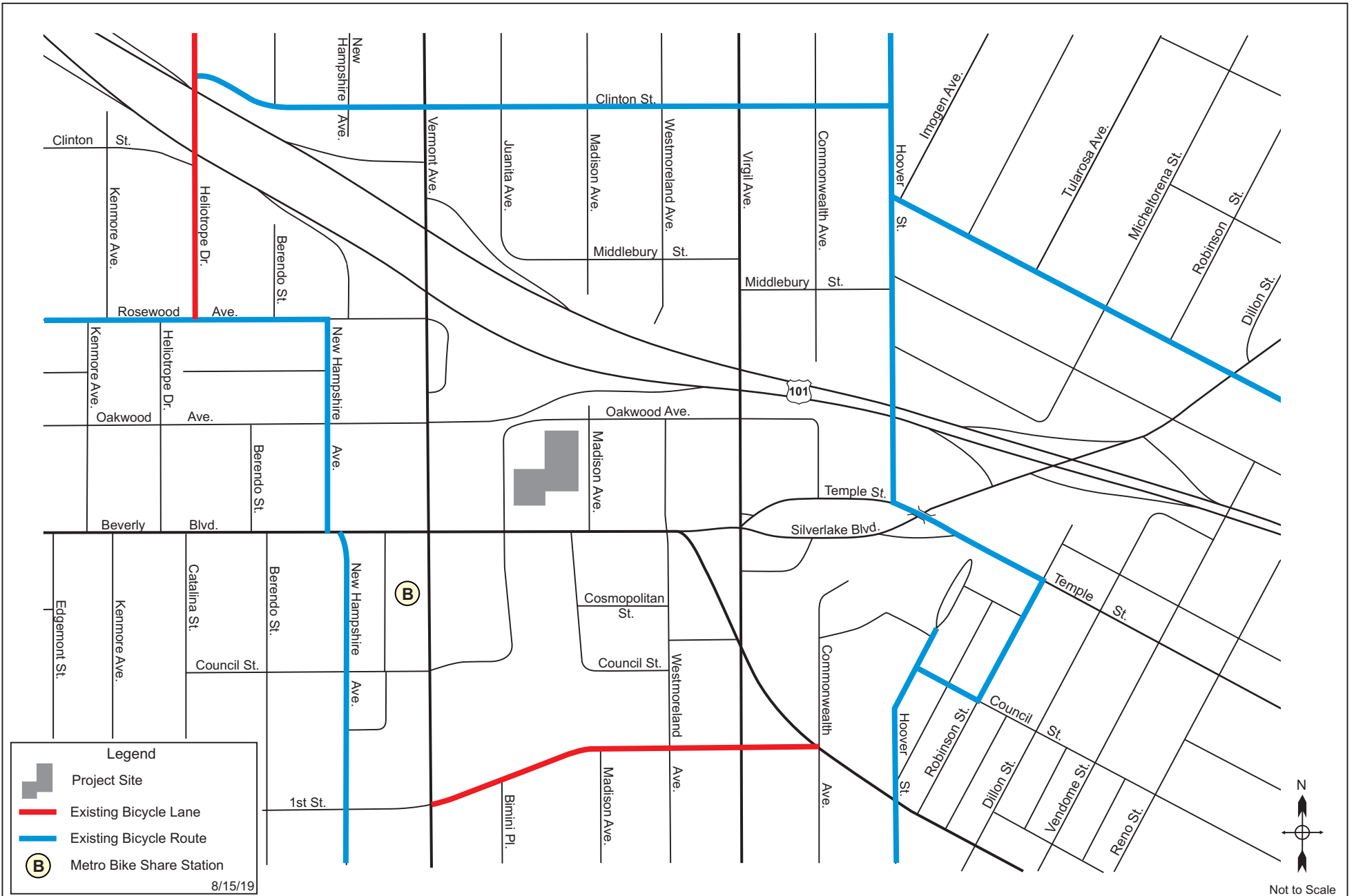


Figure 2.7
Existing Bicycle Facilities

Enlightenment Plaza Project

- Temple Street between Hoover Street and Robinson Street - Bicycle Route
- Robinson Street between Temple Street and Council Street - Bicycle Route
- Council Street between Hoover Street and Robinson Street - Bicycle Route
- Clinton Street between Heliotrope Drive and Hoover Street - Bicycle Route
- Bellevue Avenue east of Hoover Street - Bicycle Route
- Heliotrope Drive between Melrose Avenue and Rosewood Avenue - Bicycle Lane

The Mobility Plan 2035 identifies designated bicycle facilities planned for implementation over the longer term. For the area of the Project, these are discussed in Chapter 5 under Future Conditions.

2.5 Pedestrian Facilities

The Project Site is located in an area with well-developed pedestrian facilities, including sidewalks on all streets and crosswalks at all intersections. On the south side of the Project Site, there is currently a thirteen-foot sidewalk on Beverly Boulevard. Adjacent to the Project site there is a fifteen-foot sidewalk on Juanita Avenue west of the Project site, a twelve-foot sidewalk on Oakwood Avenue north of the Project Site, and an eight-foot sidewalk on Madison Avenue east of the Project Site.

According to Walkscore.com¹, the area of the Project has a walkability score of 96 (out of 100) – which is described as a “Walker’s Paradise” where ‘most errands can be accomplished on foot’. (Walkscore also allocates a transit score of 100 - ‘riders paradise, world class public transportation’, and a bike score of 63 – bikeable, flat as pancake, minimal bike lanes’) to the area of the Project.

Vision Zero

The City of Los Angeles Department of Transportation is implementing a program called Vision Zero Los Angeles², which represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions, and where LADOT has determined that pedestrian enhancement improvements will be most effective in meeting these goals. The HIN is comprised of 386 corridors that represent 6% of Los Angeles’ street miles, and 65% of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

¹ Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

² Vision Zero Los Angeles 2015-2025 – Action Plan, January 2017.

Figure 2.8 shows the High Injury Network in the Project area. The Project is located on Beverly Boulevard, which is on the High Injury Network (HIN). Other streets in the vicinity of the Project Site that are located on the High Injury Network are as follows:

- Vermont Avenue
- Temple Street – east of Robinson Street
- Virgil Avenue – north of Middlebury Street

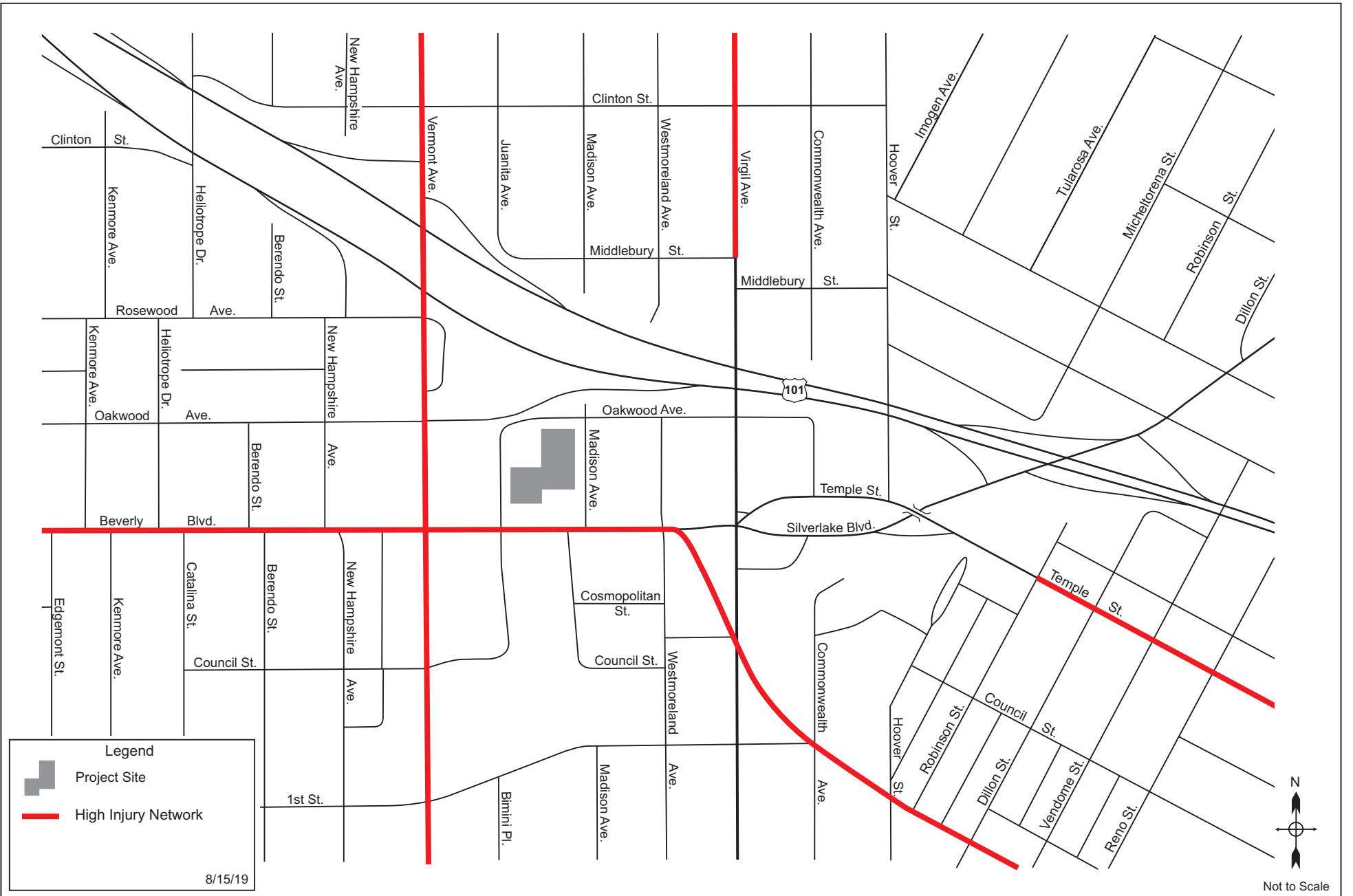


Figure 2.8
High Injury Network

Enlightenment Plaza Project

3. Project Description and Transportation Characteristics

This section of the report provides a description of, and identifies transportation characteristics of, the proposed project including trip generation and trip distribution characteristics.

3.1 Project Description

The Project Site is located at 321 N Madison Avenue in the Hollywood Area of Los Angeles and bounded by private property to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north. The Project location is shown in Figure 1.1 earlier in this report.

The Project Site is currently occupied by an AT&T Service Yard, with driveways on Juanita Avenue. The site also includes 3812 Oakwood which has 3 multi-family units. In addition, 3838 Oakwood at the corner of Oakwood / Juanita has an existing office building which will remain.

The Proposed Project, referred to as Enlightenment Plaza will consist of 449 units of housing dedicated to Permanent Supportive Housing (Restricted Affordable) for formerly homeless individuals in 5 buildings, including 5,700 sq.ft. of services (mental and physical health, financial, employment) for on-site residents, and 5 managers units.

The main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue. A Site Plan is shown in Figure 1.2 earlier in this report.

3.2 Project Trip Generation

The trip generation estimates for the Project are shown in Table 3.1 which summarizes the trip generation estimates for the daily, AM peak & PM peak hour periods respectively. Trips for the existing uses to be removed (the AT&T Service Yard) were obtained from actual driveway counts. Trips estimates for the Proposed Project used trip rates from Table 5 of LADOT's Transportation Impact Study Guidelines, December 2016, for Permanent Supportive Housing. The Project would generate 409 net daily trips, 49 net AM peak hour trips and 37 net PM peak hour trips.

Table 3.1 Enlightenment Plaza Project - Trip Generation Estimates

Daily Trips

| Land Use Assumptions | Source & Code | Quantity | Units | Daily | | |
|---|---------------|----------|-------|-----------|--|-------------|
| | | | | Trip Rate | | Total Trips |
| Existing Uses | | | | | | |
| AT&T Service Yard ^{1,2} | - | - | - | - | | -170 |
| Total Existing | | | | | | |
| Proposed Uses | | | | | | |
| Permanent Supportive Housing (PSH) ³ | LADOT | 449 | DU | 1.27 | | 570 |
| Apartments ⁴ | ITE 221 | 5 | DU | 2.59 | | 13 |
| (Reduction for internal trips) - 15% | | | | | | -2 |
| (Reduction for transit trips) - 15% | | | | | | -2 |
| Net Apartment | | | | | | 9 |
| Total Proposed | | | | | | |
| Total Net | | | | | | |
| | | | | | | 409 |

AM Peak

| Land Use Assumptions | Source & Code | Quantity | Units | AM Peak Hour | | | | | |
|---|---------------|----------|-------|--------------|------|-------|-------------|-----|-------|
| | | | | Trip Rate | | | Total Trips | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses | | | | | | | | | |
| AT&T Service Yard ¹ | - | - | - | - | - | - | -5 | 0 | -5 |
| Total Existing | | | | | | | | | |
| Proposed Uses | | | | | | | | | |
| Permanent Supportive Housing (PSH) ³ | LADOT | 449 | DU | 0.05 | 0.07 | 0.12 | 22 | 31 | 53 |
| Apartments ⁴ | ITE 221 | 5 | DU | 0.02 | 0.18 | 0.20 | 0 | 1 | 1 |
| (Reduction for internal trips) - 15% | | | | | | | 0 | 0 | 0 |
| (Reduction for transit trips) - 15% | | | | | | | 0 | 0 | 0 |
| Net Apartment | | | | | | | 0 | 1 | 1 |
| Total Proposed | | | | | | | | | |
| Total Net | | | | | | | | | |
| | | | | | | | 17 | 32 | 49 |

PM Peak

| Land Use Assumptions | Source & Code | Quantity | Units | PM Peak Hour | | | | | |
|---|---------------|----------|-------|--------------|------|-------|-------------|-----|-------|
| | | | | Trip Rate | | | Total Trips | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses | | | | | | | | | |
| AT&T Service Yard ¹ | - | - | - | - | - | - | -10 | -7 | -17 |
| Total Existing | | | | | | | | | |
| Proposed Uses | | | | | | | | | |
| Permanent Supportive Housing (PSH) ³ | LADOT | 449 | DU | 0.07 | 0.05 | 0.12 | 31 | 22 | 53 |
| Apartments ⁴ | ITE 221 | 5 | DU | 0.13 | 0.05 | 0.18 | 1 | 0 | 1 |
| (Reduction for internal trips) - 15% | | | | | | | 0 | 0 | 0 |
| (Reduction for transit trips) - 15% | | | | | | | 0 | 0 | 0 |
| Net Apartment | | | | | | | 1 | 0 | 1 |
| Total Proposed | | | | | | | | | |
| Total Net | | | | | | | | | |
| | | | | | | | 22 | 15 | 37 |

Notes:

1. Trips for existing uses (AT&T Service Yard) from driveway traffic counts, 2019.
2. Daily trips for existing uses calculated based on the assumption of 10 times PM peak hour traffic.
3. Trip rates for Permanent Supportive Housing are from Table 5 of LADOT's Transportation Impact Study Guidelines, December 2016.
4. Apartments analyzed as ITE 221 - Multifamily Housing (Mid-Rise). Used trip rates for Dense Multi-Use Urban.

Note : Some numbers may not add up precisely due to rounding.

3.3 Project Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely destinations of Project residents based on the local and regional distributions of employment and commercial destinations, existing traffic volumes, and the characteristics of the street system in the area of the Project. The general trip distribution pattern was developed in consultation with LADOT and the following distribution was assumed:

- 20% of the trips towards the north
- 35% of the trips towards the south
- 20% of the trips towards the east
- 25% of the trips towards the west

3.4 Project Traffic Projections

Project traffic was assigned to the roadway network on the basis of the parameters described above. The Proposed Project traffic volumes forecast on the roadway network are shown in Figure 3.1 for the AM peak hour, and in Figure 3.2 for the PM peak hour.

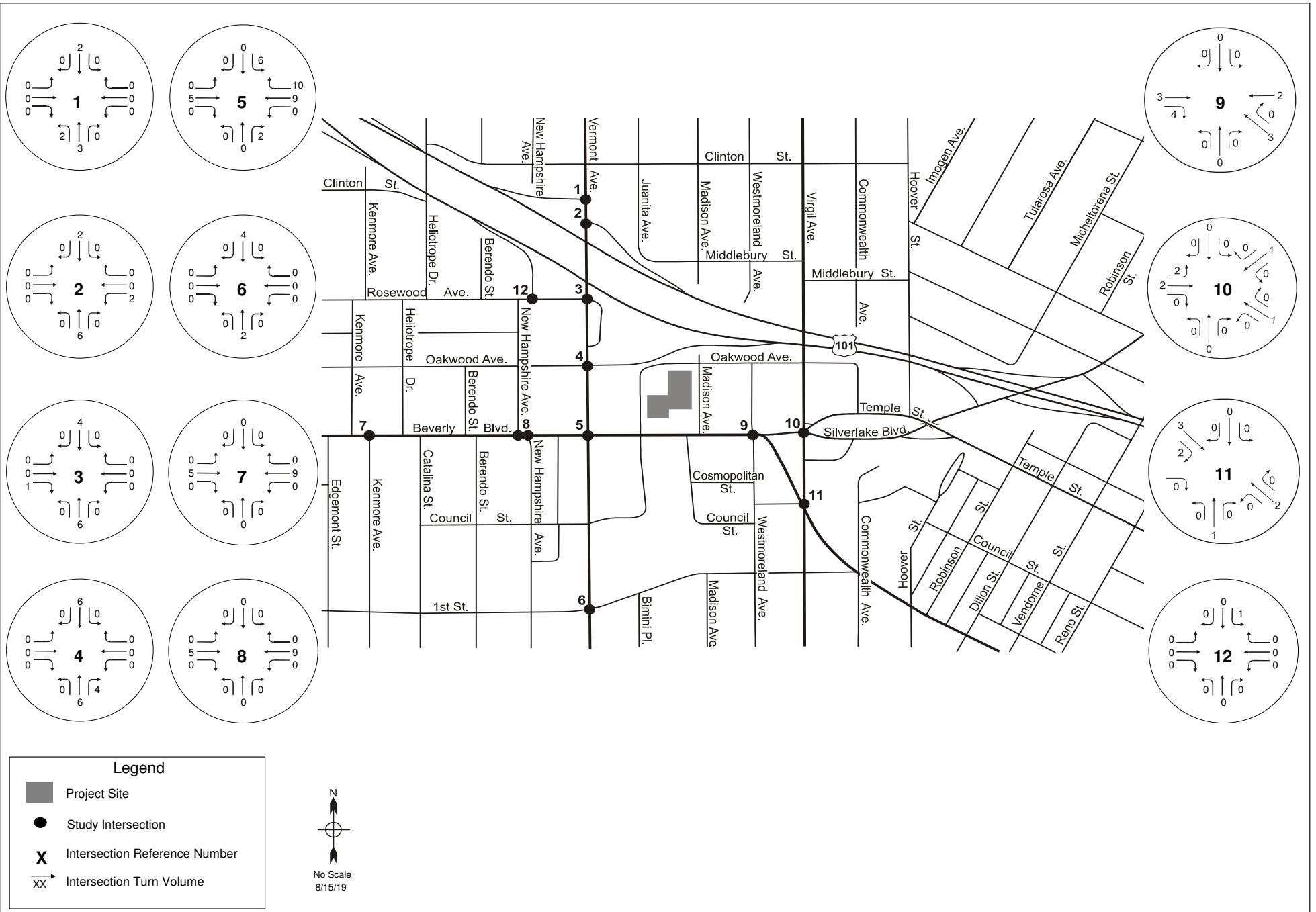
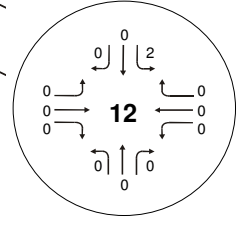
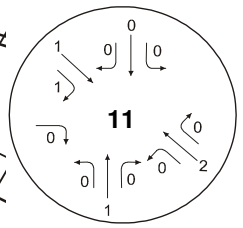
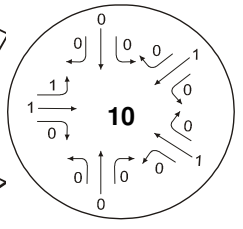
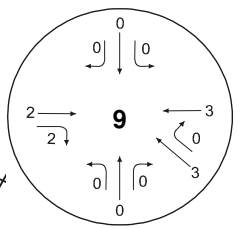
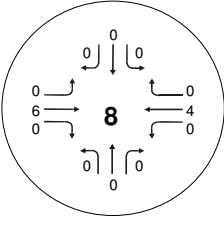
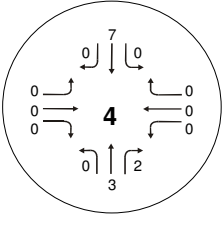
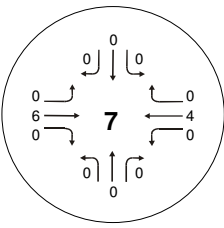
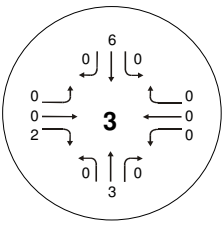
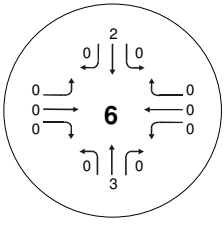
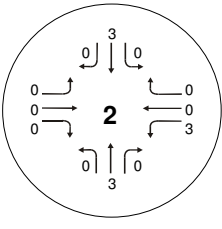
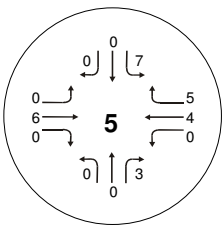
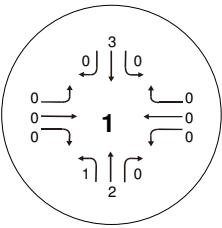
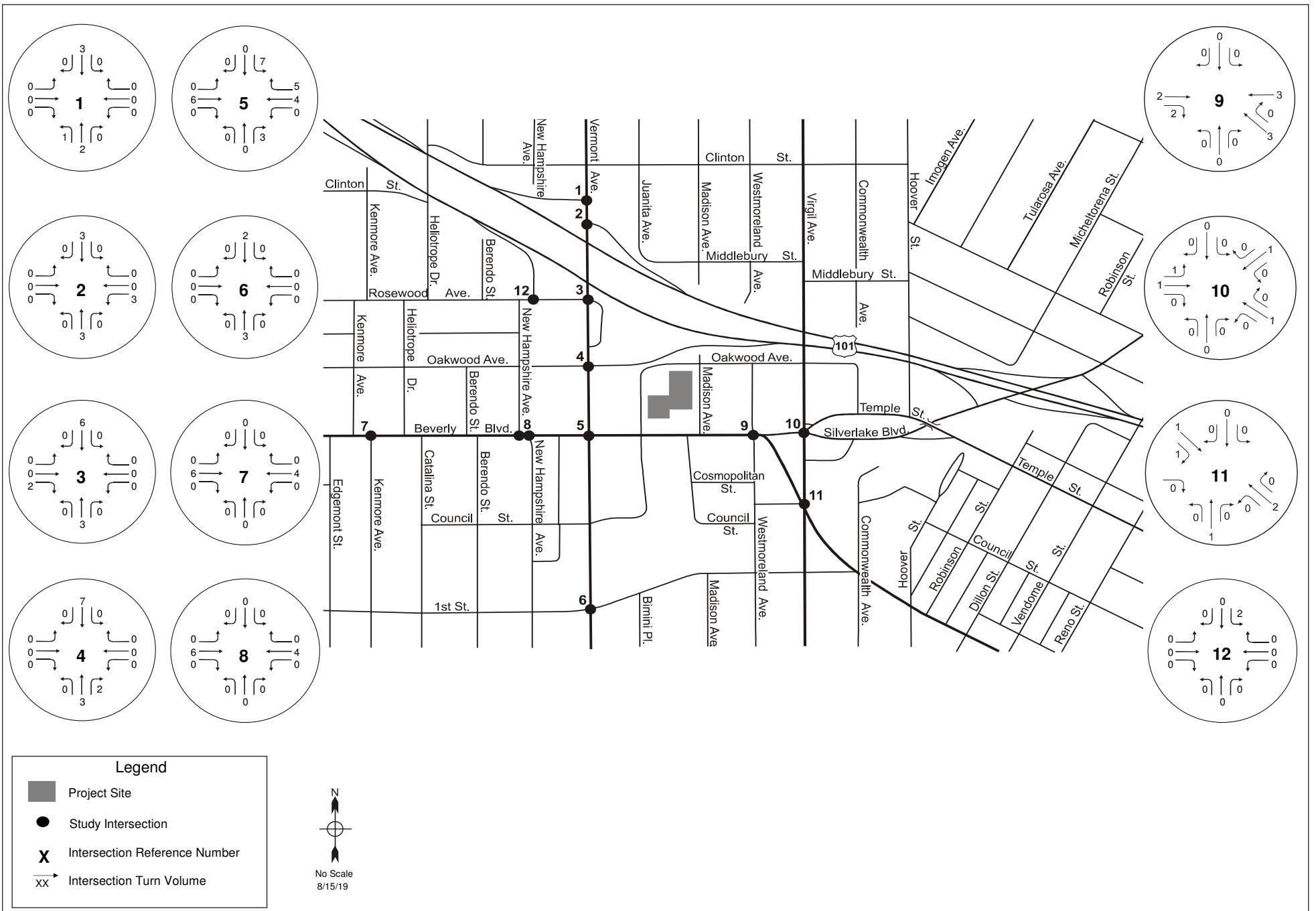


Figure 3.1
Project Only Traffic Volumes - AM Peak Hour



4. Existing With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Existing With Project conditions. Project traffic was added to existing traffic volumes and the potential for impacts evaluated. The total Existing With Project Conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours respectively.

4.1 Project Impacts - Intersections

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

Definition of Significant Impact at Intersection

| With Project Traffic | | Project-Related Increase in V/C Ratio |
|----------------------|---------------|---------------------------------------|
| LOS | V/C Ratio | |
| C | 0.701 – 0.800 | equal to or greater than 0.040 |
| D | 0.801 – 0.900 | equal to or greater than 0.020 |
| E, F | > 0.900 | equal to or greater than 0.010 |

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Existing With Project Intersection Level of Service

The total Existing With Project conditions peak hour traffic volumes are illustrated in Figures 4.1 and 4.2 for the AM and PM peak hours. Tables 4.1 and 4.2 summarize the level of service for the Existing With Project conditions at the analyzed intersections for the AM and PM peak hours respectively, as well as the increase in V/C ratio at each intersection, and identify if the increase constitutes a significant impact.

AM Peak Hour

The analysis summarized in Table 4.1 indicates that for the AM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections, except at the intersection of Vermont Avenue & Beverly Boulevard where it would change from LOS B to LOS C. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the AM peak hour.

PM Peak Hour

The analysis summarized in Table 4.2 indicates that for the PM peak hour, the addition of project traffic would not cause the level of service to change at any of the study intersections. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Project would cause no significant traffic impacts in the PM peak hour.

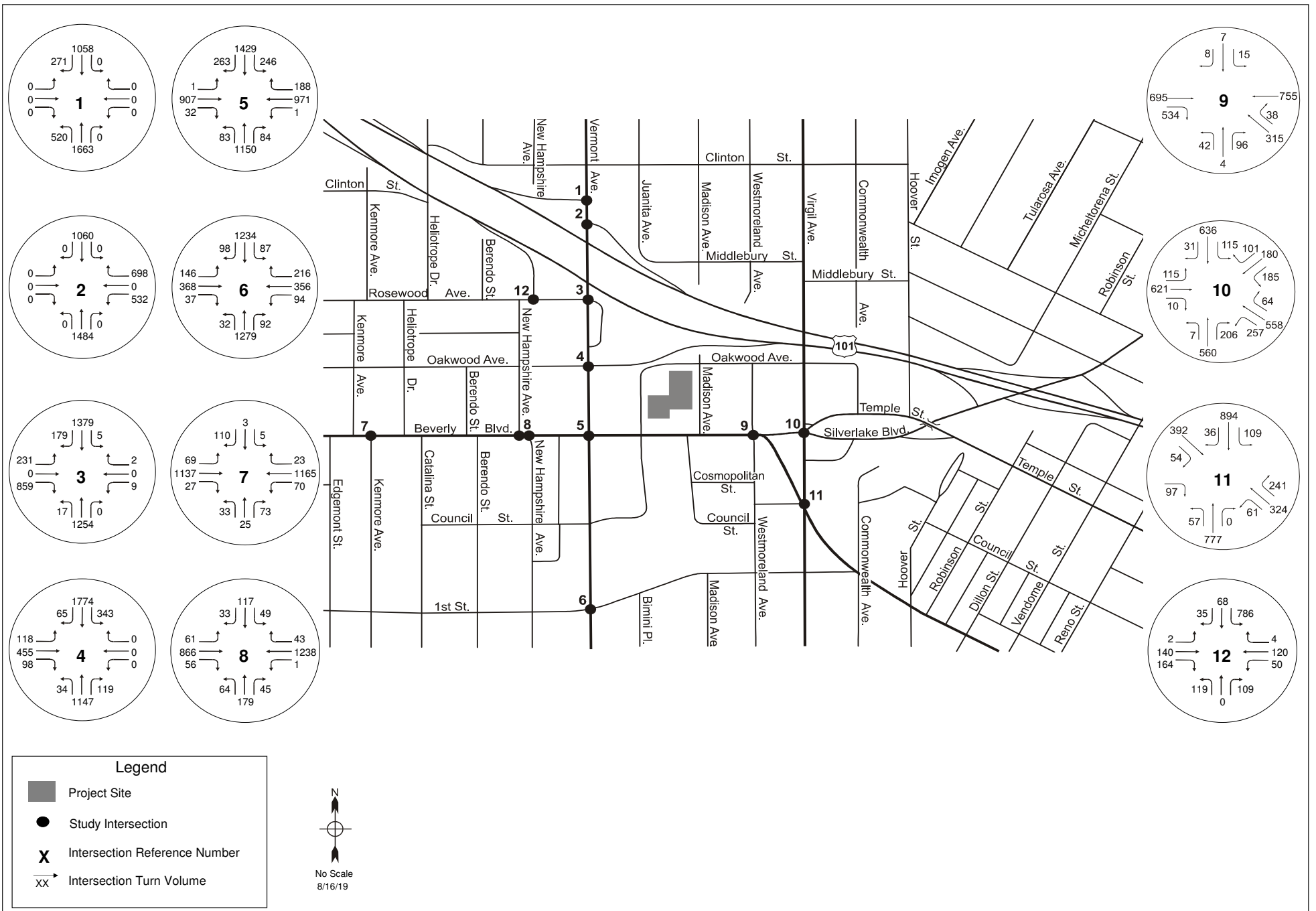


Figure 4.1
Existing With Project Traffic Volumes - AM Peak Hour

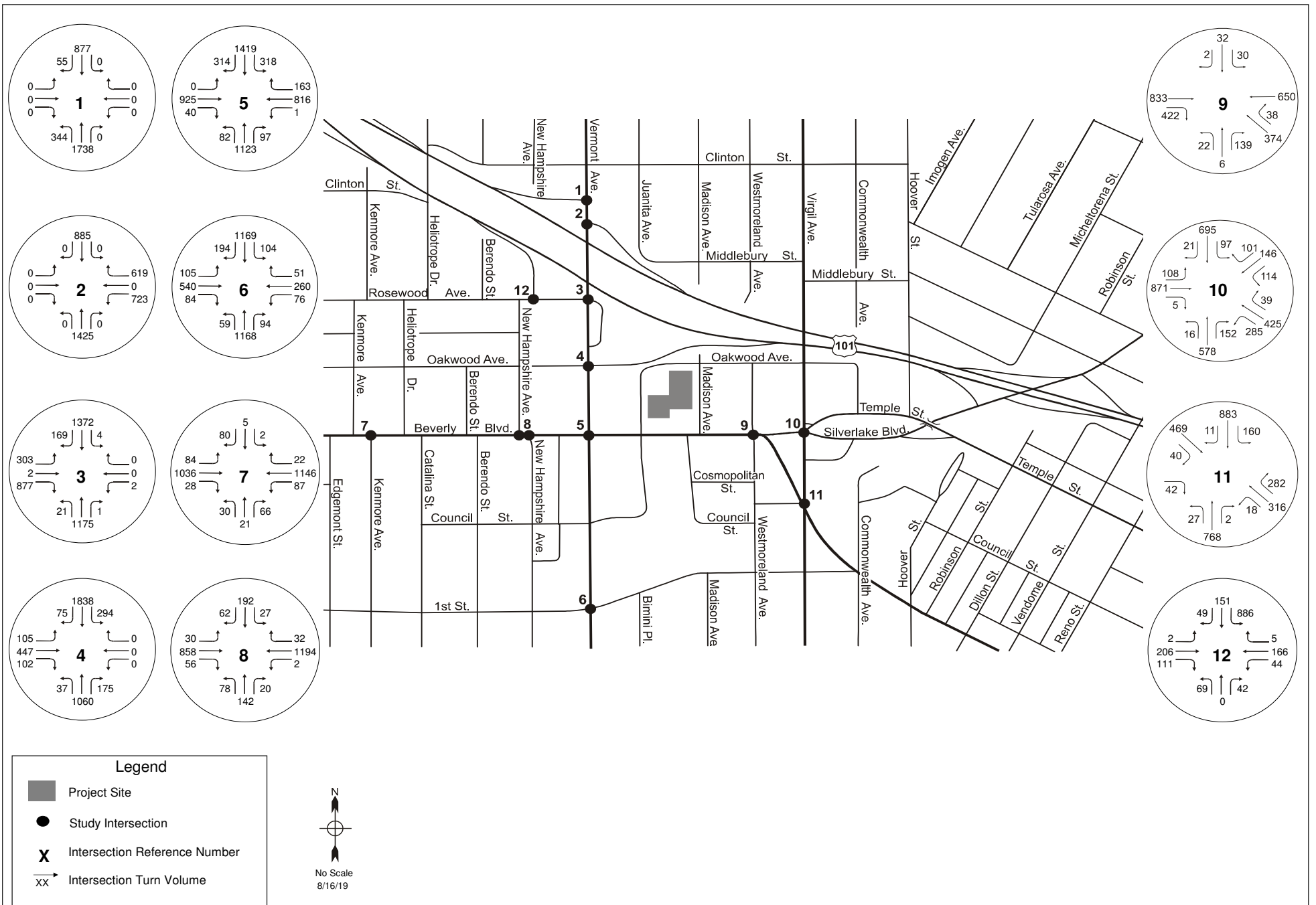


Figure 4.2
Existing With Project Traffic Volumes - PM Peak Hour

**Table 4.1 Existing With Project - Intersection Level of Service
AM Peak Hour**

8/16/2019

| No. | Intersection | Existing Conditions | | Existing With Project Conditions | | Change in V/C | Significant Impact |
|-----|---|---------------------|-----|----------------------------------|-----|---------------|--------------------|
| | | V/C | LOS | V/C | LOS | | |
| 1 | Vermont Ave & 101 NB on-ramp | 0.540 | A | 0.542 | A | 0.002 | No |
| 2 | Vermont Ave & 101 NB off-ramp | 0.419 | A | 0.421 | A | 0.002 | No |
| 3 | Vermont Ave & Rosewood Ave | 0.583 | A | 0.584 | A | 0.001 | No |
| 4 | Vermont Ave & Oakwood Ave | 0.554 | A | 0.555 | A | 0.001 | No |
| 5 | Vermont Ave & Beverly Blvd | 0.694 | B | 0.702 | C | 0.008 | No |
| 6 | Vermont Ave & W 1st St | 0.597 | A | 0.597 | A | 0.000 | No |
| 7 | Kenmore Ave & Beverly Blvd | 0.421 | A | 0.422 | A | 0.001 | No |
| 8 | New Hampshire Ave & Beverly Blvd | 0.575 | A | 0.578 | A | 0.003 | No |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.722 | C | 0.727 | C | 0.005 | No |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.852 | D | 0.853 | D | 0.001 | No |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.720 | C | 0.721 | C | 0.001 | No |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.267 | A | 0.267 | A | 0.000 | No |

**Table 4.2 Existing With Project - Intersection Level of Service
PM Peak Hour**

8/16/2019

| No. | Intersection | Existing Conditions | | Existing With Project Conditions | | Change in V/C | Significant Impact |
|-----|---|---------------------|-----|----------------------------------|-----|---------------|--------------------|
| | | V/C | LOS | V/C | LOS | | |
| 1 | Vermont Ave & 101 NB on-ramp | 0.335 | A | 0.337 | A | 0.002 | No |
| 2 | Vermont Ave & 101 NB off-ramp | 0.435 | A | 0.435 | A | 0.000 | No |
| 3 | Vermont Ave & Rosewood Ave | 0.584 | A | 0.586 | A | 0.002 | No |
| 4 | Vermont Ave & Oakwood Ave | 0.565 | A | 0.567 | A | 0.002 | No |
| 5 | Vermont Ave & Beverly Blvd | 0.688 | B | 0.695 | B | 0.007 | No |
| 6 | Vermont Ave & W 1st St | 0.716 | C | 0.717 | C | 0.001 | No |
| 7 | Kenmore Ave & Beverly Blvd | 0.389 | A | 0.391 | A | 0.002 | No |
| 8 | New Hampshire Ave & Beverly Blvd | 0.556 | A | 0.557 | A | 0.001 | No |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.608 | B | 0.611 | B | 0.003 | No |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.856 | D | 0.856 | D | 0.000 | No |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.771 | C | 0.771 | C | 0.000 | No |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.349 | A | 0.349 | A | 0.000 | No |

5. Future Conditions Without The Project

5.1 Traffic Forecasts

In order to evaluate the potential traffic impacts of the Project, it was necessary to first estimate and then analyze future traffic conditions without the Project. The year selected for this analysis was 2023, which is the expected year of completion of the Project.

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the study area.

The first component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and regional growth and development outside the study area. A growth rate of 1.0 percent per year was applied for this ambient traffic growth based on historical trends and in conjunction with LADOT¹. The existing traffic counts were therefore adjusted upward by a total of 1.0 percent a year for five years to represent the ambient growth to the Project completion year.

The second component of future growth relates to specific development projects located in the study area. These developments are projects located within an approximately 0.65-mile radius from the Project Site (per guidelines in LADOT Memo of November 28, 2018) that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2023 when the Project will be completed, and that could add traffic growth to the roadways in the study area. The following section of this chapter describes the process of estimating traffic from these related projects.

This approach is consistent with procedures outlined in Section 15130 of the CEQA Guidelines which provide two options for developing future traffic forecasts:

“(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or

“(B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions

¹ It is noted that the CMP provides growth factors based on regional modeling. For the Central Los Angeles area the CMP estimates an average ambient growth factor of approximately 0.2% per year. between the years of 2018 and 2023 (Exhibit D-1 of the CMP). However, an ambient growth factor of 1% per year, compounded annually, was conservatively used to adjust the existing traffic volumes to reflect the effects of the regional growth and development by year 2023, following agreement with LADOT through the MOU process,. The total ambient growth adjustment applied over the five-year period was 5.1%.

contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.”

As described above and further below, the methodology used in this study incorporates both Option A – through the incorporation of a related project list, and Option B – through the incorporation of an ambient growth factor. This approach is conservative because the analysis includes both a list of specific related projects and a general background growth factor, and also in that not all of the related projects may be ultimately built, and not all may be built by 2023 (the buildout year of the Project). The analysis therefore likely overstates the future growth in traffic for the horizon year without the Project.

5.2 Related Projects

Project List

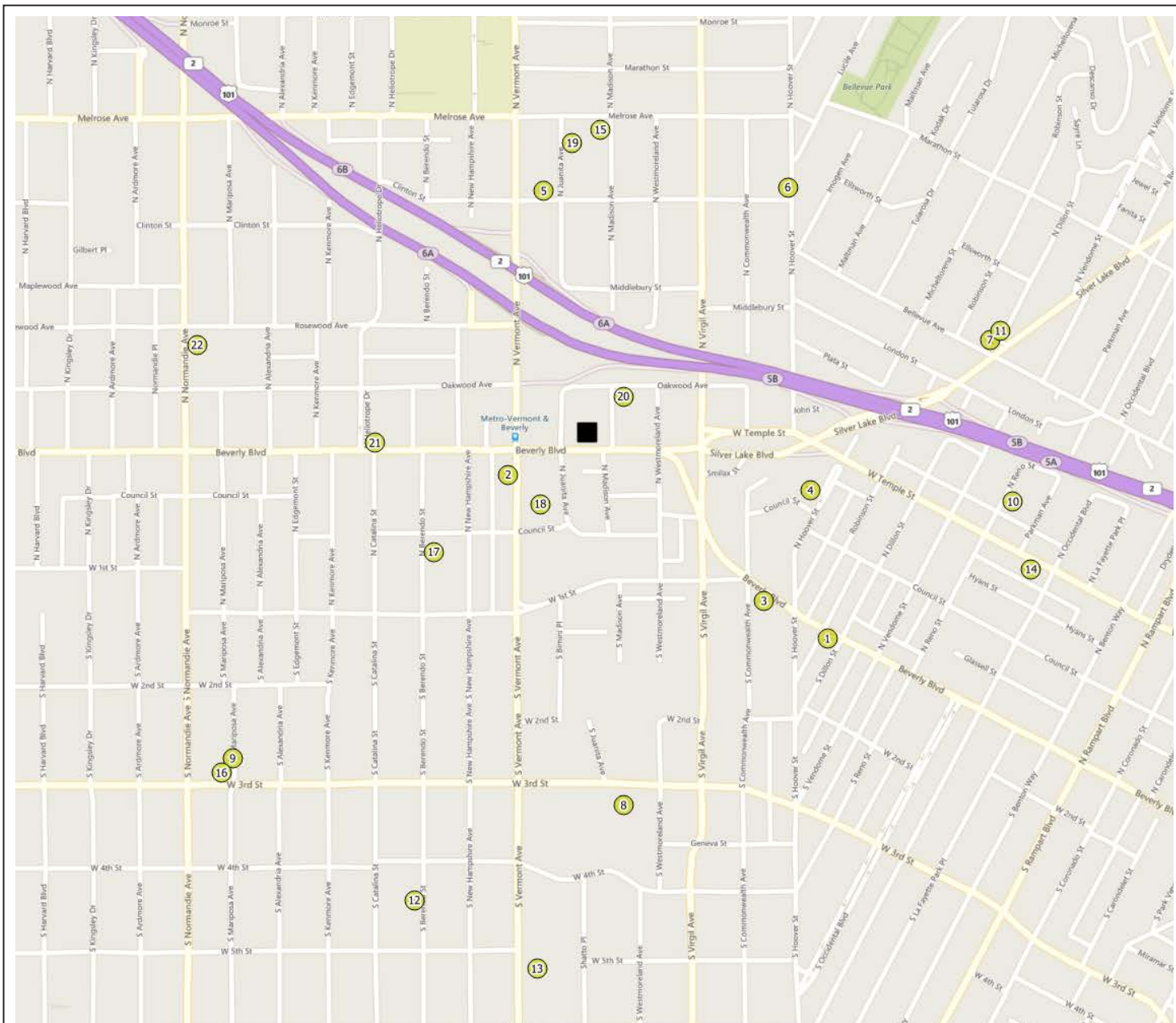
A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to study area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports. A total of 22 potential development projects were identified, the locations of which are shown in Figure 5.1 and are listed in Appendix A. This list was verified and approved by the Department of City Planning and LADOT.

It should also be noted that, again for purposes of preparing a conservative analysis, no potential street improvements or transportation mitigation measures that might be associated with any of the related projects were included in the future conditions traffic analysis.

Project Trip Generation and Distribution

Trip generation estimates for the related projects were prepared, as shown in Appendix B. These were generally taken from the lists provided by the City, and from environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using standard trip rates. These estimates are considered conservative in that they do not account for trip interaction between projects, and they do not in every case account for the possible use of non-auto modes such as transit, walk and bicycling.

Similarly, trip distribution estimates were also taken from the environmental/traffic studies conducted for the individual projects where available or were estimated based on an



Not to Scale

Figure 5.1
Location of Related Projects

Enlightenment Plaza Project

understanding of the type of the project, its location, the geographic distribution of population and employment from which project trips may be drawn, and the surrounding roadway and circulation system. It should be noted that because of the large geographic distribution of these projects, that not all of the related project trips would travel through the study area and traverse the study intersections.

Future Traffic Forecasts for 2023 Without Project Condition

The trip estimates shown in Appendix B were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the study area in 2023, for both the AM and PM peak periods, representing the Future Without Project conditions.

The Future Without Project peak hour traffic volumes are illustrated in Figures 5.2 and 5.3 for the AM and PM peak hours respectively.

Transportation System Changes

Planned Bicycle Facilities

The Mobility Plan 2035 designates approximately 1,200 miles of street in the City's Bicycle Network that includes a Bicycle Enhanced Network and a Bicycle Lane Network. The Bicycle Enhanced Network consists of Bicycle Paths, Tier 1 Bicycle Lane (Protected Bicycle Lane) and Neighborhood Enhanced Network. The Bicycle Lane Network consists of Tier 2 and Tier 3 Bicycle Lanes.

As shown in Figure 5.4, In the area of the Project, the Mobility Plan 2035 recommends Tier 2 bike lanes along Beverly Boulevard east of Westmoreland Avenue, on Silverlake Boulevard east of Virgil Street, on 1st Street between Virgil Street and Beverly Boulevard; Tier 3 bike lanes along Beverly Boulevard west of Westmoreland Avenue, on Temple Street east of Westmoreland Avenue, and along Virgil Avenue. These are in addition to, or change to the existing bicycle facilities shown in Figure 2.7.

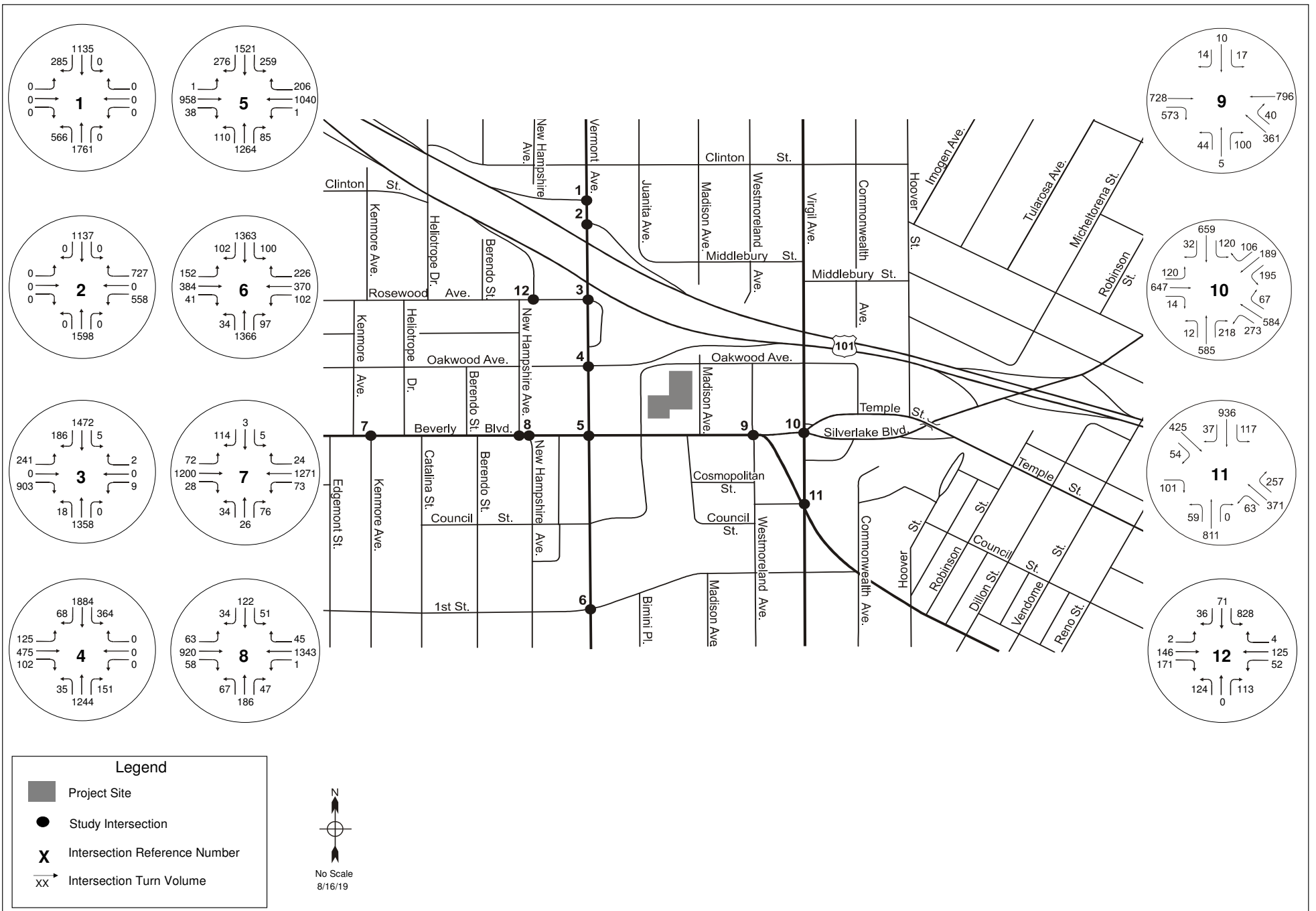


Figure 5.2
Future Without Project Traffic Volumes - AM Peak Hour

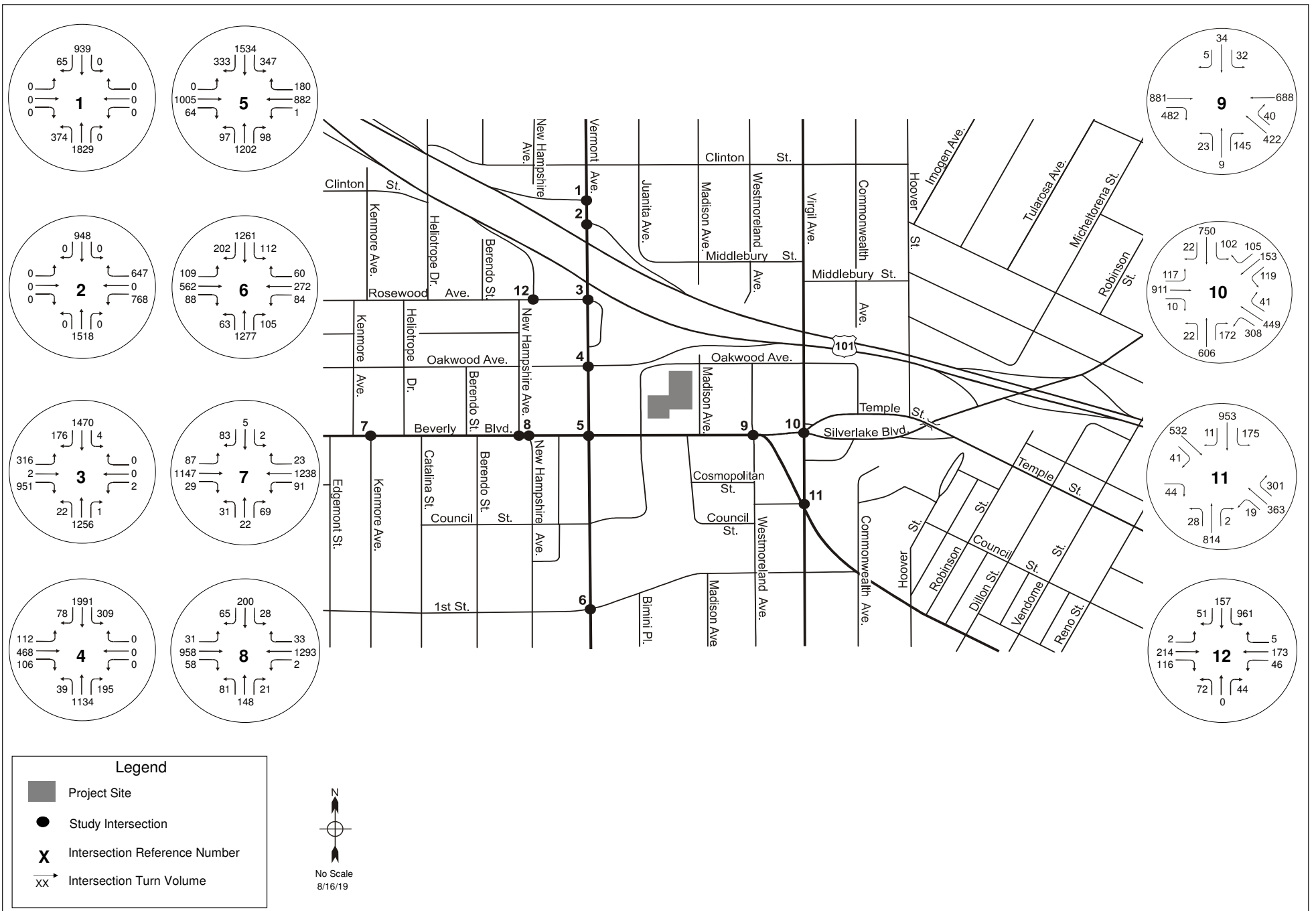


Figure 5.3
Future Without Project Traffic Volumes - PM Peak Hour

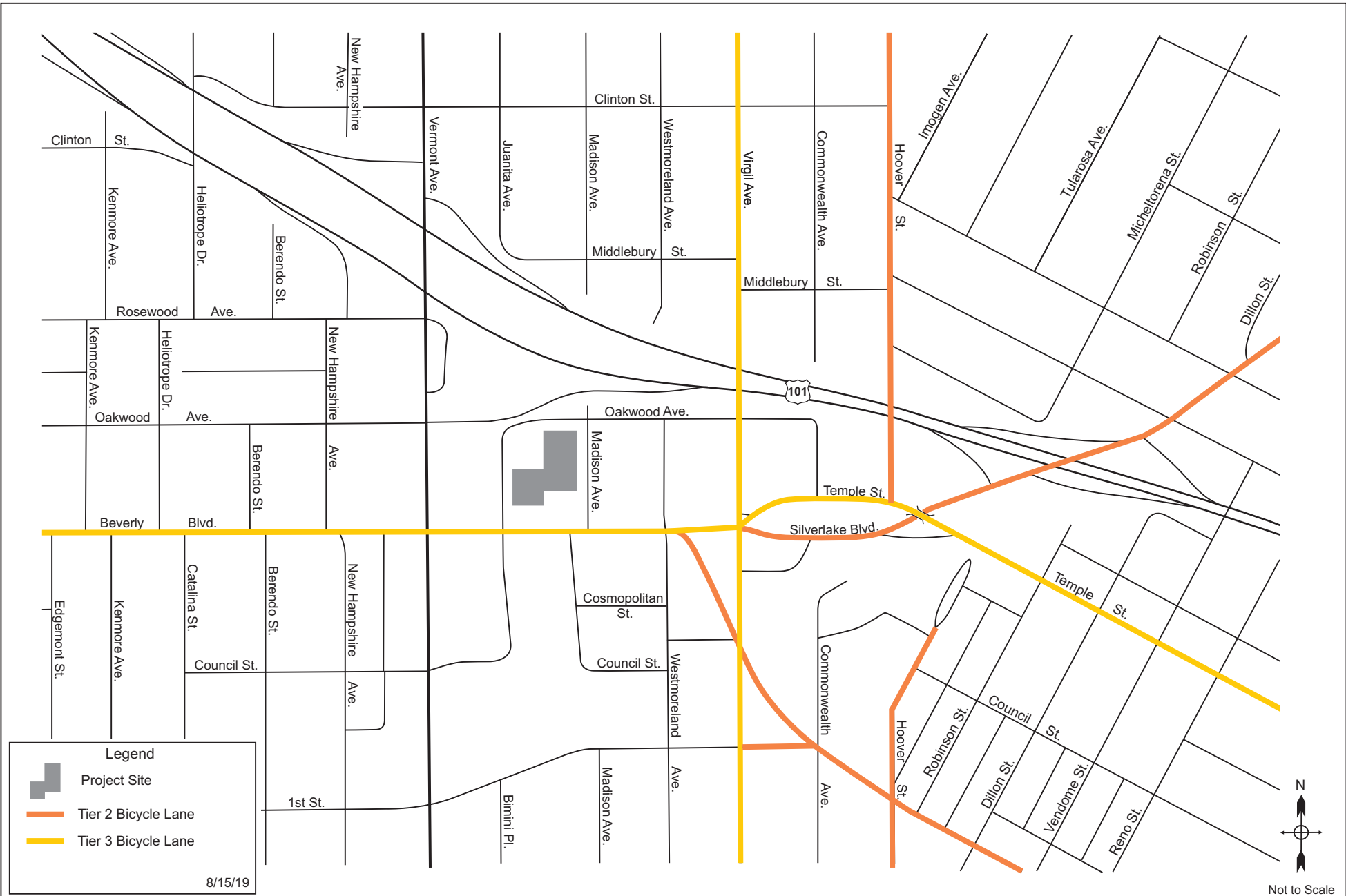


Figure 5.4
 Designated Bicycle Facilities (In addition to or changes from Existing Facilities)

Enlightenment Plaza Project

For the remaining facilities, the Mobility Plan 2035 will implement the overall list of improvements in phases over many years, and in many cases the proposals are conceptual and the plan does not identify the specific street configurations or geometries that will be necessary to accommodate the proposed bike lanes on those streets – which are details to be worked out in the future.

At the time of preparing this report, none of the designated planned facilities in the area as identified above and shown in Figure 5.4 are programmed for completion before the Project design year of 2023 so there are no definitive details on roadway layouts to accommodate the improvements, and they are not included in the following analysis. These facilities will be evaluated by LADOT over time as the Mobility Plan 2035 is implemented in future phases.

Pedestrian Network

The Mobility Plan 2035 defines Pedestrian Enhanced Districts to identify “where pedestrian improvements on arterial streets could be prioritized to provide better walking connections to/from major destinations within communities.” The Mobility Plan 2035 aims to promote walking and reduce reliance on other modes for shorter trips by providing more attractive and wider sidewalks, and adding pedestrian signalization, street trees, and other design features that encourage people to take trips on foot instead of by car.

The Mobility Plan 2035, in identifying Pedestrian Enhanced Districts, has designated the following arterial streets in the area of the Project as Pedestrian Street Segments:

- Beverly Boulevard
- Virgil Avenue
- Hoover Street
- Temple Street
- Silver Lake Boulevard
- 3rd Street

5.3 Future Intersection Conditions Without the Project

Future Without Project Intersection Level of Service

The Future Without Project traffic forecasts were evaluated to determine the V/C ratio and LOS for the analyzed intersections for both the AM peak hour and the PM peak hour. The results are shown in Table 5.1 and Table 5.2, which summarize the intersection levels of service calculated for the Future Without Project conditions, and compares them to existing conditions levels of service.

AM Peak Hour

All studied intersections would operate at LOS D or better during the AM peak hour.

PM Peak Hour

All of the studied intersections would operate at LOS D or better during the PM peak hour, except the following intersection that would operate at LOS E:

- | | |
|---|-------|
| 10. Temple St & Virgil Ave & Silver Lake Blvd | LOS E |
|---|-------|

**Table 5.1 Future Without Project - Intersection Level of Service
AM Peak Hour**

8/16/2019

| No. | Intersection | Existing Conditions | | Future Without Project Conditions | |
|-----|---|---------------------|-----|-----------------------------------|-----|
| | | V/C | LOS | V/C | LOS |
| 1 | Vermont Ave & 101 NB on-ramp | 0.540 | A | 0.593 | A |
| 2 | Vermont Ave & 101 NB off-ramp | 0.419 | A | 0.452 | A |
| 3 | Vermont Ave & Rosewood Ave | 0.583 | A | 0.624 | B |
| 4 | Vermont Ave & Oakwood Ave | 0.554 | A | 0.592 | A |
| 5 | Vermont Ave & Beverly Blvd | 0.694 | B | 0.762 | C |
| 6 | Vermont Ave & W 1st St | 0.597 | A | 0.643 | B |
| 7 | Kenmore Ave & Beverly Blvd | 0.421 | A | 0.449 | A |
| 8 | New Hampshire Ave & Beverly Blvd | 0.575 | A | 0.624 | B |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.722 | C | 0.786 | C |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.852 | D | 0.899 | D |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.720 | C | 0.770 | C |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.267 | A | 0.285 | A |

**Table 5.2 Future Without Project - Intersection Level of Service
PM Peak Hour**

8/16/2019

| No. | Intersection | Existing Conditions | | Future Without Project Conditions | |
|-----|---|---------------------|-----|-----------------------------------|-----|
| | | V/C | LOS | V/C | LOS |
| 1 | Vermont Ave & 101 NB on-ramp | 0.335 | A | 0.373 | A |
| 2 | Vermont Ave & 101 NB off-ramp | 0.435 | A | 0.468 | A |
| 3 | Vermont Ave & Rosewood Ave | 0.584 | A | 0.637 | B |
| 4 | Vermont Ave & Oakwood Ave | 0.565 | A | 0.615 | B |
| 5 | Vermont Ave & Beverly Blvd | 0.688 | B | 0.757 | C |
| 6 | Vermont Ave & W 1st St | 0.716 | C | 0.771 | C |
| 7 | Kenmore Ave & Beverly Blvd | 0.389 | A | 0.434 | A |
| 8 | New Hampshire Ave & Beverly Blvd | 0.556 | A | 0.601 | B |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.608 | B | 0.704 | C |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.856 | D | 0.916 | E |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.771 | C | 0.836 | D |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.349 | A | 0.380 | A |

6. Future With Project Conditions

This section of the report documents the analysis of potential Project traffic impacts in the study area for the Future With Project conditions. Traffic generated by the Project was added to the Future Without Project traffic volumes and the potential for impacts evaluated. The total Future With Project conditions peak hour traffic volumes are illustrated in Figures 6.1 and 6.2 for the AM and PM peak hours, respectively. These traffic forecasts were then used to evaluate potential Project traffic impacts, as described in the following sections.

6.1 Project Impacts - Intersections

Significant Impact Thresholds

LADOT has established criteria to determine if project impacts are significant at an intersection. These criteria are shown below.

Definition of Significant Impact at Intersection

| With Project Traffic | | Project-Related Increase in V/C Ratio |
|----------------------|---------------|--|
| LOS | V/C Ratio | |
| C | 0.701 – 0.800 | equal to or greater than 0.040 |
| D | 0.801 – 0.900 | equal to or greater than 0.020 |
| E, F | > 0.900 | equal to or greater than 0.010 |

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the volume/capacity (V/C) ratio is less than 0.040. However, in another example, if the intersection is operating at LOS E or LOS F and the incremental change in V/C ratio is 0.010 or greater, then the project would be considered to have a significant impact at that location.

Project Impact Analysis - Future With Project Intersection Level of Service

The intersection level of service analysis for the Future With Project conditions is summarized in Table 6.1 for the AM peak hour and in Table 6.2 for the PM peak hour. These tables also compare the level of service for Without Project and With Project conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact.

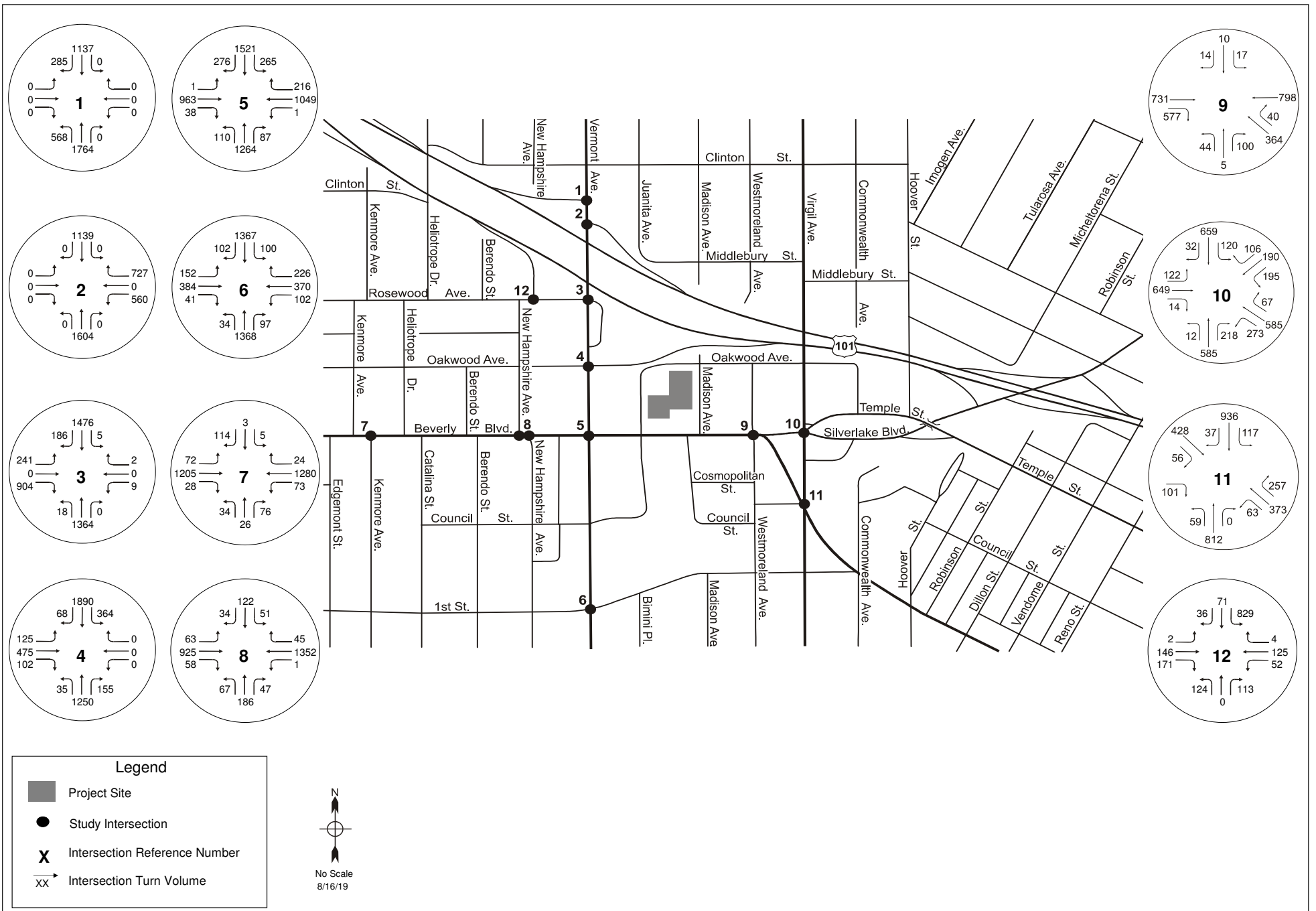


Figure 6.1
Future With Project Traffic Volumes - AM Peak Hour

Enlightenment Plaza Project

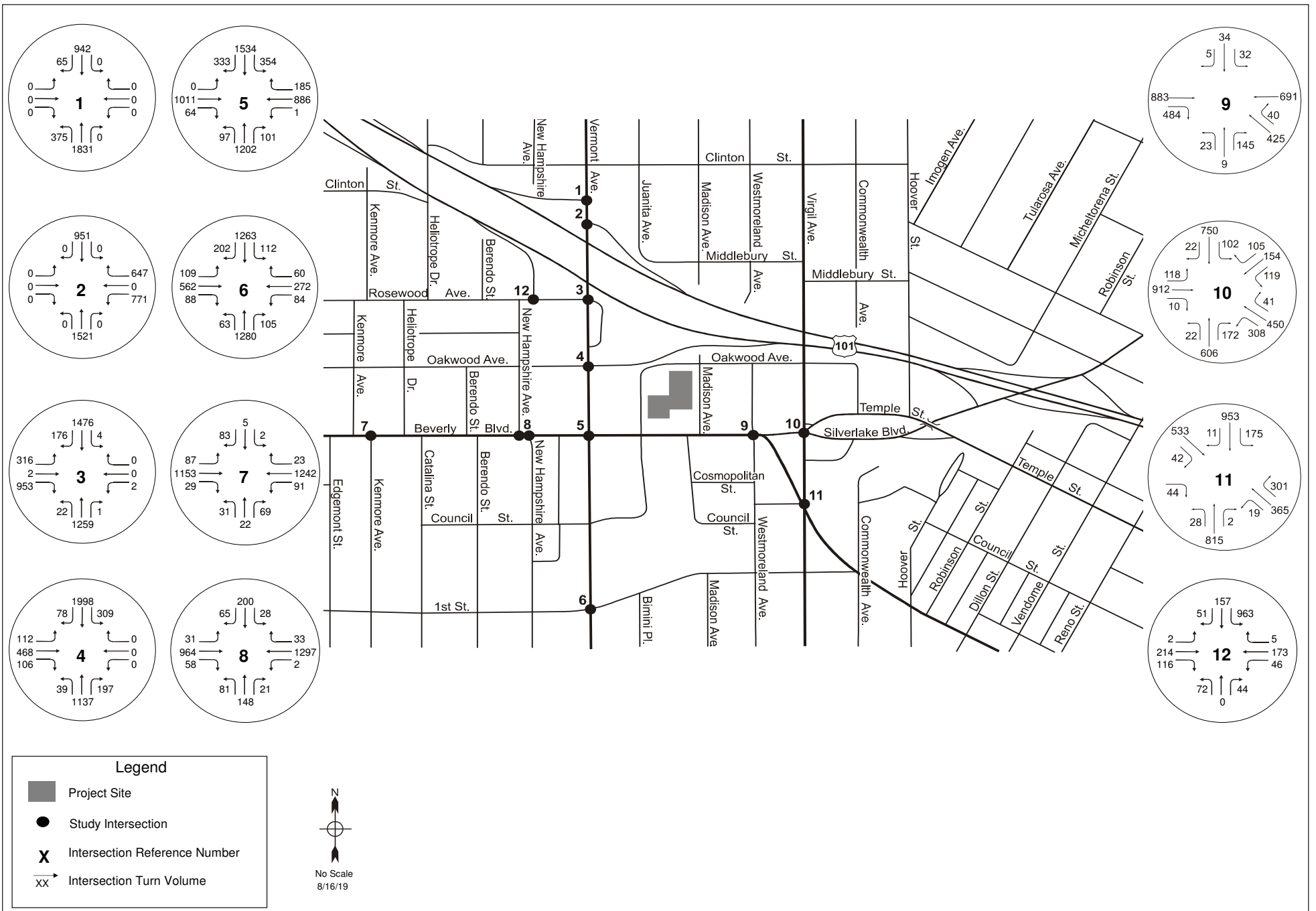


Figure 6.2
Future With Project Traffic Volumes - PM Peak Hour

**Table 6.1 Future With Project - Intersection Level of Service
AM Peak Hour**

8/16/2019

| No. | Intersection | Future Without Project Conditions | | Future With Project Conditions | | Change in V/C | Significant Impact |
|-----|---|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|
| | | V/C | LOS | V/C | LOS | | |
| 1 | Vermont Ave & 101 NB on-ramp | 0.593 | A | 0.595 | A | 0.002 | No |
| 2 | Vermont Ave & 101 NB off-ramp | 0.452 | A | 0.453 | A | 0.001 | No |
| 3 | Vermont Ave & Rosewood Ave | 0.624 | B | 0.625 | B | 0.001 | No |
| 4 | Vermont Ave & Oakwood Ave | 0.592 | A | 0.593 | A | 0.001 | No |
| 5 | Vermont Ave & Beverly Blvd | 0.762 | C | 0.770 | C | 0.008 | No |
| 6 | Vermont Ave & W 1st St | 0.643 | B | 0.643 | B | 0.000 | No |
| 7 | Kenmore Ave & Beverly Blvd | 0.449 | A | 0.451 | A | 0.002 | No |
| 8 | New Hampshire Ave & Beverly Blvd | 0.624 | B | 0.627 | B | 0.003 | No |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.786 | C | 0.792 | C | 0.006 | No |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.899 | D | 0.900 | D | 0.001 | No |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.770 | C | 0.771 | C | 0.001 | No |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.285 | A | 0.286 | A | 0.001 | No |

**Table 6.2 Future With Project - Intersection Level of Service
PM Peak Hour**

8/16/2019

| No. | Intersection | Future Without Project Conditions | | Future With Project Conditions | | Change in V/C | Significant Impact |
|-----|---|-----------------------------------|-----|--------------------------------|-----|---------------|--------------------|
| | | V/C | LOS | V/C | LOS | | |
| 1 | Vermont Ave & 101 NB on-ramp | 0.373 | A | 0.374 | A | 0.001 | No |
| 2 | Vermont Ave & 101 NB off-ramp | 0.468 | A | 0.469 | A | 0.001 | No |
| 3 | Vermont Ave & Rosewood Ave | 0.637 | B | 0.639 | B | 0.002 | No |
| 4 | Vermont Ave & Oakwood Ave | 0.615 | B | 0.616 | B | 0.001 | No |
| 5 | Vermont Ave & Beverly Blvd | 0.757 | C | 0.764 | C | 0.007 | No |
| 6 | Vermont Ave & W 1st St | 0.771 | C | 0.772 | C | 0.001 | No |
| 7 | Kenmore Ave & Beverly Blvd | 0.434 | A | 0.436 | A | 0.002 | No |
| 8 | New Hampshire Ave & Beverly Blvd | 0.601 | B | 0.603 | B | 0.002 | No |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.701 | C | 0.704 | C | 0.003 | No |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.915 | E | 0.916 | E | 0.001 | No |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.836 | D | 0.836 | D | 0.000 | No |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.380 | A | 0.381 | A | 0.001 | No |

AM Peak Hour

As shown in Table 6.1 the intersection levels of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 6.1 indicates that for the AM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would cause no significant impacts in the AM peak hour.

PM Peak Hour

As shown in Table 6.2 the intersection levels of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 6.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Project would cause no significant impacts in the PM peak hour.

Unsignalized Intersection Analysis

LADOT Traffic Study guidelines indicate that unsignalized intersections adjacent to the Project or integral to the Project’s site access and circulation that are expected to operate at LOS E or F in the “Future With Project” scenario should be evaluated solely to determine the need for installation of a traffic signal or other traffic control device. Level of service analysis for the Future With Project scenario was conducted at the following unsignalized intersections in the vicinity of the Project:

- Juanita Avenue & Beverly Boulevard
- Madison Avenue (South) & Beverly Boulevard
- Madison Avenue (North) & Beverly Boulevard
- Oakwood Avenue & Virgil Avenue

These locations were chosen as the closest unsignalized intersections to the Project Site that would provide vehicular access to the Project Site.

The analysis results are shown in Appendix B. As shown in Table B.1, in the Future With Project scenario, the following intersection controlled approaches would operate at LOS E or LOS F in the AM peak hour.

- | | |
|--|-------|
| • Juanita Avenue southbound at Beverly Boulevard | LOS F |
| • Juanita Avenue northbound at Beverly Boulevard | LOS F |
| • Madison Avenue northbound at Beverly Boulevard | LOS E |

- Oakwood Avenue eastbound at Virgil Avenue LOS F

Also, the following controlled approaches would operate at LOS E or LOS F in the PM peak hour.

- Juanita Avenue southbound at Beverly Boulevard LOS F
- Juanita Avenue northbound at Beverly Boulevard LOS F
- Oakwood Avenue eastbound at Virgil Avenue LOS F
- Oakwood Avenue westbound at Virgil Avenue LOS E

All the above approaches would also operate at the same LOS condition under Future Without Project conditions (as shown in Table B.2) except Juanita Avenue southbound at Beverly Boulevard which would operate at LOS D in the AM peak hour and PM peak hour, and Madison Avenue northbound at Beverly Boulevard which would operate at LOS D in the AM peak hour.

All the above approaches also currently operate at the same LOS condition under Existing Conditions (as shown in Table B.3) except Juanita Avenue southbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour and LOS C in the PM peak hour, and Madison Avenue northbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour.

With the Proposed Project, the Madison Avenue southbound approach at Beverly Boulevard, and the eastbound and westbound left turns on Beverly Boulevard at Juanita Avenue and Madison Avenue, would all operate at LOS D or better in both peak hours, as shown in Table B.1 in Appendix B. The Madison Avenue northbound approach at Beverly Boulevard would operate at LOS C in the PM peak hour.

A traffic signal warrant analysis was conducted at the intersections operating at LOS E and LOS F based on the peak hour traffic volumes and level of service. As shown in Appendix B Table B.4, the analysis showed that the future volumes with the Project would not warrant a traffic signal at the Juanita Avenue & Beverly Boulevard, Madison Avenue (North) & Beverly, Madison Avenue (South) & Beverly or Oakwood Avenue & Virgil Avenue intersections, in either peak hour. The project therefore does not cause the need for a new traffic signal.

6.2 Project Impacts – CMP Analysis

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

6.3 Driveway and Site Circulation

As previously described in Chapter 3, the main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided via driveways on Oakwood Avenue and Juanita Avenue to parking for those components of the Project. Project traffic will therefore use Madison Avenue, Juanita Avenue and Oakwood Avenue to access the Project.

All Project driveways will be designed according to LADOT standards, so there will be no significant impacts due to roadway design hazards.

6.4 Pedestrian Circulation

The Project introduces various streetscape improvements to encourage more pedestrian-friendly street edges along Juanita and Madison Avenues. Along Madison Avenue, a new on-site passenger loading zone with turn-around will be centrally located between Enlightenment Plaza & PATH Metro Villas on the east side of the street. The sidewalk on Madison Avenue adjacent to the Project, will be widened to up to 12ft wide in most locations. On Juanita Avenue existing 12ft sidewalks will be retained. Existing sidewalk widths will also be maintained on Oakwood Avenue. Utility poles fronting the property along Madison, Oakwood & Juanita Avenues will be relocated underground creating more continuous sidewalks. Additionally, nine new street trees will be placed along these three street frontages. Fourteen new bike racks will be strategically located along both Juanita & Madison Avenues. These streetscape improvements will aid in all streets adjacent to the Project becoming more pedestrian oriented. These improvements, along with the vacation of part of Madison Avenue Plaza will also help seamlessly engage the campuses of PATH Metro Villas and Enlightenment Plaza.

6.5 Freeway Analysis

An MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures (December 2015)) sets forth criteria for when a freeway impact analysis should be conducted. This requires an initial evaluation of freeway mainline segments and freeway off-ramps to determine if Project volumes exceed certain thresholds that would require further analysis of the freeway system. A freeway evaluation of Project volumes against these thresholds was conducted according to the procedures in the MOU and is included in the MOU in Appendix A. The initial evaluation concluded that neither the freeway mainline thresholds nor the freeway off-ramp threshold were met by Project traffic volumes, so no further analysis of the freeway system was necessary.

7. Future Conditions With Potential Street Vacations

7.1 Description of Potential Street Vacations

The Applicant may also desire to vacate sections of the following two streets, as shown in Figure 7.1:

- Madison Avenue – the northern portion of Madison Avenue between the project main entrance turnaround and Oakwood Avenue
- Oakwood Avenue - from Juanita Avenue to Westmoreland Avenue.

The approval of the Proposed Project is not contingent upon, and does not require, these street vacations. The following analysis is being provided for informational purposes.

It is anticipated that the vacated portions of Madison Avenue and Oakwood Avenue would not be available for general public use, and would be controlled by a control arm type device. Access would be retained for the Proposed Project and for land uses adjacent to the vacated street sections. Project residents and employees would pass through the vacated street sections with use of key card or similar device to operate the control barrier. A similar option would be provided for the adjacent PATH project on the east side of Madison Avenue to Oakwood Avenue. These would be the only two properties affected by the vacations. The public would not however be able to use these sections of Madison Avenue or Oakwood Avenue.

Other than traffic from the Proposed Project and from the adjacent PATH project, traffic volumes currently using this segment of Madison Avenue are negligible, and as Juanita Avenue and Oakwood Avenue offer alternate access routes to Beverly Boulevard and Virgil Avenue, the street vacation is not expected to cause significant traffic impacts.

7.2 Traffic Forecasts

The analysis addressed the same horizon year, 2023, as the traffic analysis for the Proposed Project. It also included the same list of related projects, and traffic from the Proposed Project. The future conditions therefore represent the Future with Proposed Project as analyzed in Chapter 6, but with the potential partial street vacations.

As discussed above, the Potential Street Vacations would not affect traffic access to the Proposed Enlightenment Plaza Project or to the PATH Project and would not cause traffic diversion of traffic to/from these projects. However, traffic using these street segments but not

stopping at adjacent land uses (i.e. traffic passing through) would divert to alternate routes – to Virgil Avenue, Westmoreland Avenue, and Beverly Boulevard.

Based on existing traffic counts at intersections and driveways along Oakwood Avenue, likely traffic diversions were estimated for the Potential Street Vacations. A growth rate of 1.0 percent a year for five years was applied to traffic diversion volumes to represent the future horizon year of analysis. No traffic diversions for related projects were necessary (there would be no related project trips on the street segments to be vacated), and as described above no diversions would occur for the Proposed Project or for adjacent projects. The estimated traffic volumes for the Potential Street Vacations are shown in Figure 7.2 for the AM peak hour and Figure 7.3 for the PM peak hour. The traffic diversions would only affect traffic volumes at Intersection #9 – Beverly Blvd & Temple St & Westmoreland Ave, and Intersection #10 – Temple St & Virgil Avenue & Council Street. Traffic volumes at the other studied intersections would remain the same.

7.3 Impacts - Intersections

Future With Partial Street Vacations - Intersection Level of Service

The intersection level of service analysis for the Future With Potential Street Vacation conditions is summarized in Table 7.1 for the AM peak hour and in Table 7.2 for the PM peak hour. These tables also compare the level of service for Without and With the Potential Street Vacation conditions, show the increase in V/C ratios at each intersection due to the Project, and identify if the increase constitutes a significant impact. The Without Street Vacation condition represents the Future With (Development) Project condition discussed in Chapter 6.

AM Peak Hour

As shown in Table 7.1 the intersection levels of service would not change between the Future Without Project and Future With Project conditions. The analysis summarized in Table 7.1 also indicates that for the AM peak hour, there would be no changes in the volume/capacity (V/C) ratios. This is because the volume of diverted traffic is very small, and diverted traffic would be added to the non-critical movements at the affected intersection (i.e. those movements not affecting the V/C ratio).

It is therefore concluded that the Potential Street Vacations would cause no significant impacts in the AM peak hour.

PM Peak Hour

As shown in Table 7.2 the intersection levels of service would not change between the Future Without Project and Future With Street Vacation conditions. The analysis summarized in Table

7.2 indicates that for the PM peak hour, all increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur.

It is therefore concluded that the Potential Street Vacations would cause no significant impacts in the PM peak hour.

Unsignalized Intersection Analysis

LADOT Traffic Study guidelines indicate that unsignalized intersections adjacent to the Project or integral to the Project’s site access and circulation that are expected to operate at LOS E or F in the “Future With Street Vacation” scenario should be evaluated solely to determine the need for installation of a traffic signal or other traffic control device. The following analysis used the same procedures and methodology as was used for the Proposed Project analysis and shown in Section 6.1 of Chapter 6. Level of service analysis for the Future With Potential Street Vacation scenario was conducted at the following unsignalized intersections in the vicinity of the Project:

- Juanita Avenue & Beverly Boulevard
- Madison Avenue (South) & Beverly Boulevard
- Madison Avenue (North) & Beverly Boulevard
- Oakwood Avenue & Virgil Avenue

These locations were chosen as the closest unsignalized intersections to the Project Site that would provide vehicular access to the Project Site.

The analysis results are shown in Appendix E. As shown in Table E.1, in the Future With Street Vacation scenario, the following intersection controlled approaches would operate at LOS E or LOS F in the AM peak hour.

- | | |
|--|-------|
| • Juanita Avenue southbound at Beverly Boulevard | LOS F |
| • Juanita Avenue northbound at Beverly Boulevard | LOS F |
| • Madison Avenue northbound at Beverly Boulevard | LOS E |
| • Oakwood Avenue eastbound at Virgil Avenue | LOS F |

Also, the following controlled approaches would operate at LOS E or LOS F in the PM peak hour.

- | | |
|--|-------|
| • Juanita Avenue southbound at Beverly Boulevard | LOS F |
| • Juanita Avenue northbound at Beverly Boulevard | LOS F |
| • Oakwood Avenue eastbound at Virgil Avenue | LOS F |
| • Oakwood Avenue westbound at Virgil Avenue | LOS F |

All the above approaches would also operate at the same LOS under Future Without Street Vacations conditions (as shown in Table E.2).

All the above approaches also currently operate at the same LOS condition under Existing Conditions (as shown in Table E.3) except Juanita Avenue southbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour and LOS C in the PM peak hour, and Madison Avenue northbound at Beverly Boulevard which currently operates at LOS D in the AM peak hour, and Oakwood westbound at Virgil Avenue which currently operates at LOS E in the PM peak hour.

With the Potential Street Vacations, the Madison Avenue southbound approach at Beverly Boulevard, and the eastbound and westbound left turns on Beverly Boulevard at Juanita Avenue and Madison Avenue, would all operate at LOS D or better in both peak hours, as shown in Table E.1 in Appendix E. The Madison Avenue northbound approach at Beverly Boulevard would operate at LOS C in the PM peak hour.

A traffic signal warrant analysis was conducted at the intersections operating at LOS E and LOS F based on the peak hour traffic volumes and level of service. As shown in Appendix E Table E.4, the analysis showed that the future volumes with the Potential Street Vacations would not warrant a traffic signal at the Juanita Avenue & Beverly Boulevard, Madison Avenue (North) & Beverley, Madison Avenue (South) & Beverly or Oakwood Avenue & Virgil Avenue intersections, in either peak hour. The Potential Street Vacations therefore would not cause the need for a new traffic signal.

7.4 CMP Analysis

The potential street vacations would not change any traffic volumes at the CMP locations described in Chapter 6. The CMP analysis in Chapter 6 would remain unchanged and the potential street vacations would therefore not have any significant CMP impacts.

7.5 Driveway and Site Circulation

All vehicular access to the Proposed Project would remain the same with the potential street vacations. As previously described in Chapter 3, the main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided via driveways on Oakwood Avenue and Juanita Avenue to parking for those components of the Project. Project traffic will therefore use Madison Avenue, Juanita Avenue and Oakwood Avenue to access the Project.

It is anticipated that the vacated portions of Madison Avenue and Oakwood Avenue would not be available for general public use, and would be controlled by a control arm type device. Project residents and employees would pass through the vacated street section with use of key

card or similar device to operate the control barrier. A similar option would be provided for the adjacent PATH project on the east side of Madison Avenue to Oakwood Avenue. The public would not however be able to use the vacated sections of Madison Avenue and Oakwood Avenue.

Access and circulation for the Proposed Project would there remain unchanged with the potential street vacations.

7.5 Pedestrian Circulation

The potential street vacations would not change any pedestrian facilities, so pedestrian circulation would not be affected and would be unchanged.

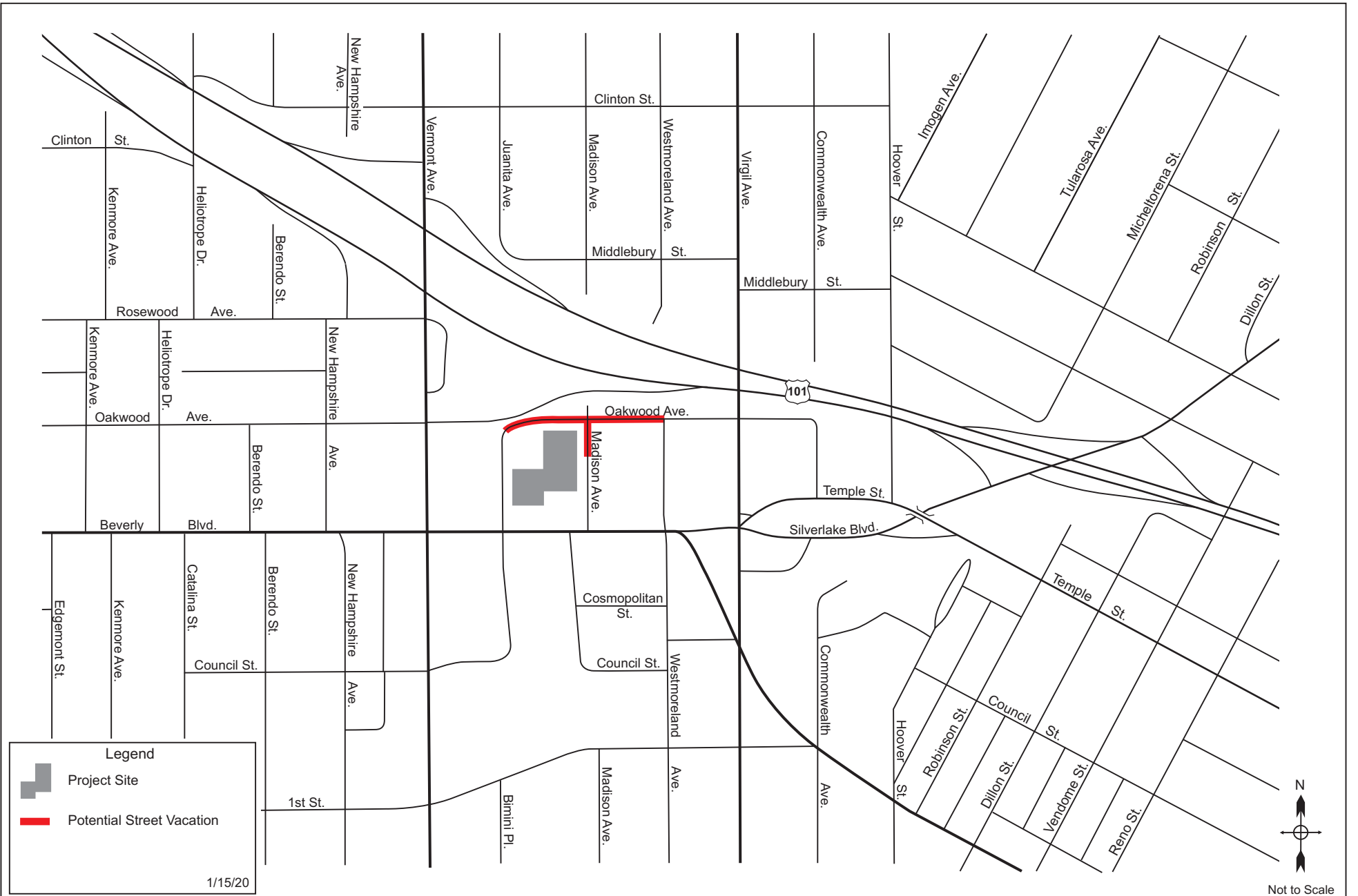


Figure 7.1
Project Location - Potential Street Vacation

Enlightenment Plaza Project

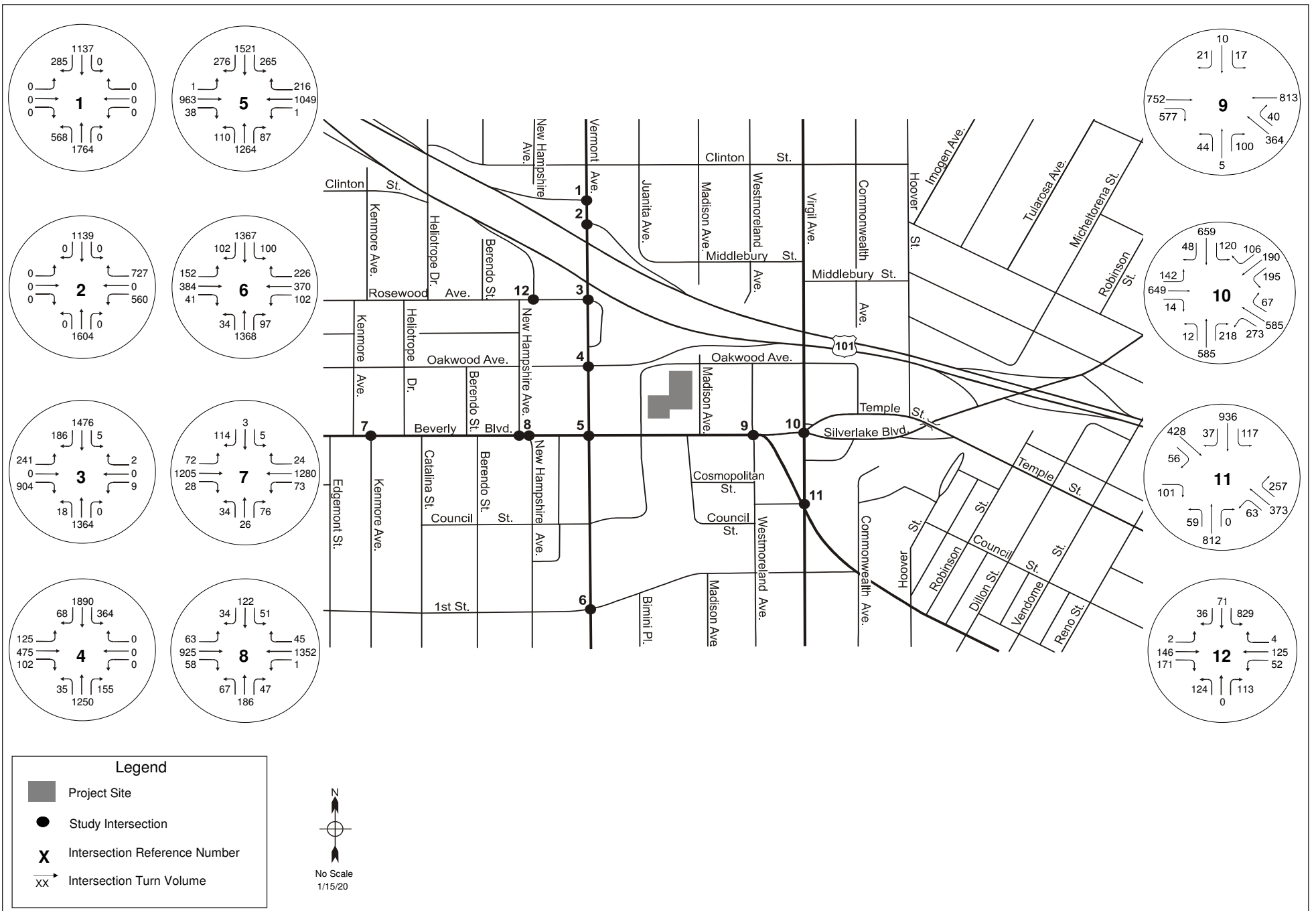


Figure 7.2
Future With Street Vacation Volumes - AM Peak Hour

Enlightenment Plaza Project

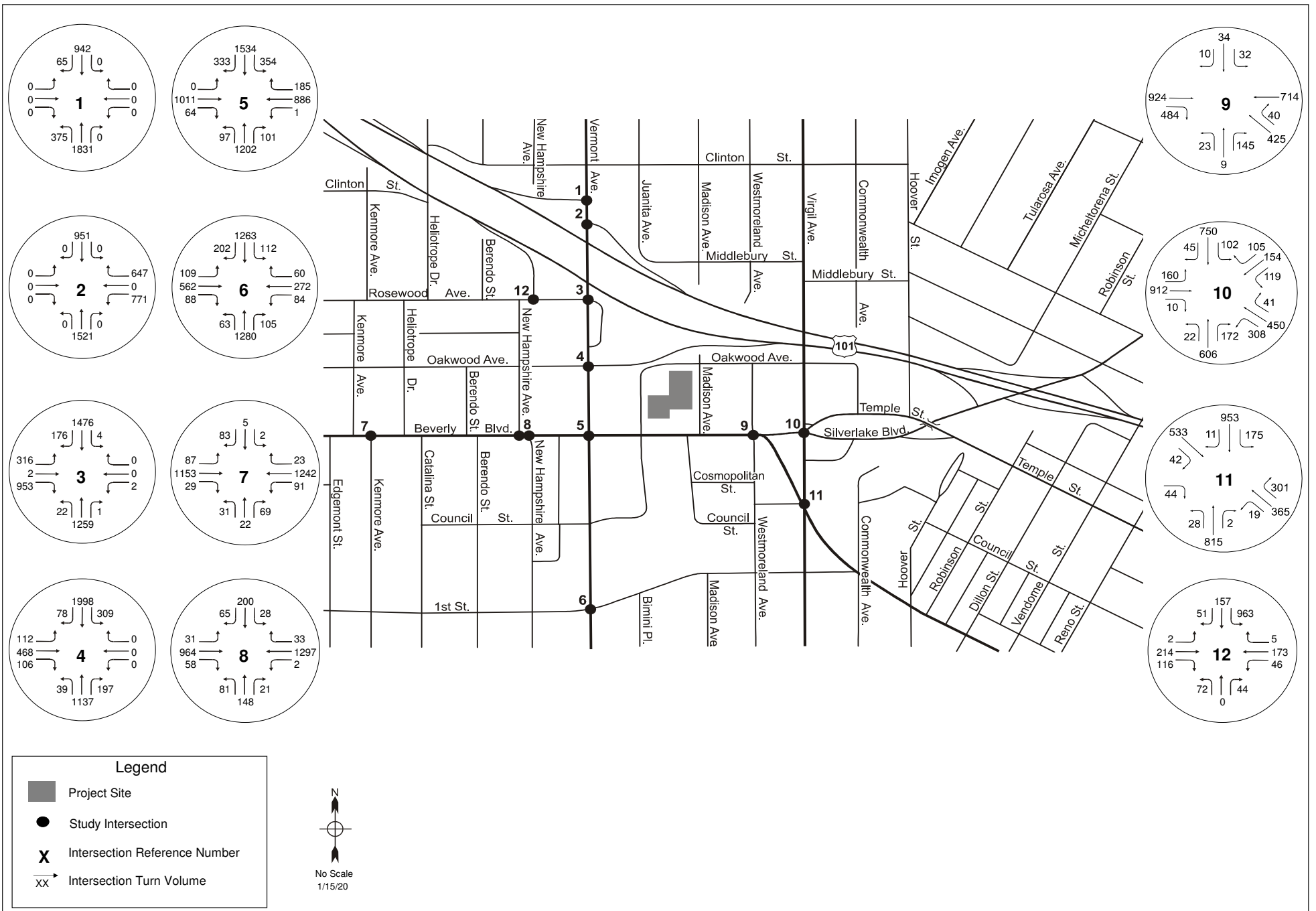


Figure 7.3
Future With Street Vacation Volumes - PM Peak Hour

Enlightenment Plaza Project

**Table 7.1 Future With Street Vacation - Intersection Level of Service
AM Peak Hour**

1/8/2020

| No. | Intersection | Future Without Street Vacation Conditions | | Future With Street Vacation Conditions | | Change in V/C | Significant Impact |
|-----|---|---|-----|--|-----|---------------|--------------------|
| | | V/C | LOS | V/C | LOS | | |
| 1 | Vermont Ave & 101 NB on-ramp | 0.595 | A | 0.595 | A | 0.000 | No |
| 2 | Vermont Ave & 101 NB off-ramp | 0.453 | A | 0.453 | A | 0.000 | No |
| 3 | Vermont Ave & Rosewood Ave | 0.625 | B | 0.625 | B | 0.000 | No |
| 4 | Vermont Ave & Oakwood Ave | 0.593 | A | 0.593 | A | 0.000 | No |
| 5 | Vermont Ave & Beverly Blvd | 0.770 | C | 0.770 | C | 0.000 | No |
| 6 | Vermont Ave & W 1st St | 0.643 | B | 0.643 | B | 0.000 | No |
| 7 | Kenmore Ave & Beverly Blvd | 0.451 | A | 0.451 | A | 0.000 | No |
| 8 | New Hampshire Ave & Beverly Blvd | 0.627 | B | 0.627 | B | 0.000 | No |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.792 | C | 0.792 | C | 0.000 | No |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.900 | D | 0.900 | D | 0.000 | No |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.771 | C | 0.771 | C | 0.000 | No |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.286 | A | 0.286 | A | 0.000 | No |

**Table 7.2 Future With Street Vacation - Intersection Level of Service
PM Peak Hour**

1/8/2020

| No. | Intersection | Future Without Street Vacation Conditions | | Future With Street Vacation Conditions | | Change in V/C | Significant Impact |
|-----|---|---|-----|--|-----|---------------|--------------------|
| | | V/C | LOS | V/C | LOS | | |
| 1 | Vermont Ave & 101 NB on-ramp | 0.374 | A | 0.374 | A | 0.000 | No |
| 2 | Vermont Ave & 101 NB off-ramp | 0.469 | A | 0.469 | A | 0.000 | No |
| 3 | Vermont Ave & Rosewood Ave | 0.639 | B | 0.639 | B | 0.000 | No |
| 4 | Vermont Ave & Oakwood Ave | 0.616 | B | 0.616 | B | 0.000 | No |
| 5 | Vermont Ave & Beverly Blvd | 0.764 | C | 0.764 | C | 0.000 | No |
| 6 | Vermont Ave & W 1st St | 0.772 | C | 0.772 | C | 0.000 | No |
| 7 | Kenmore Ave & Beverly Blvd | 0.436 | A | 0.436 | A | 0.000 | No |
| 8 | New Hampshire Ave & Beverly Blvd | 0.603 | B | 0.603 | B | 0.000 | No |
| 9 | Beverly Blvd & Temple St & Westmoreland Ave | 0.704 | C | 0.704 | C | 0.000 | No |
| 10 | Temple St & Virgil Ave & Silver Lake Blvd | 0.916 | E | 0.916 | E | 0.000 | No |
| 11 | Beverly Blvd & Virgil Ave & Council St | 0.836 | D | 0.836 | D | 0.000 | No |
| 12 | 101 SB off-ramp & Rosewood Ave | 0.381 | A | 0.381 | A | 0.000 | No |

8. Mitigation Measures

As the preceding analysis has determined that there would be no significant traffic impacts at intersections, no access impacts, no CMP or freeway impacts, and no CMP transit impacts caused by the Project, no mitigation measures are necessary.

The analysis has further determined that the potential street vacations would not cause any significant traffic impacts, so no mitigations would be necessary.



Enlightenment Plaza Project

Appendices A-E

January 2020

Prepared by

The Mobility Group

Appendix A
Memorandum of Understanding (MOU)



Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT’s Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: _____

Project Address: _____

Project Description: _____

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* Yes No

II. TRIP GENERATION

Geographic Distribution: N _____ % S _____ % E _____ % W _____ %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* Yes No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

| | Yes | No |
|----------------------------------|--------------------------|--------------------------|
| Transit Usage | <input type="checkbox"/> | <input type="checkbox"/> |
| Transportation Demand Management | <input type="checkbox"/> | <input type="checkbox"/> |
| Existing Active Land Use | <input type="checkbox"/> | <input type="checkbox"/> |
| Previous Land Use | <input type="checkbox"/> | <input type="checkbox"/> |
| Internal Trip | <input type="checkbox"/> | <input type="checkbox"/> |
| Pass-By Trip | <input type="checkbox"/> | <input type="checkbox"/> |

Source of Trip Generation Rate(s)? ITE 9th Edition Other: _____

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* Yes No

| | <u>IN</u> | <u>OUT</u> | <u>TOTAL</u> |
|----------|-----------|------------|--------------|
| AM Trips | _____ | _____ | _____ |
| PM Trips | _____ | _____ | _____ |

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: _____ Ambient or CMP Growth Rate: _____ % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* Yes No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting “yes” implies that at least one criteria was satisfied)* Yes No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* Yes No

Is this Project located on a street within the High Injury Network? Yes No

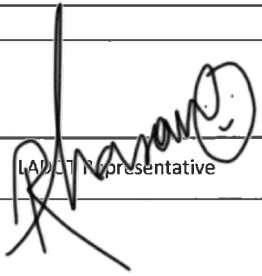
IV. CONTACT INFORMATION

CONSULTANT

DEVELOPER

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| | | | | | |
|--------------|---|------------------|---|--|------------------|
| Approved by: | <small>Digitally signed by Saeed Kerayehchian Kerayehchian Date: 2019.06.24 16:31:56 -0700</small> X | <u>6/24/2019</u> | X |  | <u>7/24/2019</u> |
| | Consultant's Representative | Date | | LADOT Representative | Date |

Attachment A

Project Description & Site Plan

Flexible Enlightenment Plaza Project - Project Description

The proposed project site is located in the Hollywood Area of Los Angeles and bounded by Beverly Boulevard to the south, Juanita Avenue to the west, Madison Avenue to the east and Oakwood Avenue to the north.

The Project, referred to as Enlightenment Plaza Apartments will consist of 454 units of housing dedicated to Permanent Supportive Housing (Restricted Affordable) for formerly homeless individuals in 5 buildings, including 5,127 sq.ft. of services (mental and physical health, financial, employment) for on-site residents. The main vehicular access (ingress and egress) is to be provided from Madison Avenue. A centralized drop-off and pickup will also be provided on Madison Avenue. Vehicular access will also be provided from Oakwood Avenue and Juanita Avenue.

The project will include the following street vacations: The northern portion of Madison Avenue between Oakwood Avenue and the project turnaround; Oakwood Avenue between Juanita Avenue and Westmoreland Avenue

The site is currently occupied by an AT&T Service Yard, with driveways on Juanita Avenue. The project site plan is shown in Figure A.2. The site also includes 3812 Oakwood which has 3 multi-family units. In addition, 3838 Oakwood at the corner of Oakwood / Juanita has an existing office building which will remain.

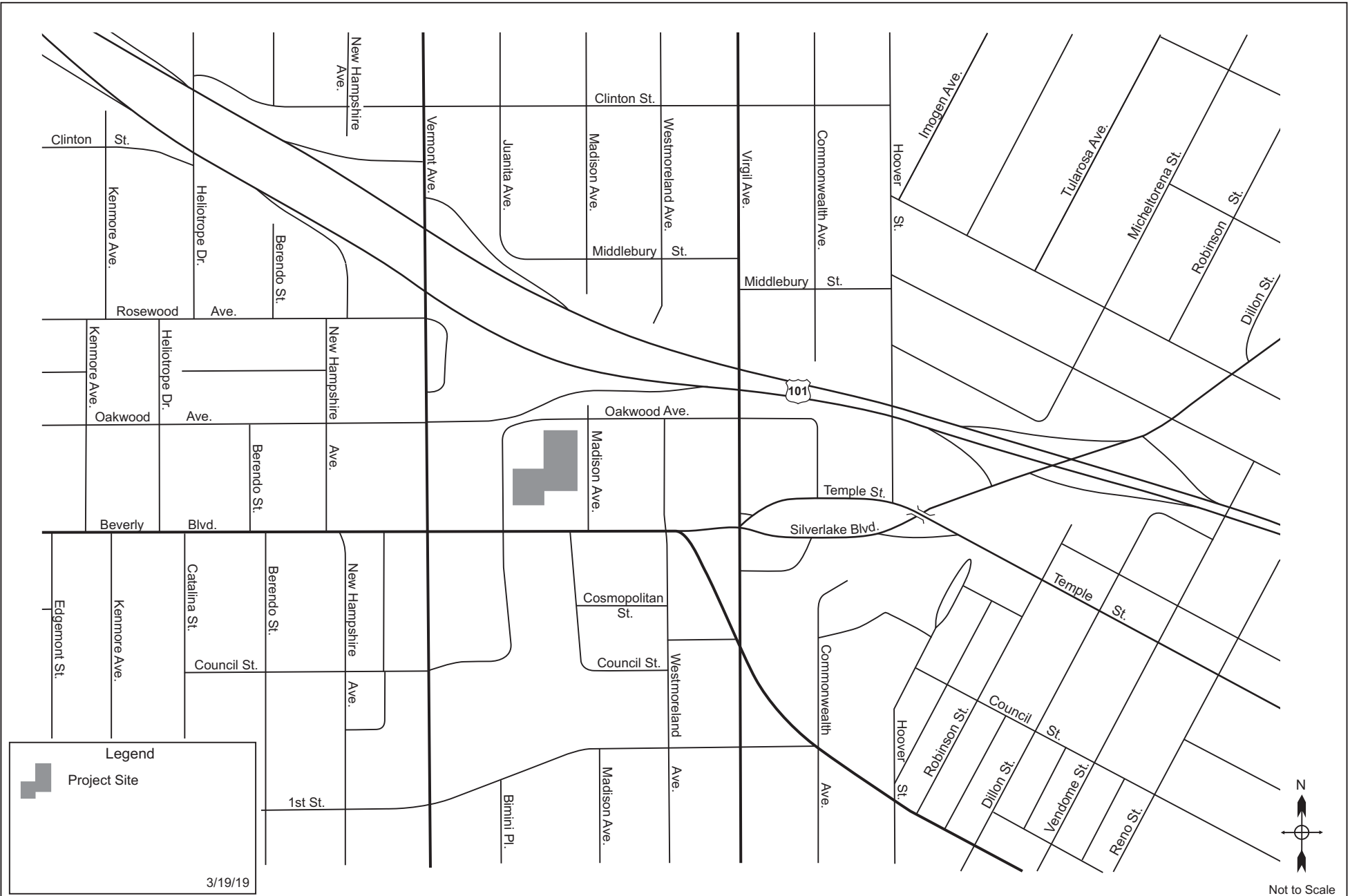


Figure A.1
 Project Location

Flexible Enlightenment Plaza Project

Attachment B

Trip Generation Estimates

Table B-1 Flexible Enlightenment Plaza Project - Trip Generation

5/30/2019

Daily Trips

| Land Use Assumptions | Source & Code | Quantity | Units | Daily | | | Total Trips |
|---|---------------|----------|-------|-------|-----------|--|-------------|
| | | | | | Trip Rate | | |
| Existing Uses AT&T Service Yard ^{1,2} | - | - | - | | - | | -170 |
| Total Existing | | | | | | | -170 |
| Proposed Uses Permanent Supportive Housing (PSH) ³ | LADOT | 454 | DU | | 1.27 | | 577 |
| Total Proposed | | | | | | | 577 |
| Total Net | | | | | | | 407 |

AM Peak

| Land Use Assumptions | Source & Code | Quantity | Units | AM Peak Hour | | | | | |
|---|---------------|----------|-------|--------------|------|-------|-------------|-----|-------|
| | | | | Trip Rate | | | Total Trips | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses AT&T Service Yard ¹ | - | - | - | - | - | - | -5 | 0 | -5 |
| Total Existing | | | | | | | -5 | 0 | -5 |
| Proposed Uses Permanent Supportive Housing (PSH) ³ | LADOT | 454 | DU | 0.05 | 0.07 | 0.12 | 23 | 31 | 54 |
| Total Proposed | | | | | | | 23 | 31 | 54 |
| Total Net | | | | | | | 18 | 31 | 49 |

PM Peak

| Land Use Assumptions | Source & Code | Quantity | Units | PM Peak Hour | | | | | |
|---|---------------|----------|-------|--------------|------|-------|-------------|-----|-------|
| | | | | Trip Rate | | | Total Trips | | |
| | | | | In | Out | Total | In | Out | Total |
| Existing Uses AT&T Service Yard ¹ | - | - | - | - | - | - | -10 | -7 | -17 |
| Total Existing | | | | | | | -10 | -7 | -17 |
| Proposed Uses Permanent Supportive Housing (PSH) ³ | LADOT | 454 | DU | 0.07 | 0.05 | 0.12 | 32 | 22 | 54 |
| Total Proposed | | | | | | | 32 | 22 | 54 |
| Total Net | | | | | | | 22 | 15 | 37 |

Notes:

1. Trips for existing uses (AT&T Service Yard) from driveway traffic counts, 2019.
2. Daily trips for existing uses calculated based on the assumption of 10 times PM peak hour traffic.
3. Trip rates for Permanent Supportive Housing are from Table 5 of LADOT's Transportation Impact Study Guidelines, December 2016.

Note : Some numbers may not add up precisely due to rounding.

Attachment C

Trip Distribution

Flexible Enlightenment Plaza Project – Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project users, and the characteristics of the street system in the area of the Project. The following distribution was assumed:

- 20% of the trips towards the north
- 35% of the trips towards the south
- 20% of the trips towards the east
- 25% of the trips towards the west

Attachment D

Related Projects

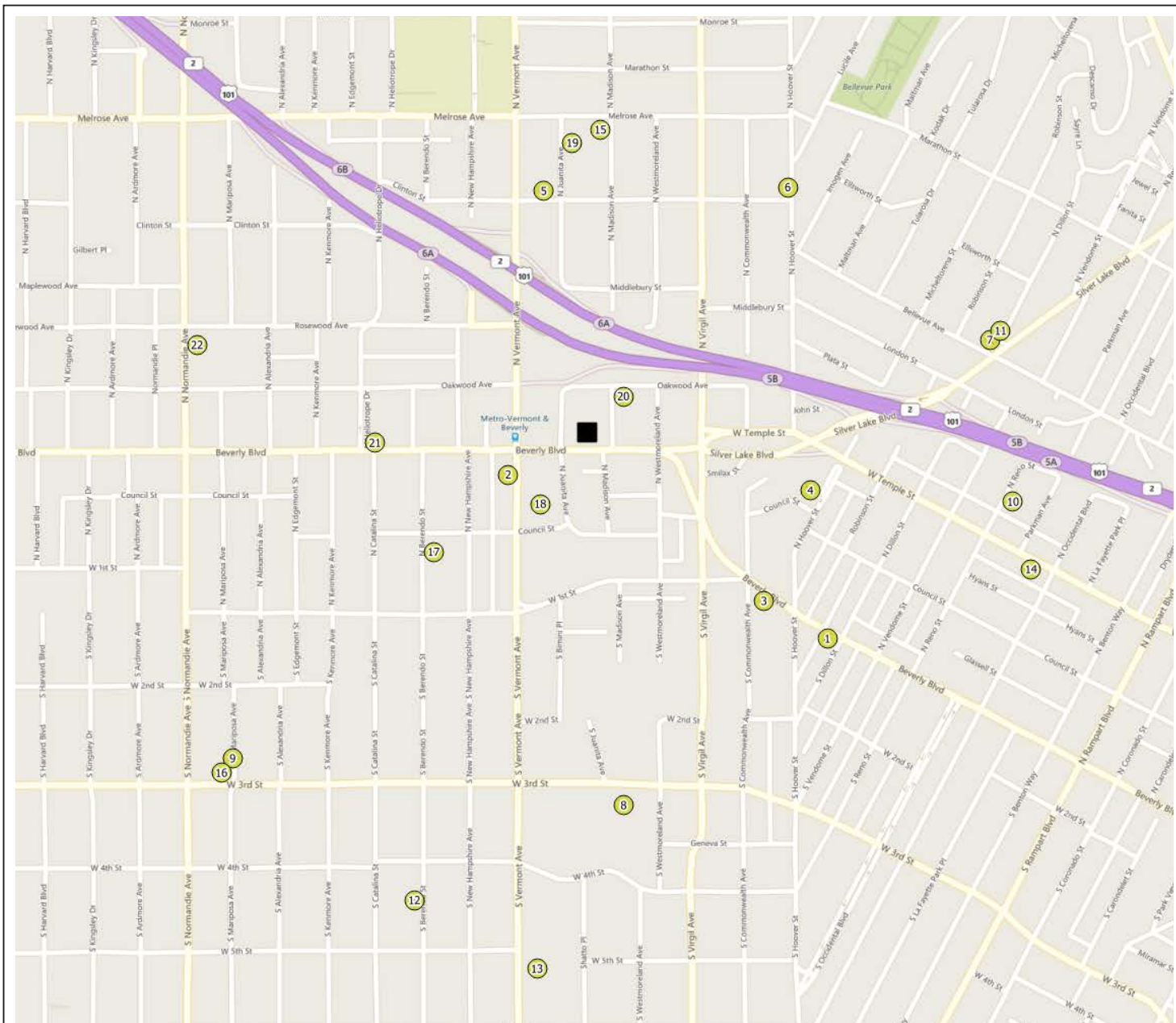
Flexible Enlightenment Plaza Project – Related Projects

The attached list represents the most currently available information (as of mid-April 2019). The list has been coordinated with LADOT's project list of 4-9-2019, previous related projects lists from other projects in the area, and with coordination with DCP through 4-13-2019, regarding project application submittals and information.

The following criteria were also followed regarding inclusion of projects in the list, based on LADOT guidelines and previous direction from DCP:

- Projects within a 0.65 mile radius from the Project Site. (per guidelines in LADOT Memo of November 28, 2018)
- Only includes projects resulting in a net increase in floor area and which meet/exceed DOT threshold criteria.
- Projects comprising a standalone change of use have not be included, however adaptive reuse projects requiring a planning application have been included.
- Projects comprising a standalone CUB for alcohol have not been included.
- Projects that have been constructed and have a Certificate of Occupancy have not been included.
- Projects that have been withdrawn or terminated have not been included.
- Trip generation from LADOT's project list. For projects where more recent trip generation data is available, this has been used instead of the trip generation data in LADOT's project list.

The list was coordinated with and reviewed by DCP.



Not to Scale

Figure D.1
Location of Related Projects

Flexible Enlightenment Plaza Project

Table D.1 Flexible Enlightenment Plaza Project - Draft Related Project List

8/2/2019

| Project ID | Project Name | Location/Address | Project Description | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|------------|-----------------------------------|----------------------|--|--|-------------|--------------|-----|-------|--------------|-----|-------|
| | | | | | | In | Out | Total | In | Out | Total |
| 1 | Mixed-Use | 3200 W Beverly Blvd. | 32 DU 5,866 sf | Apartments Retail | 632 | 4 | 16 | 20 | 39 | 32 | 71 |
| 2 | AMCAL - Meridian Apartments | 241 N Vermont Ave. | 100 DU 5,000 sf | Apartments Retail | 510 | 7 | 38 | 45 | 33 | 16 | 49 |
| 3 | Apartment & Child Care | 3330 W Beverly Blvd. | 40 DU 4,237 sf | Apartments Day Care | 495 | 26 | 34 | 60 | 35 | 32 | 67 |
| 4 | Apartments | 235 N Hoover St. | 214 DU | Apartments | 1,423 | 22 | 87 | 109 | 86 | 47 | 133 |
| 5 | Mixed-Use | 600 N Vermont Ave. | 120 DU 14,600 sf | Apartments Retail | 320 | 8 | 46 | 54 | 12 | 18 | 30 |
| 6 | District Maintenance Yard | 611 N Hoover St. | 20 Employees 80 Employees 40 Vehicles | Office Office (Fleet Staff) Other | 136 | 0 | -19 | -19 | 0 | 99 | 99 |
| 7 | Dillion Mixed-Use | 609 N Dillon St. | 52 DU 18,600 sf | Apartments Retail | 985 | 17 | 20 | 37 | 50 | 45 | 95 |
| 8 | Charter School Relocation | 3400 W 3rd St. | N/A | | 764 | 146 | 120 | 266 | 43 | 45 | 88 |
| 9 | Postpartum Extended Care & Retail | 257 Mariposa Ave | 140 Unit 3,490 sf | Postpartum Care Retail | 1,036 | 14 | 58 | 72 | 61 | 33 | 94 |
| 10 | Apartments | 326 N Reno St. | 65 DU | Apartments | 168 | 2 | 11 | 13 | 9 | 3 | 12 |
| 11 | Apartments | 617 Dillon St. | 49 DU | Apartments | 127 | 1 | 9 | 10 | 6 | 3 | 9 |
| 12 | Apartments | 427 S Berendo St | 85 DU | Apartments | 220 | 2 | 15 | 17 | 11 | 4 | 15 |
| 13 | Mixed-Use | 510 S Vermont Ave | 2,166 sf 17,500 sf 318 DU 13,200 sf | Office Retail Apartments Community Center | 1,449 | 25 | 68 | 93 | 66 | 46 | 112 |
| 14 | Apartments | 2812 W Temple St | 42 DU | Apartments | 109 | 1 | 7 | 8 | 6 | 2 | 8 |
| 15 | Apartments | 4100 W Melrose Ave | 34 DU | Apartments | 88 | 1 | 6 | 7 | 4 | 2 | 6 |
| 16 | Restaurant | 269 S Mariposa Ave | 4,656 sf | Restaurant | 390 | 2 | 1 | 3 | 24 | 12 | 36 |

Table D.1 Flexible Enlightenment Plaza Project - Draft Related Project List

8/2/2019

| Project ID | Project Name | Location/Address | Project Description | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|--------------|------------------------------|---------------------|---------------------|----------------------|---------------|--------------|------------|------------|--------------|------------|--------------|
| | | | | | | In | Out | Total | In | Out | Total |
| 17 | Apartments | 146 N Berendo St | 15 DU | Apartments | 110 | 2 | 5 | 7 | 5 | 3 | 8 |
| 18 | Apartments | 200 N Vermont Ave | 490 DU 35,000 sf | Apartments Retail | 1,480 | 13 | 90 | 103 | 74 | 35 | 109 |
| 19 | Apartments | 642 N Juanita Ave | 31 DU | Apartments | 80 | 1 | 5 | 6 | 4 | 2 | 6 |
| 20 | Affordable Housing (PATH II) | 320/330 N Madison | 190 DU | Affordable Housing | 379 | 6 | 23 | 29 | 23 | 12 | 35 |
| 21 | Mixed-Use | 3977 W Beverly Blvd | 67 DU 8,450 sf | Apartments Retail | 493 | 6 | 15 | 21 | 24 | 20 | 44 |
| 22 | Apartments | 432 N Normandie Ave | 14 DU | Apartments | 62 | 2 | 3 | 5 | 3 | 2 | 5 |
| Total | | | | | 11,456 | 308 | 658 | 966 | 618 | 513 | 1,131 |

Attachment E

Study Intersections

Flexible Enlightenment Plaza Project – Study Intersections

After a review of the project location, surrounding street network and location of signalized intersections, the following study intersections are proposed for the impact analysis:

1. 101 NB off-ramp & Vermont Ave
2. 101 NB on-ramp & Vermont Ave
3. Rosewood Ave & Vermont Ave
4. Oakwood Ave & Vermont Ave
5. Beverly Blvd & Vermont Ave
6. W 1st St & Vermont Ave
7. Beverly Blvd & Kenmore Ave
8. Beverly Blvd & New Hampshire Ave
9. Beverly Blvd & Temple St & Westmoreland Ave
10. Temple St & Virgil Ave
11. Beverly Blvd & Virgil Ave
12. 101 SB off-ramp & New Hampshire Ave & Rosewood Ave

We believe it may be necessary to evaluate the following unsignalized intersections to see if they meet signal warrants:

1. Juanita Ave & Beverly Blvd
2. Madison Ave & Beverly Blvd
3. Oakwood Ave & Virgil Ave

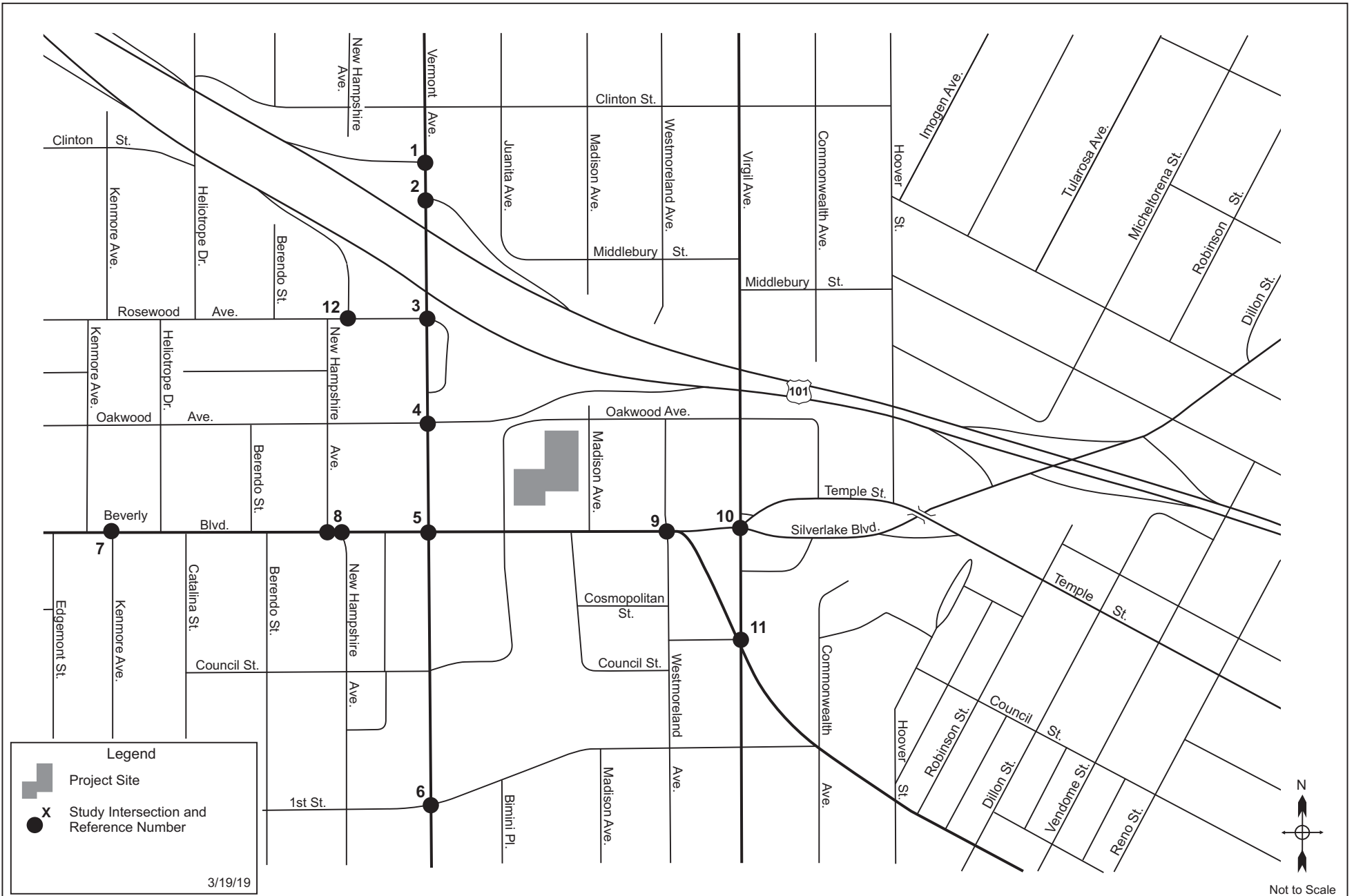


Figure 2
Location of Study Intersections

Flexible Enlightenment Plaza Project

Attachment F

Freeway Threshold Check

Flexible Enlightenment Plaza Project – Freeway Threshold Check

The following freeway mainline and off-ramp locations were evaluated as part of the Freeway Threshold Check required by the December 2015 LADOT/Caltrans MOU.

This MOU between LADOT and Caltrans (Agreement Between the City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures, December 2015) sets forth criteria for when a freeway impact analysis should be conducted, including that if certain thresholds are exceeded then analysis of the freeway system is required.

The Agreement outlines the specific criteria and thresholds designed to identify if a Project is required to conduct the additional freeway analysis. Per the Agreement executed by LADOT and Caltrans, if a Project exceeds any of the following thresholds then the additional freeway analysis would be required:

Freeway Mainline

- The Project's peak hour trips would result in a 1 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2 percent or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

Freeway Ramps

- The Project's peak hour trips would result in a 1 percent or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or
- The Project's peak hour trips would result in a 2 percent or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

An evaluation threshold check was conducted for the two freeway mainline locations and two freeway off-ramp locations closest to the Project. The evaluation tables are included in the following pages.

Freeway Mainline Locations:

The freeway mainline check was conducted at the following locations.

- US-101 west of Vermont Avenue
- US-101 east of Vermont Avenue

The number of Project vehicle trips expected to travel along these freeway mainline segments was estimated based on the Project trip generation and Project trip distribution. The freeway mainline volume increase that would be created by Project vehicle trips was compared against the thresholds provided in the LADOT/Caltrans Agreement.

The analysis shown in Table F-1 and Table F-2 for the AM and PM peak hours respectively, shows that the threshold would not be exceeded at any of the freeway segments in either peak hour. It is concluded that no further analysis is necessary.

Freeway Ramp Locations:

The freeway ramp check was conducted for the following off-ramps.

- US-101 SB off-ramp at New Hampshire Avenue
- US-101 NB off-ramp at Vermont Avenue

The number of Project vehicle trips expected to travel on these freeway off-ramps was estimated based on the Project trip generation and Project trip distribution. A simple check compared the increase in ramp volumes to the threshold at LOS E for a conservative analysis. The analysis shown in Table F-3 shows that the increase would not exceed the thresholds at any of the freeway off-ramps.

It is therefore concluded that a freeway analysis will not be necessary.

**Table F-1 Flexible Enlightenment Plaza Project - Freeway Segment - Threshold Check
AM Peak Hour**

3/13/2019

| No. | Location | DIR | No of Lanes | Capacity | Project Trips | Project Trip % | Threshold % | Exceed Threshold ? |
|-----|-------------------------------|-----|-------------|----------|---------------|----------------|-------------|--------------------|
| 1 | US-101 west of Vermont Avenue | NB | 4G | 8,000 | 3 | 0.0% | 1% | No |
| | | SB | 4G | 8,000 | 2 | 0.0% | 1% | No |
| 2 | US-101 east of Vermont Avenue | NB | 4G | 8,000 | 4 | 0.1% | 1% | No |
| | | SB | 4G | 8,000 | 5 | 0.1% | 1% | No |

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

**Table F-2 Flexible Enlightenment Plaza Project - Freeway Segment - Threshold Check
PM Peak Hour**

3/13/2019

| No. | Location | DIR | No of Lanes | Capacity | Project Trips | Project Trip % | Threshold % | Exceed Threshold ? |
|-----|-------------------------------|-----|-------------|----------|---------------|----------------|-------------|--------------------|
| 1 | US-101 west of Vermont Avenue | NB | 4G | 8,000 | 2 | 0.0% | 1% | No |
| | | SB | 4G | 8,000 | 3 | 0.0% | 1% | No |
| 2 | US-101 east of Vermont Avenue | NB | 4G | 8,000 | 5 | 0.1% | 1% | No |
| | | SB | 4G | 8,000 | 4 | 0.1% | 1% | No |

Note: The freeway segment analysis shown in the above table was conducted assuming the subject freeway segments were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

**Table F-3 Flexible Enlightenment Plaza Project - Preliminary Freeway Off-Ramp Threshold Check Analysis
AM & PM Peak Hour**

3/13/2019

| No. | Location | Time Period | No. of Lanes | Capacity | Project Trips | Project Trips as % of Capacity | Threshold ¹ Trips | Threshold % | Exceed Threshold ? |
|-----|--|-------------|--------------|----------|---------------|--------------------------------|------------------------------|-------------|--------------------|
| 3 | US-101 SB off-ramp at New Hampshire Avenue | AM | 1 L | 850 | 2 | 0.2% | 9 | 1% | No |
| | | PM | 1 L | 850 | 3 | 0.4% | 9 | 1% | No |
| 4 | US-101 NB off-ramp at Vermont Avenue | AM | 2 L | 1,700 | 4 | 0.2% | 17 | 1% | No |
| | | PM | 2 L | 1,700 | 5 | 0.3% | 17 | 1% | No |

Note: The freeway Off-Ramp analysis shown in the above table was conducted assuming the subject freeway Off-Ramps were operating at LOS E or F. This methodology was chosen to represent the most conservative conditions.

Attachment G

CMP Analysis Locations

Flexible Enlightenment Plaza Project - CMP Analysis Locations

The Los Angeles County Congestion Management Program (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the Project. When a CMP analysis is needed, the CMP methodology requires that the Traffic Study analyze traffic conditions at all CMP arterial monitoring intersections where the Project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic. The CMP also requires that traffic studies analyze mainline freeway monitoring stations where the Project will add 150 or more trips in either direction during either AM or PM weekday peak hours. If, based on these criteria, the Traffic Study identifies no facilities for study then no further traffic analysis is required.

Based on the estimated project trip generation from Table B-1, the number of Project vehicle trips expected to pass through any individual CMP arterial monitoring location or CMP freeway monitoring station are well below the CMP thresholds, so by definition no CMP analysis is required.

Appendix B
Unsignalized Intersections Analyses

**Table B.1 Future With Project (FWP) Conditions
Unsignalized Intersection Analysis**

2/5/20

| Unsignalized Intersections ¹ | FWP Conditions AM Peak | | | FWP Conditions PM Peak | | |
|---|---------------------------|-----|--------------------|---------------------------|-----|--------------------|
| | Delay | LOS | Queue ² | Delay | LOS | Queue ² |
| Beverly Blvd. & Juanita Ave. | | | | | | |
| Westbound Left | 19.7 | C | 1 | 25.6 | D | 1 |
| Eastbound Left | 17.9 | C | 1 | 15.5 | C | 1 |
| Northbound Left/Through/Right | 116.8 | F | 4 | Overflow | F | 8 |
| Southbound Left/Through/Right | 101 | F | 5 | 108.9 | F | 3 |
| Beverly Blvd. & Madison Ave. (N) | | | | | | |
| Southbound Left/Right | 27.9 | D | 1 | 20.6 | C | 1 |
| Eastbound Left | 17.9 | C | 1 | 15.5 | C | 1 |
| Beverly Blvd. & Madison Ave. (S) | | | | | | |
| Northbound Left/Right | 35.1 | E | 1 | 18.0 | C | 1 |
| Westbound Left | 23.0 | C | 1 | 24.3 | C | 1 |
| Virgil Ave. & Oakwood Ave. | | | | | | |
| Eastbound Left/Through/Right | 93.7 | F | 2 | Overflow | F | 7 |
| Westbound Left/Through/Right | 29.2 | D | 1 | 48.6 | E | 1 |
| Northbound Left | 10.4 | B | 1 | 10.1 | B | 0 |
| Southbound Left | 10.8 | B | 1 | 11.7 | B | 2 |

¹ Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

**Table B.2 Future Without Project (FWOP) Conditions
Unsignalized Intersection Analysis**

2/5/20

| Unsignalized Intersections ¹ | FWOP Conditions AM Peak | | | FWOP Conditions PM Peak | | |
|---|----------------------------|-----|--------------------|----------------------------|-----|--------------------|
| | Delay | LOS | Queue ² | Delay | LOS | Queue ² |
| Beverly Blvd. & Juanita Ave. | | | | | | |
| Westbound Left | 19.5 | C | 1 | 25.1 | D | 1 |
| Eastbound Left | 17.6 | C | 1 | 15.3 | C | 1 |
| Northbound Left/Through/Right | 74.3 | F | 3 | 238.8 | F | 7 |
| Southbound Left/Through/Right | 32.9 | D | 2 | 31.2 | D | 1 |
| Beverly Blvd. & Madison Ave. (N) | | | | | | |
| Southbound Left/Right | 14.8 | B | 1 | 13.8 | B | 1 |
| Eastbound Left | 17.3 | C | 1 | 15.3 | C | 1 |
| Beverly Blvd. & Madison Ave. (S) | | | | | | |
| Northbound Left/Right | 33.5 | D | 1 | 18.7 | C | 1 |
| Westbound Left | 22.7 | C | 1 | 25.9 | D | 1 |
| Virgil Ave. & Oakwood Ave. | | | | | | |
| Eastbound Left/Through/Right | 84.3 | F | 2 | overflow | F | 7 |
| Westbound Left/Through/Right | 29.2 | D | 1 | 48.6 | E | 1 |
| Northbound Left | 10.4 | B | 1 | 10.1 | B | 0 |
| Southbound Left | 10.8 | B | 1 | 11.7 | B | 2 |

¹ Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

**Table B.3 Existing Conditions
Unsignalized Intersection Analysis**

2/5/20

| Unsignalized Intersections ¹ | Existing Conditions AM Peak | | | Existing Conditions PM Peak | | |
|---|--------------------------------|-----|--------------------|--------------------------------|-----|--------------------|
| | Delay | LOS | Queue ² | Delay | LOS | Queue ² |
| Beverly Blvd. & Juanita Ave. | | | | | | |
| Westbound Left | 18.5 | C | 1 | 23.5 | C | 1 |
| Eastbound Left | 16.9 | C | 1 | 14.7 | B | 1 |
| Northbound Left/Through/Right | 53.8 | F | 3 | 122.7 | F | 5 |
| Southbound Left/Through/Right | 27.8 | D | 2 | 24.8 | C | 1 |
| Beverly Blvd. & Madison Ave. (N) | | | | | | |
| Southbound Left/Right | 14.5 | B | 1 | 13.5 | B | 1 |
| Eastbound Left | 16.6 | C | 1 | 14.8 | B | 1 |
| Beverly Blvd. & Madison Ave. (S) | | | | | | |
| Northbound Left/Right | 28.3 | D | 1 | 17.2 | C | 1 |
| Westbound Left | 21.2 | C | 1 | 22.5 | C | 1 |
| Virgil Ave. & Oakwood Ave. | | | | | | |
| Eastbound Left/Through/Right | 65.0 | F | 1 | Overflow | F | 6 |
| Westbound Left/Through/Right | 24.9 | C | 1 | 37.9 | E | 1 |
| Northbound Left | 10.2 | B | 1 | 9.9 | A | 0 |
| Southbound Left | 10.5 | B | 1 | 11.4 | B | 2 |

¹ Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

Table B.4 Unsignalized Intersections - Signal Warrant Analysis - Future With Project Conditions ¹

2/6/2020

| Intersection | Major Street | Minor Street | Peak Hour | Major Street | | Minor Street | | Minor Street Warrant Threshold Volume ³ | Signal Warranted |
|----------------------------------|---------------|------------------|-----------|---------------------------------------|--------------------------|--|--------------------------|--|------------------|
| | | | | Volume ² (both approaches) | # of Lanes per Direction | Volume ² (high volume approach) | # of Lanes per Direction | | |
| Beverly Blvd. & Juanita Ave. | Beverly Blvd. | Juanita Ave. | AM | 2,523 | 3 | 75 | 1 | 100 | No |
| | | | PM | 2,591 | 3 | 83 | 1 | 100 | No |
| Virgil Ave. & Oakwood Ave. | Virgil Ave. | Oakwood Ave. | AM | 1,868 | 2 | 41 | 1 | 100 | No |
| | | | PM | 1,906 | 2 | 52 | 1 | 100 | No |
| Beverly Blvd. & Madison Ave. (S) | Beverly Blvd. | Madison Ave. (S) | AM | 2,538 | 3 | 21 | 1 | 100 | No |
| | | | PM | - | - | - | - | - | - |

Note:

1. Warrant analysis for intersections at LOS E or LOS F in Future With Project conditions.
2. Future With Project volumes.
3. Caltrans Traffic Manual - Figure 9-8 Peak Hour Volume Warrant (Urban Areas).

Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - FWP AM

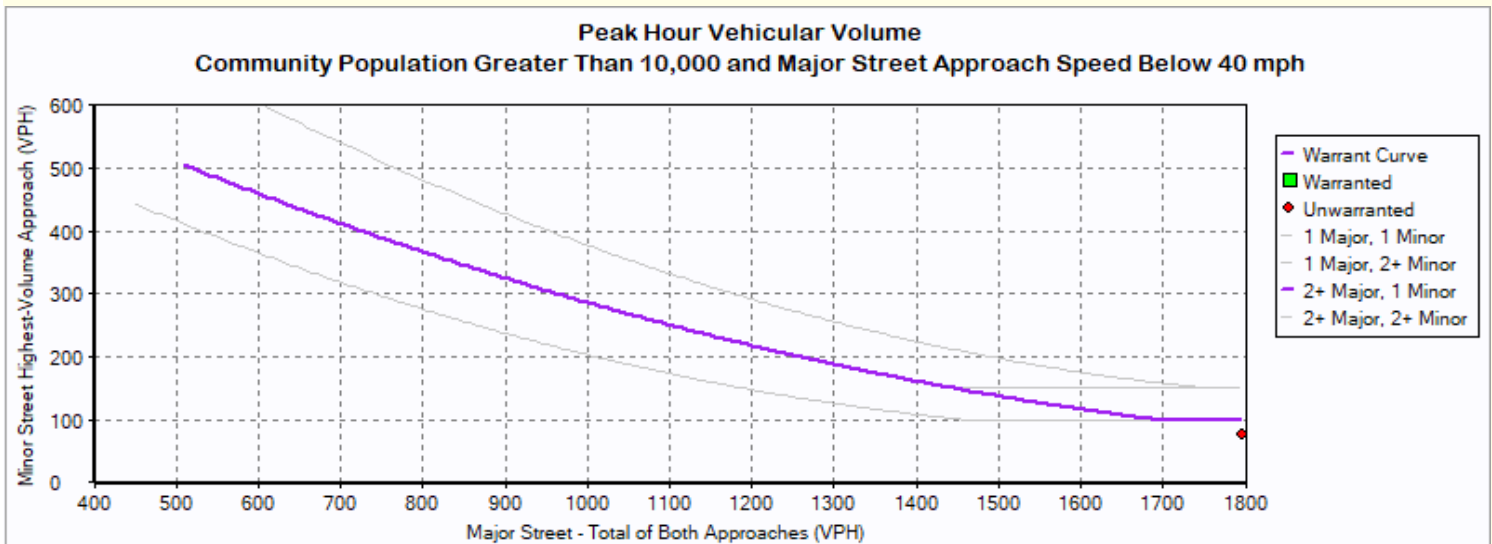
Intersection Information

| | Major Street | Minor Street |
|-----------------|---------------|--------------|
| Street Name | Beverly Blvd. | Juanita Ave. |
| Direction | EB/WB | NB/SB |
| Number of Lanes | 3 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - FWP AM

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 7:45 | 2,523 | 75 |

Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - FWP PM

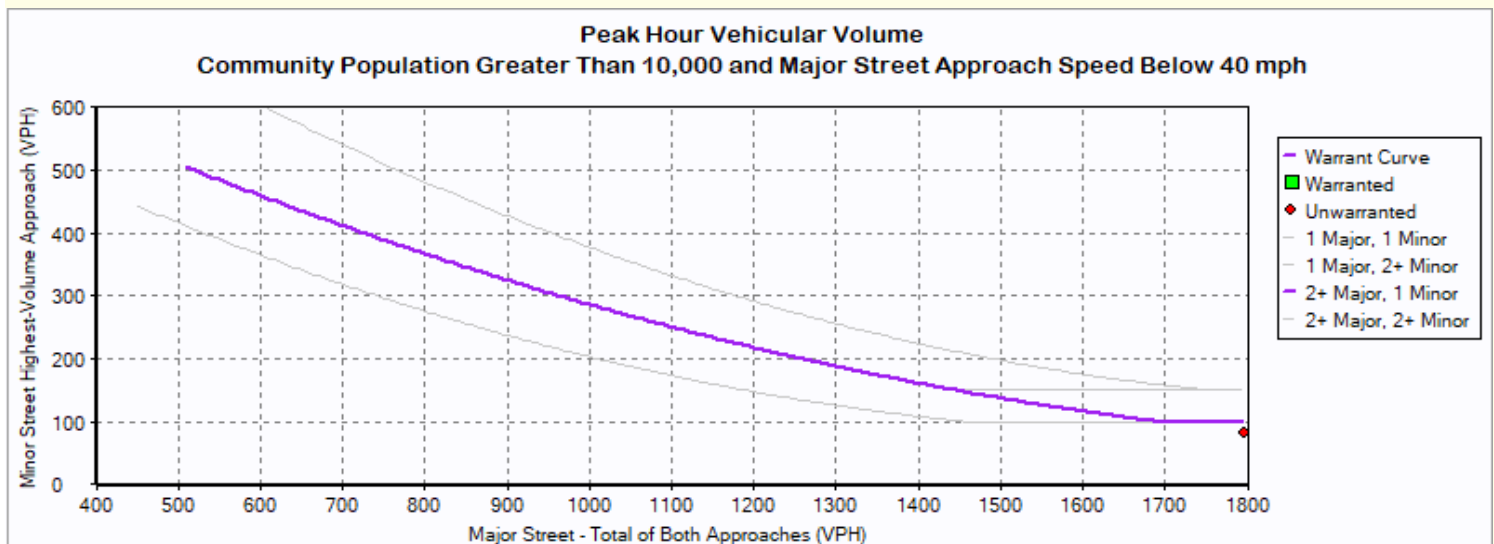
Intersection Information

| | Major Street | Minor Street |
|-----------------|---------------|--------------|
| Street Name | Beverly Blvd. | Juanita Ave. |
| Direction | EB/WB | NB/SB |
| Number of Lanes | 3 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - FWP PM

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 15:30 | 2,591 | 83 |

Warrant 3: Peak Hour

14: Beverly Blvd. & Madison Ave. (S) - FWP AM

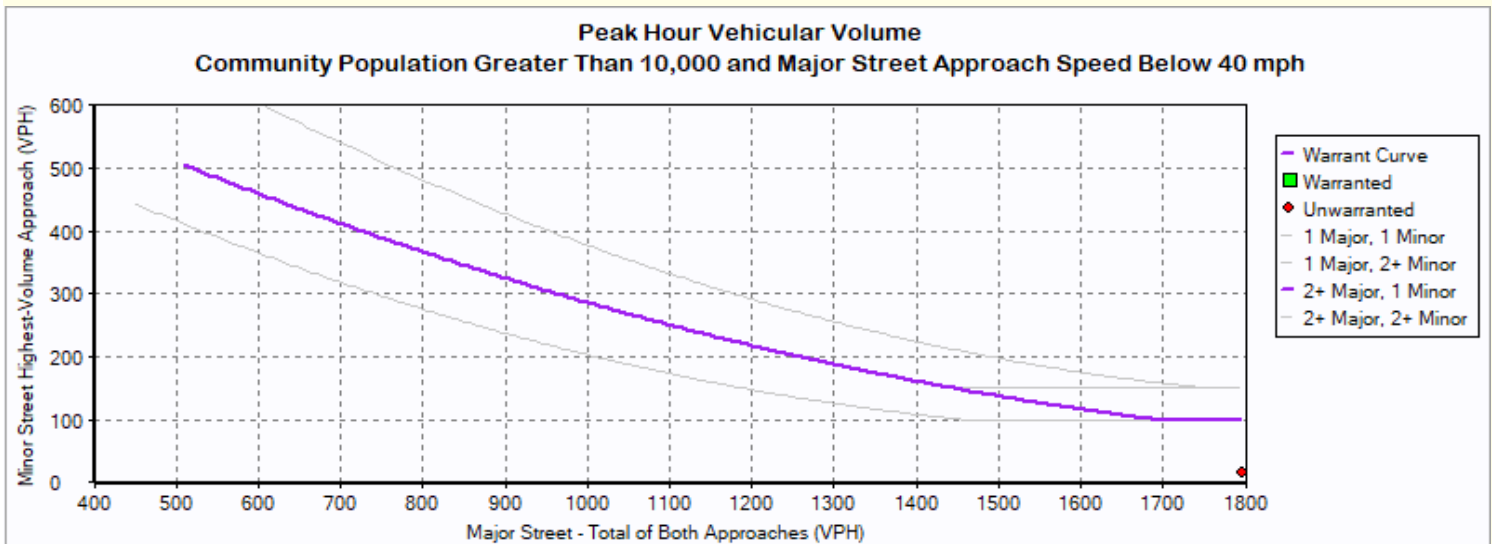
Intersection Information

| | Major Street | Minor Street |
|-----------------|---------------|--------------|
| Street Name | Beverly Blvd. | Madison Ave. |
| Direction | EB/WB | NB |
| Number of Lanes | 3 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

14: Beverly Blvd. & Madison Ave. (S) - FWP AM

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 7:30 | 2,538 | 21 |

Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - FWP AM

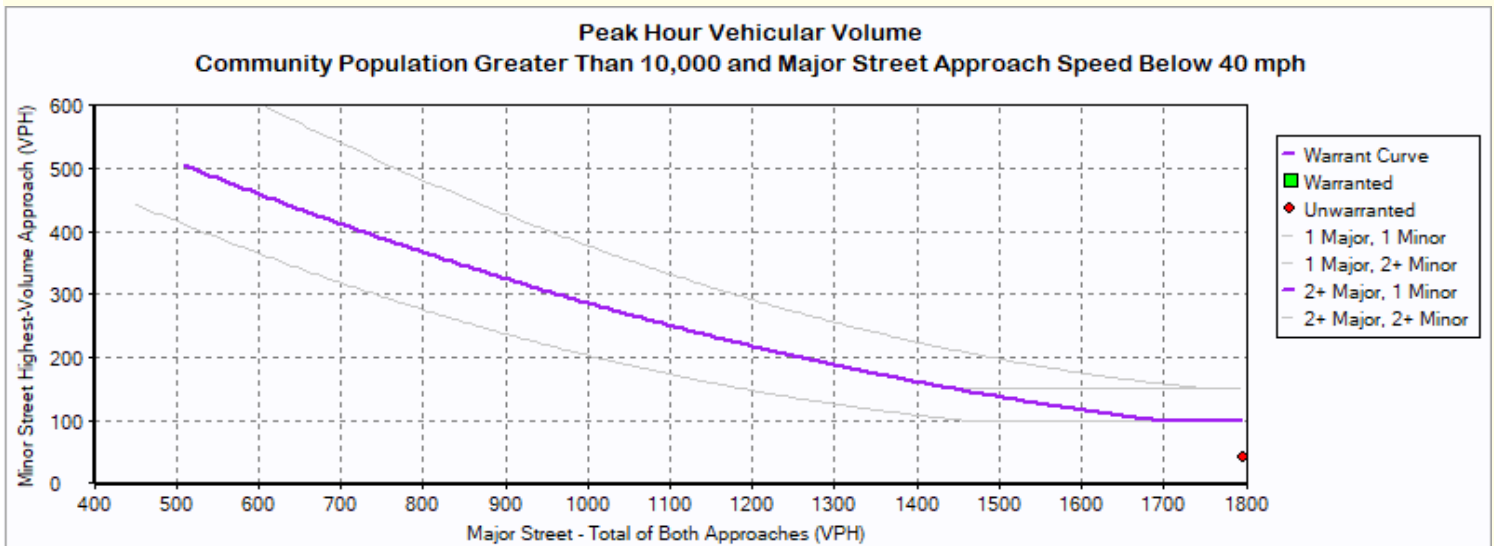
Intersection Information

| | Major Street | Minor Street |
|-----------------|--------------|--------------|
| Street Name | Virgil Ave. | Oakwood Ave. |
| Direction | NB/SB | EB/WB |
| Number of Lanes | 2 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | | Not Met | |
| Minor Approach Volume Condition Met? | | Not Met | |
| Total Entering Intersection Volume Condition Met? | | Not Met | |



Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - FWP AM

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 7:30 | 1,868 | 41 |

Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - FWP PM

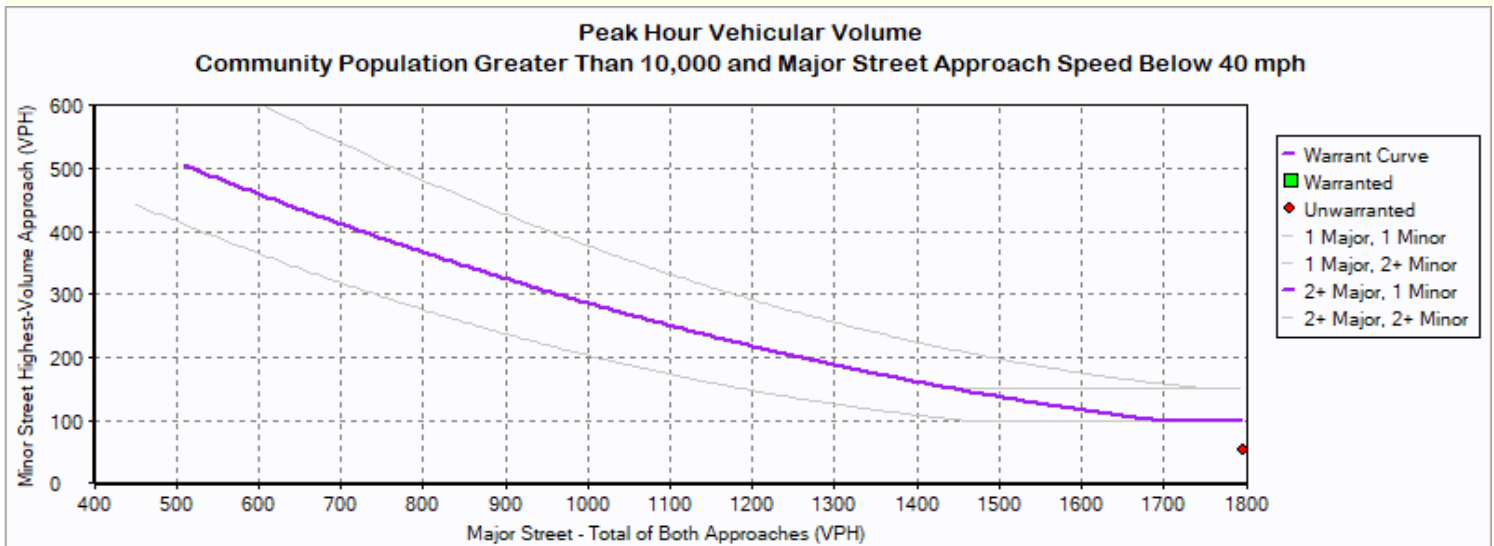
Intersection Information

| | Major Street | Minor Street |
|-----------------|--------------|--------------|
| Street Name | Virgil Ave. | Oakwood Ave. |
| Direction | NB/SB | EB/WB |
| Number of Lanes | 2 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - FWP PM

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 16:30 | 1,906 | 52 |

Appendix C
Traffic Counts



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West US-101 Northbound On Ramp

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 57815

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 175 | 100 | 0 | 0 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 133 | 151 | 0 | 0 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 601 | 7.45 | 349 | 9.00 | 0 | 7.00 | 0 | 7.00 |
| <i>PM PK 15 MIN</i> | 587 | 5.30 | 289 | 4.15 | 0 | 3.00 | 0 | 3.00 |
| <i>AM PK HOUR</i> | 2181 | 7.15 | 1327 | 7.30 | 0 | 7.00 | 0 | 7.00 |
| <i>PM PK HOUR</i> | 2146 | 5.00 | 1093 | 3.45 | 0 | 3.00 | 0 | 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-------------|----------|--------------|
| 7-8 | 555 | 1592 | 0 | 2147 |
| 8-9 | 522 | 1467 | 0 | 1989 |
| 9-10 | 493 | 1313 | 0 | 1806 |
| 3-4 | 453 | 1342 | 0 | 1795 |
| 4-5 | 412 | 1440 | 0 | 1852 |
| 5-6 | 302 | 1844 | 0 | 2146 |
| TOTAL | 2737 | 8998 | 0 | 11735 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|-------------|-------------|-------------|
| 7-8 | 0 | 908 | 261 | 1169 |
| 8-9 | 0 | 1014 | 264 | 1278 |
| 9-10 | 0 | 1032 | 267 | 1299 |
| 3-4 | 0 | 921 | 103 | 1024 |
| 4-5 | 0 | 1012 | 70 | 1082 |
| 5-6 | 0 | 787 | 63 | 850 |
| TOTAL | 0 | 5674 | 1028 | 6702 |

TOTAL

| | |
|--------------|-------------|
| N-S | 3316 |
| 3267 | |
| 3105 | |
| 2819 | |
| 2934 | |
| 2996 | |
| 18437 | |

XING S/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING N/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|----------|----------|----------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|----------|----------|----------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

| | |
|------------|----------|
| E-W | 0 |
| 0 | |
| 0 | |
| 0 | |
| 0 | |
| 0 | |
| 0 | |

XING W/L

| Ped | Sch |
|-----------|------------|
| 10 | 22 |
| 14 | 13 |
| 8 | 19 |
| 16 | 29 |
| 11 | 17 |
| 23 | 42 |
| 82 | 142 |

XING E/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West US-101 Northbound Off Ramp

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 57816

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 133 | 97 | 0 | 139 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 122 | 149 | 0 | 18 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 391 | 7.45 | 280 | 9.00 | 0 | 7.00 | 337 | 7.45 |
| <i>PM PK 15 MIN</i> | 394 | 5.30 | 278 | 4.00 | 0 | 3.00 | 374 | 5.30 |
| <i>AM PK HOUR</i> | 1492 | 7.00 | 1058 | 7.30 | 0 | 7.00 | 1228 | 7.30 |
| <i>PM PK HOUR</i> | 1422 | 4.45 | 1037 | 4.00 | 0 | 3.00 | 1419 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|------|----|-------|
| 7-8 | 0 | 1492 | 0 | 1492 |
| 8-9 | 0 | 1406 | 0 | 1406 |
| 9-10 | 0 | 1342 | 0 | 1342 |
| 3-4 | 0 | 1225 | 0 | 1225 |
| 4-5 | 0 | 1300 | 0 | 1300 |
| 5-6 | 0 | 1411 | 0 | 1411 |
| TOTAL | 0 | 8176 | 0 | 8176 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|------|----|-------|
| 7-8 | 0 | 911 | 0 | 911 |
| 8-9 | 0 | 1012 | 0 | 1012 |
| 9-10 | 0 | 1033 | 0 | 1033 |
| 3-4 | 0 | 925 | 0 | 925 |
| 4-5 | 0 | 1037 | 0 | 1037 |
| 5-6 | 0 | 794 | 0 | 794 |
| TOTAL | 0 | 5712 | 0 | 5712 |

TOTAL

| | |
|--------------|------|
| N-S | 2403 |
| 2418 | |
| 2375 | |
| 2150 | |
| 2337 | |
| 2205 | |
| 13888 | |

XING S/L

| | |
|----------|----------|
| Ped | Sch |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING N/L

| | |
|-----------|----------|
| Ped | Sch |
| 2 | 0 |
| 5 | 0 |
| 2 | 0 |
| 2 | 0 |
| 0 | 0 |
| 0 | 0 |
| 11 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|----|------|-------|
| 7-8 | 490 | 0 | 640 | 1130 |
| 8-9 | 537 | 0 | 568 | 1105 |
| 9-10 | 445 | 0 | 463 | 908 |
| 3-4 | 463 | 0 | 544 | 1007 |
| 4-5 | 614 | 0 | 548 | 1162 |
| 5-6 | 779 | 0 | 640 | 1419 |
| TOTAL | 3328 | 0 | 3403 | 6731 |

TOTAL

| | |
|-------------|------|
| E-W | 1130 |
| 1105 | |
| 908 | |
| 1007 | |
| 1162 | |
| 1419 | |
| 6731 | |

XING W/L

| | |
|----------|----------|
| Ped | Sch |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING E/L

| | |
|------------|-----------|
| Ped | Sch |
| 19 | 2 |
| 7 | 0 |
| 19 | 3 |
| 26 | 5 |
| 12 | 6 |
| 22 | 3 |
| 105 | 19 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Rosewood Avenue

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 51164

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 97 | 147 | 94 | 5 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 119 | 156 | 29 | 0 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 332 | 7.15 | 429 | 8.15 | 299 | 8.00 | 5 | 7.45 |
| <i>PM PK 15 MIN</i> | 314 | 5.30 | 426 | 4.30 | 335 | 5.45 | 2 | 3.15 |
| <i>AM PK HOUR</i> | 1286 | 7.00 | 1577 | 8.15 | 1089 | 7.30 | 12 | 8.45 |
| <i>PM PK HOUR</i> | 1194 | 4.45 | 1644 | 4.00 | 1228 | 5.00 | 5 | 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|----|-------|
| 7-8 | 22 | 1264 | 0 | 1286 |
| 8-9 | 11 | 1236 | 1 | 1248 |
| 9-10 | 16 | 1186 | 1 | 1203 |
| 3-4 | 18 | 1053 | 1 | 1072 |
| 4-5 | 23 | 1119 | 0 | 1142 |
| 5-6 | 24 | 1130 | 1 | 1155 |
| TOTAL | 114 | 6988 | 4 | 7106 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|------|-----|-------|
| 7-8 | 2 | 1242 | 157 | 1401 |
| 8-9 | 11 | 1344 | 176 | 1531 |
| 9-10 | 10 | 1275 | 166 | 1451 |
| 3-4 | 6 | 1205 | 129 | 1340 |
| 4-5 | 5 | 1477 | 162 | 1644 |
| 5-6 | 3 | 1324 | 189 | 1516 |
| TOTAL | 37 | 7867 | 979 | 8883 |

TOTAL

| N-S |
|--------------|
| 2687 |
| 2779 |
| 2654 |
| 2412 |
| 2786 |
| 2671 |
| 15989 |

XING S/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 1 | 2 |
| 0 | 0 |
| 2 | 2 |

XING N/L

| Ped | Sch |
|-----------|-----------|
| 6 | 15 |
| 4 | 5 |
| 10 | 6 |
| 6 | 2 |
| 5 | 11 |
| 7 | 5 |
| 38 | 44 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|----|------|-------|
| 7-8 | 219 | 0 | 786 | 1005 |
| 8-9 | 174 | 3 | 838 | 1015 |
| 9-10 | 135 | 4 | 831 | 970 |
| 3-4 | 171 | 3 | 848 | 1022 |
| 4-5 | 185 | 2 | 833 | 1020 |
| 5-6 | 357 | 0 | 871 | 1228 |
| TOTAL | 1241 | 12 | 5007 | 6260 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 7-8 | 6 | 0 | 2 | 8 |
| 8-9 | 5 | 0 | 1 | 6 |
| 9-10 | 4 | 1 | 6 | 11 |
| 3-4 | 3 | 1 | 1 | 5 |
| 4-5 | 0 | 0 | 2 | 2 |
| 5-6 | 4 | 0 | 0 | 4 |
| TOTAL | 22 | 2 | 12 | 36 |

TOTAL

| E-W |
|-------------|
| 1013 |
| 1021 |
| 981 |
| 1027 |
| 1022 |
| 1232 |
| 6296 |

XING W/L

| Ped | Sch |
|------------|------------|
| 21 | 32 |
| 24 | 13 |
| 17 | 25 |
| 22 | 18 |
| 11 | 11 |
| 39 | 16 |
| 134 | 115 |

XING E/L

| Ped | Sch |
|-----------|-----------|
| 6 | 25 |
| 7 | 5 |
| 6 | 9 |
| 14 | 15 |
| 7 | 18 |
| 14 | 19 |
| 54 | 91 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Oakwood Avenue

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 18575

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 124 | 189 | 37 | 0 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 101 | 134 | 9 | 0 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 359 | 7.15 | 569 | 9.00 | 186 | 7.45 | 0 | 7.00 |
| <i>PM PK 15 MIN</i> | 320 | 5.15 | 573 | 5.15 | 177 | 5.00 | 0 | 3.00 |
| <i>AM PK HOUR</i> | 1353 | 7.00 | 2192 | 8.15 | 671 | 7.30 | 0 | 7.00 |
| <i>PM PK HOUR</i> | 1267 | 5.00 | 2209 | 3.45 | 654 | 5.00 | 0 | 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 36 | 1183 | 134 | 1353 |
| 8-9 | 20 | 1143 | 99 | 1262 |
| 9-10 | 29 | 1129 | 136 | 1294 |
| 3-4 | 30 | 864 | 170 | 1064 |
| 4-5 | 31 | 886 | 186 | 1103 |
| 5-6 | 37 | 1057 | 173 | 1267 |
| TOTAL | 183 | 6262 | 898 | 7343 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------|-------|-----|-------|
| 7-8 | 264 | 1682 | 82 | 2028 |
| 8-9 | 321 | 1796 | 67 | 2184 |
| 9-10 | 243 | 1674 | 77 | 1994 |
| 3-4 | 318 | 1743 | 70 | 2131 |
| 4-5 | 259 | 1854 | 72 | 2185 |
| 5-6 | 294 | 1831 | 75 | 2200 |
| TOTAL | 1699 | 10580 | 443 | 12722 |

TOTAL

| | |
|--------------|-------|
| N-S | 3381 |
| | 3446 |
| | 3288 |
| | 3195 |
| | 3288 |
| | 3467 |
| TOTAL | 20065 |

XING S/L

| Ped | Sch |
|--------------|-----|
| 13 | 0 |
| 8 | 0 |
| 20 | 0 |
| 10 | 0 |
| 3 | 0 |
| 20 | 1 |
| TOTAL | 74 |

XING N/L

| Ped | Sch |
|--------------|-----|
| 0 | 0 |
| 1 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| TOTAL | 1 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 114 | 408 | 89 | 611 |
| 8-9 | 96 | 370 | 81 | 547 |
| 9-10 | 77 | 229 | 69 | 375 |
| 3-4 | 106 | 406 | 60 | 572 |
| 4-5 | 90 | 445 | 74 | 609 |
| 5-6 | 105 | 447 | 102 | 654 |
| TOTAL | 588 | 2305 | 475 | 3368 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

| | |
|--------------|------|
| E-W | 611 |
| | 547 |
| | 375 |
| | 572 |
| | 609 |
| | 654 |
| TOTAL | 3368 |

XING W/L

| Ped | Sch |
|--------------|-----|
| 40 | 0 |
| 35 | 1 |
| 33 | 3 |
| 51 | 0 |
| 44 | 2 |
| 48 | 0 |
| TOTAL | 6 |

XING E/L

| Ped | Sch |
|--------------|-----|
| 24 | 0 |
| 17 | 0 |
| 29 | 0 |
| 40 | 5 |
| 23 | 2 |
| 38 | 0 |
| TOTAL | 7 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West Beverly Boulevard

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 18576

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 95 | 166 | 75 | 83 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 112 | 130 | 58 | 67 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 361 | 7.30 | 517 | 8.00 | 250 | 8.30 | 330 | 8.30 |
| <i>PM PK 15 MIN</i> | 344 | 4.45 | 544 | 5.15 | 260 | 3.00 | 267 | 5.30 |
| <i>AM PK HOUR</i> | 1410 | 7.15 | 1932 | 7.45 | 957 | 8.15 | 1141 | 7.45 |
| <i>PM PK HOUR</i> | 1307 | 4.00 | 2065 | 4.30 | 959 | 4.45 | 1001 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 92 | 1239 | 75 | 1406 |
| 8-9 | 66 | 1131 | 61 | 1258 |
| 9-10 | 39 | 1136 | 58 | 1233 |
| 3-4 | 82 | 1014 | 136 | 1232 |
| 4-5 | 84 | 1098 | 125 | 1307 |
| 5-6 | 86 | 1097 | 86 | 1269 |
| TOTAL | 449 | 6715 | 541 | 7705 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|-------------|-------------|--------------|
| 7-8 | 223 | 1314 | 226 | 1763 |
| 8-9 | 231 | 1415 | 268 | 1914 |
| 9-10 | 287 | 1320 | 247 | 1854 |
| 3-4 | 419 | 1172 | 248 | 1839 |
| 4-5 | 350 | 1427 | 284 | 2061 |
| 5-6 | 326 | 1351 | 340 | 2017 |
| TOTAL | 1836 | 7999 | 1613 | 11448 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|--------------|------------|------------|------------|------------|
| 3169 | 46 | 206 | 99 | 141 |
| 3172 | 64 | 58 | 116 | 40 |
| 3087 | 65 | 24 | 97 | 10 |
| 3071 | 117 | 84 | 179 | 102 |
| 3368 | 73 | 38 | 161 | 40 |
| 3286 | 81 | 70 | 188 | 19 |
| 19153 | 446 | 480 | 840 | 352 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|-------------|------------|-------------|
| 7-8 | 1 | 863 | 48 | 912 |
| 8-9 | 0 | 907 | 33 | 940 |
| 9-10 | 0 | 863 | 40 | 903 |
| 3-4 | 0 | 853 | 35 | 888 |
| 4-5 | 0 | 896 | 33 | 929 |
| 5-6 | 0 | 908 | 37 | 945 |
| TOTAL | 1 | 5290 | 226 | 5517 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|-------------|------------|-------------|
| 7-8 | 1 | 921 | 139 | 1061 |
| 8-9 | 0 | 944 | 166 | 1110 |
| 9-10 | 0 | 925 | 156 | 1081 |
| 3-4 | 2 | 747 | 149 | 898 |
| 4-5 | 1 | 793 | 148 | 942 |
| 5-6 | 1 | 854 | 146 | 1001 |
| TOTAL | 5 | 5184 | 904 | 6093 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|--------------|------------|------------|------------|------------|
| 1973 | 137 | 178 | 78 | 124 |
| 2050 | 161 | 57 | 62 | 29 |
| 1984 | 103 | 35 | 59 | 6 |
| 1786 | 148 | 119 | 113 | 104 |
| 1871 | 152 | 86 | 119 | 7 |
| 1946 | 162 | 72 | 143 | 1 |
| 11610 | 863 | 547 | 574 | 271 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Vermont Avenue

East/West 1st Street

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 18661

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 116 | 120 | 27 | 27 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 139 | 123 | 33 | 27 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 368 | 7.30 | 414 | 8.15 | 154 | 7.45 | 192 | 8.00 |
| <i>PM PK 15 MIN</i> | 343 | 4.30 | 391 | 4.15 | 193 | 5.15 | 119 | 5.45 |
| <i>AM PK HOUR</i> | 1401 | 7.15 | 1488 | 8.00 | 551 | 7.15 | 682 | 7.30 |
| <i>PM PK HOUR</i> | 1343 | 4.30 | 1465 | 4.45 | 729 | 4.45 | 424 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 28 | 1283 | 81 | 1392 |
| 8-9 | 45 | 1030 | 77 | 1152 |
| 9-10 | 43 | 1106 | 50 | 1199 |
| 3-4 | 60 | 1038 | 107 | 1205 |
| 4-5 | 50 | 1140 | 89 | 1279 |
| 5-6 | 67 | 1158 | 91 | 1316 |
| TOTAL | 293 | 6755 | 495 | 7543 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 78 | 1177 | 85 | 1340 |
| 8-9 | 126 | 1239 | 123 | 1488 |
| 9-10 | 142 | 1149 | 102 | 1393 |
| 3-4 | 113 | 976 | 137 | 1226 |
| 4-5 | 105 | 1188 | 162 | 1455 |
| 5-6 | 104 | 1117 | 189 | 1410 |
| TOTAL | 668 | 6846 | 798 | 8312 |

TOTAL

| | |
|--------------|------|
| N-S | 2732 |
| 2640 | |
| 2592 | |
| 2431 | |
| 2734 | |
| 2726 | |
| 15855 | |

XING S/L

| Ped | Sch |
|------------|------------|
| 28 | 133 |
| 47 | 33 |
| 61 | 10 |
| 94 | 136 |
| 75 | 27 |
| 101 | 36 |
| 406 | 375 |

XING N/L

| Ped | Sch |
|------------|------------|
| 59 | 277 |
| 70 | 76 |
| 15 | 4 |
| 63 | 212 |
| 17 | 25 |
| 23 | 21 |
| 247 | 615 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 148 | 305 | 34 | 487 |
| 8-9 | 132 | 317 | 52 | 501 |
| 9-10 | 111 | 188 | 62 | 361 |
| 3-4 | 149 | 297 | 65 | 511 |
| 4-5 | 146 | 424 | 66 | 636 |
| 5-6 | 123 | 506 | 80 | 709 |
| TOTAL | 809 | 2037 | 359 | 3205 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 92 | 288 | 177 | 557 |
| 8-9 | 63 | 327 | 113 | 503 |
| 9-10 | 52 | 222 | 57 | 331 |
| 3-4 | 76 | 208 | 97 | 381 |
| 4-5 | 62 | 203 | 58 | 323 |
| 5-6 | 70 | 303 | 51 | 424 |
| TOTAL | 415 | 1551 | 553 | 2519 |

TOTAL

| | |
|-------------|------|
| E-W | 1044 |
| 1004 | |
| 692 | |
| 892 | |
| 959 | |
| 1133 | |
| 5724 | |

XING W/L

| Ped | Sch |
|------------|------------|
| 45 | 76 |
| 57 | 18 |
| 27 | 5 |
| 43 | 80 |
| 47 | 27 |
| 63 | 12 |
| 282 | 218 |

XING E/L

| Ped | Sch |
|------------|------------|
| 18 | 287 |
| 26 | 50 |
| 28 | 6 |
| 75 | 274 |
| 53 | 28 |
| 36 | 24 |
| 236 | 669 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Kenmore Avenue

East/West Beverly Boulevard

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 18983

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 5 | 9 | 79 | 74 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 2 | 1 | 62 | 59 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 38 | 7.30 | 41 | 7.45 | 325 | 8.15 | 366 | 7.00 |
| <i>PM PK 15 MIN</i> | 31 | 5.15 | 32 | 4.15 | 322 | 5.30 | 316 | 4.30 |
| <i>AM PK HOUR</i> | 135 | 7.00 | 118 | 7.30 | 1228 | 7.30 | 1307 | 8.15 |
| <i>PM PK HOUR</i> | 117 | 5.00 | 97 | 3.30 | 1180 | 4.00 | 1251 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|-----|-----|-------|
| 7-8 | 39 | 30 | 66 | 135 |
| 8-9 | 27 | 13 | 58 | 98 |
| 9-10 | 22 | 7 | 50 | 79 |
| 3-4 | 31 | 17 | 37 | 85 |
| 4-5 | 31 | 19 | 43 | 93 |
| 5-6 | 30 | 21 | 66 | 117 |
| TOTAL | 180 | 107 | 320 | 607 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|-----|-------|
| 7-8 | 8 | 3 | 81 | 92 |
| 8-9 | 1 | 2 | 79 | 82 |
| 9-10 | 1 | 3 | 41 | 45 |
| 3-4 | 4 | 3 | 71 | 78 |
| 4-5 | 2 | 4 | 79 | 85 |
| 5-6 | 2 | 5 | 80 | 87 |
| TOTAL | 18 | 20 | 431 | 469 |

TOTAL

| | |
|-------------|-----|
| N-S | 227 |
| 180 | |
| 124 | |
| 163 | |
| 178 | |
| 204 | |
| 1076 | |

XING S/L

| | |
|-----------|----------|
| Ped | Sch |
| 16 | 0 |
| 3 | 0 |
| 5 | 0 |
| 34 | 0 |
| 17 | 0 |
| 17 | 0 |
| 92 | 0 |

XING N/L

| | |
|------------|-----------|
| Ped | Sch |
| 29 | 1 |
| 42 | 1 |
| 28 | 1 |
| 71 | 3 |
| 57 | 4 |
| 52 | 0 |
| 279 | 10 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 51 | 1030 | 28 | 1109 |
| 8-9 | 53 | 1124 | 17 | 1194 |
| 9-10 | 39 | 1019 | 18 | 1076 |
| 3-4 | 60 | 997 | 27 | 1084 |
| 4-5 | 84 | 1059 | 37 | 1180 |
| 5-6 | 84 | 1030 | 28 | 1142 |
| TOTAL | 371 | 6259 | 155 | 6785 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|------|-----|-------|
| 7-8 | 45 | 1172 | 31 | 1248 |
| 8-9 | 81 | 1173 | 21 | 1275 |
| 9-10 | 60 | 1153 | 18 | 1231 |
| 3-4 | 72 | 994 | 24 | 1090 |
| 4-5 | 85 | 1056 | 22 | 1163 |
| 5-6 | 87 | 1142 | 22 | 1251 |
| TOTAL | 430 | 6690 | 138 | 7258 |

TOTAL

| | |
|--------------|------|
| E-W | 2357 |
| 2469 | |
| 2307 | |
| 2174 | |
| 2343 | |
| 2393 | |
| 14043 | |

XING W/L

| | |
|------------|----------|
| Ped | Sch |
| 75 | 0 |
| 48 | 1 |
| 40 | 1 |
| 71 | 3 |
| 89 | 0 |
| 83 | 0 |
| 406 | 5 |

XING E/L

| | |
|------------|----------|
| Ped | Sch |
| 40 | 0 |
| 32 | 0 |
| 28 | 0 |
| 26 | 0 |
| 23 | 0 |
| 39 | 0 |
| 188 | 0 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South New Hampshire Avenue

East/West Beverly Boulevard

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 0

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 8 | 19 | 46 | 79 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 5 | 4 | 59 | 68 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 92 | 7.45 | 76 | 9.00 | 263 | 7.30 | 359 | 8.30 |
| <i>PM PK 15 MIN</i> | 75 | 5.00 | 83 | 5.00 | 267 | 5.30 | 323 | 4.30 |
| <i>AM PK HOUR</i> | 302 | 7.30 | 235 | 9.00 | 1000 | 7.30 | 1273 | 7.45 |
| <i>PM PK HOUR</i> | 240 | 5.00 | 281 | 4.15 | 956 | 4.45 | 1224 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|------------|------------|-------------|
| 7-8 | 58 | 148 | 35 | 241 |
| 8-9 | 57 | 158 | 35 | 250 |
| 9-10 | 30 | 95 | 23 | 148 |
| 3-4 | 47 | 102 | 24 | 173 |
| 4-5 | 37 | 117 | 24 | 178 |
| 5-6 | 78 | 142 | 20 | 240 |
| TOTAL | 307 | 762 | 161 | 1230 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|------------|------------|-------------|
| 7-8 | 50 | 109 | 36 | 195 |
| 8-9 | 43 | 105 | 33 | 181 |
| 9-10 | 38 | 133 | 64 | 235 |
| 3-4 | 22 | 131 | 59 | 212 |
| 4-5 | 31 | 179 | 62 | 272 |
| 5-6 | 27 | 192 | 62 | 281 |
| TOTAL | 211 | 849 | 316 | 1376 |

TOTAL

| | |
|-------------|------------|
| N-S | 436 |
| 431 | |
| 383 | |
| 385 | |
| 450 | |
| 521 | |
| 2606 | |

XING S/L

| Ped | Sch |
|------------|-----------|
| 43 | 53 |
| 60 | 2 |
| 55 | 1 |
| 54 | 31 |
| 68 | 8 |
| 62 | 3 |
| 342 | 98 |

XING N/L

| Ped | Sch |
|------------|------------|
| 71 | 56 |
| 82 | 12 |
| 78 | 4 |
| 67 | 31 |
| 83 | 26 |
| 109 | 5 |
| 490 | 134 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 60 | 834 | 49 | 943 |
| 8-9 | 53 | 879 | 47 | 979 |
| 9-10 | 46 | 845 | 25 | 916 |
| 3-4 | 51 | 812 | 55 | 918 |
| 4-5 | 37 | 840 | 71 | 948 |
| 5-6 | 30 | 852 | 56 | 938 |
| TOTAL | 277 | 5062 | 303 | 5642 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|-------------|------------|-------------|
| 7-8 | 1 | 1174 | 29 | 1204 |
| 8-9 | 3 | 1208 | 44 | 1255 |
| 9-10 | 8 | 1150 | 23 | 1181 |
| 3-4 | 14 | 975 | 31 | 1020 |
| 4-5 | 1 | 1111 | 40 | 1152 |
| 5-6 | 2 | 1190 | 32 | 1224 |
| TOTAL | 29 | 6808 | 199 | 7036 |

TOTAL

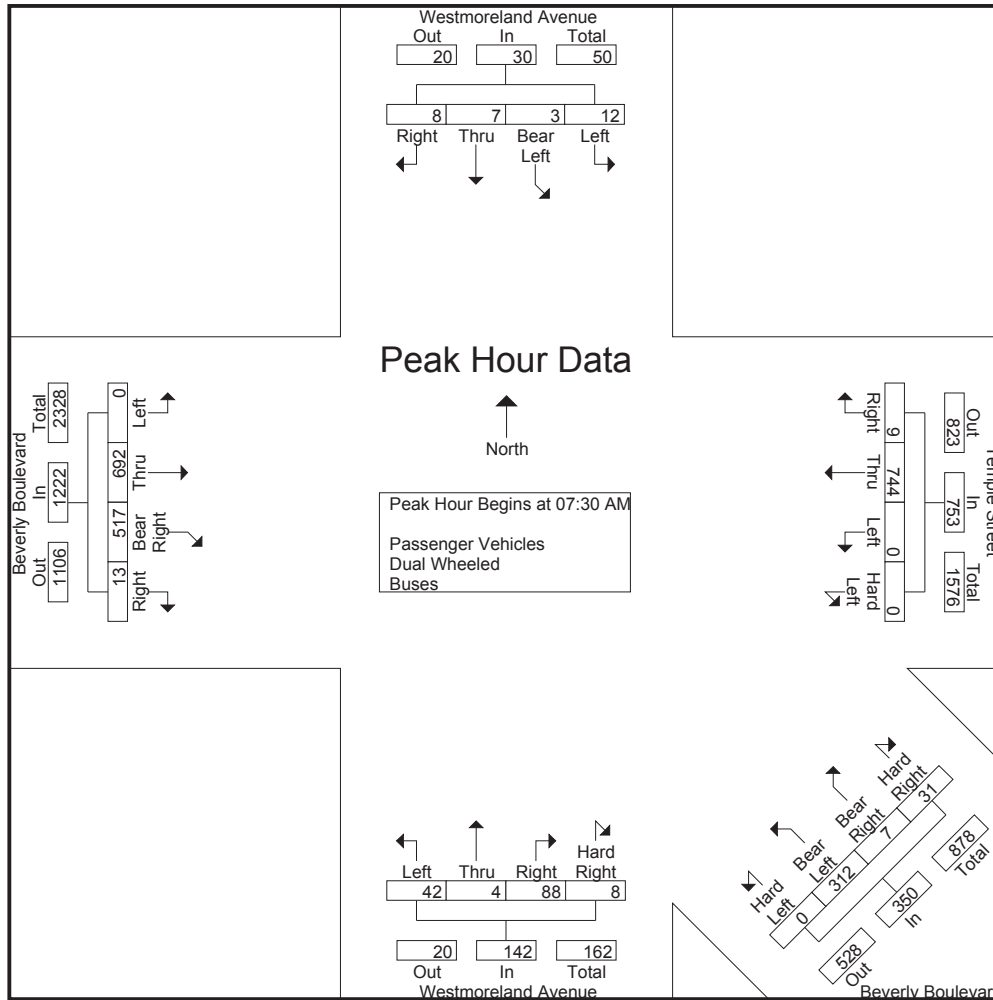
| | |
|--------------|-------------|
| E-W | 2147 |
| 2234 | |
| 2097 | |
| 1938 | |
| 2100 | |
| 2162 | |
| 12678 | |

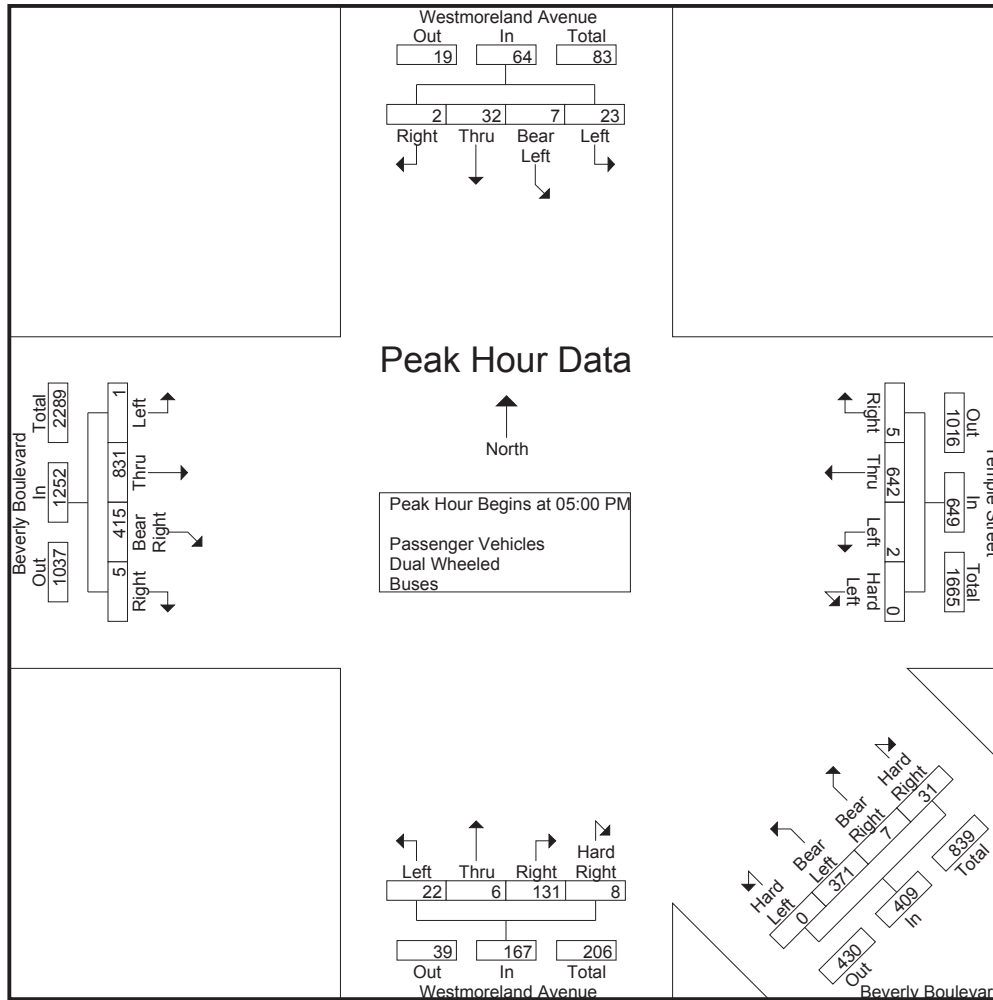
XING W/L

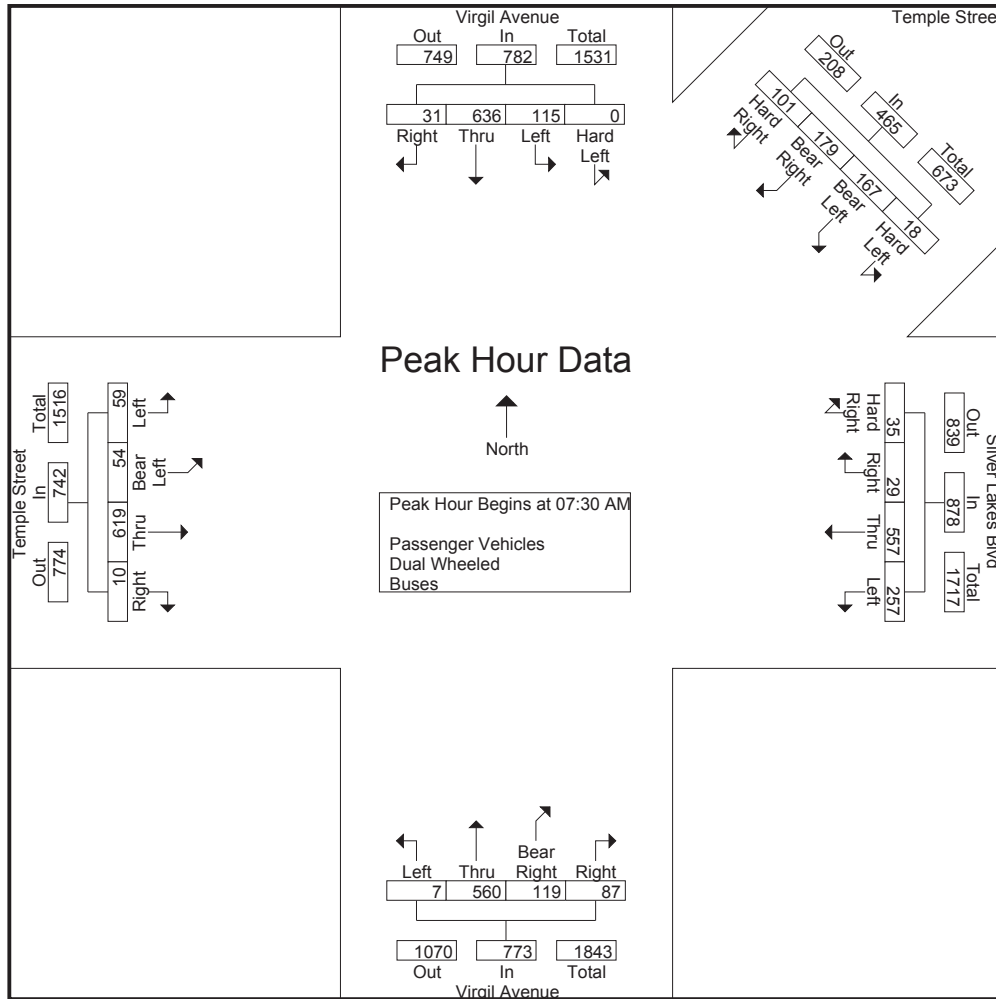
| Ped | Sch |
|------------|-----------|
| 7 | 11 |
| 21 | 1 |
| 22 | 5 |
| 24 | 9 |
| 21 | 2 |
| 27 | 2 |
| 122 | 30 |

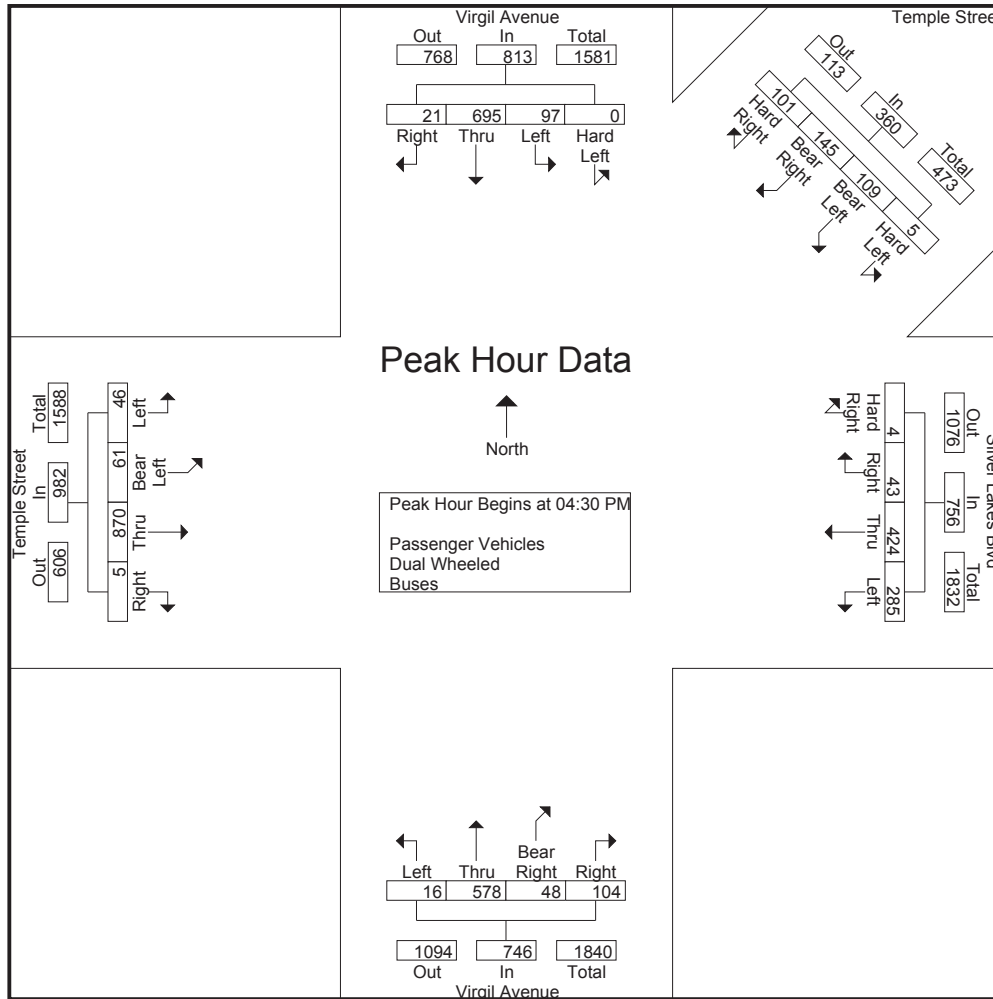
XING E/L

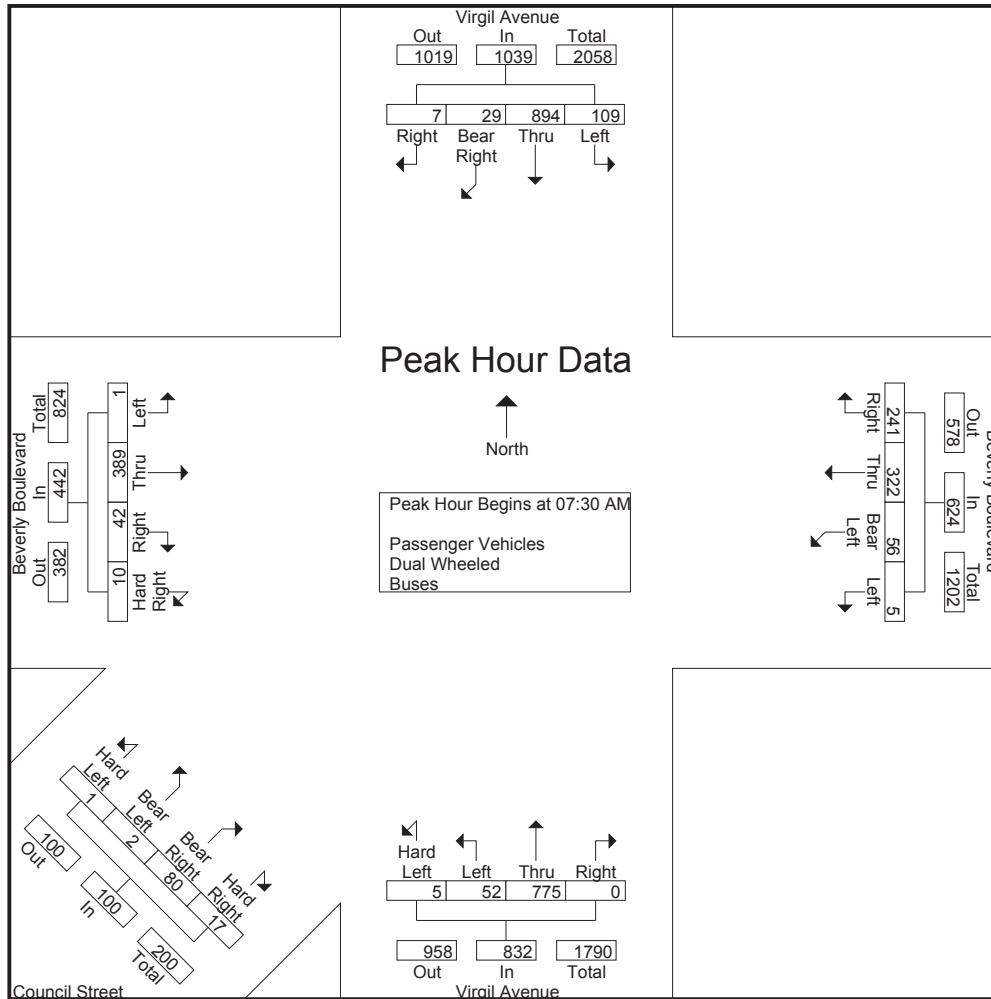
| Ped | Sch |
|------------|-----------|
| 42 | 28 |
| 64 | 5 |
| 26 | 2 |
| 32 | 14 |
| 35 | 3 |
| 32 | 0 |
| 231 | 52 |

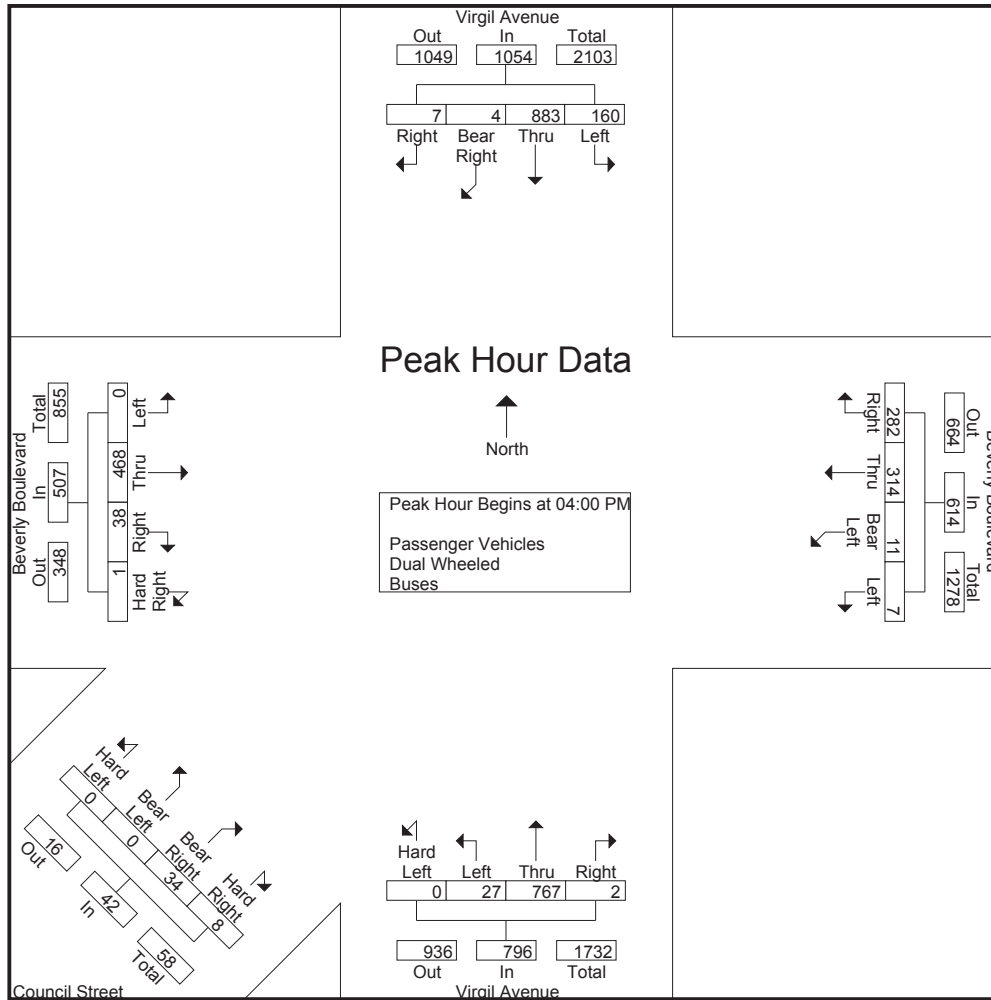














City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South US-101 South Off Ramp/New Hampshire Avenue

East/West Rosewood Avenue

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 51166

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 3 | 94 | 18 | 24 |
| BUSES | 0 | 0 | 0 | 0 |
| BUSES | 0 | 25 | 8 | 45 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 72 | 7.45 | 267 | 9.45 | 93 | 7.45 | 61 | 9.15 |
| <i>PM PK 15 MIN</i> | 36 | 3.45 | 293 | 5.45 | 89 | 5.45 | 63 | 5.45 |
| <i>AM PK HOUR</i> | 228 | 7.30 | 968 | 9.00 | 306 | 7.30 | 196 | 8.45 |
| <i>PM PK HOUR</i> | 136 | 3.00 | 1084 | 5.00 | 319 | 5.00 | 215 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|----------|------------|------------|
| 7-8 | 92 | 0 | 101 | 193 |
| 8-9 | 84 | 0 | 79 | 163 |
| 9-10 | 63 | 0 | 46 | 109 |
| 3-4 | 75 | 1 | 60 | 136 |
| 4-5 | 66 | 0 | 38 | 104 |
| 5-6 | 69 | 0 | 42 | 111 |
| TOTAL | 449 | 1 | 366 | 816 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-------------|------------|------------|-------------|
| 7-8 | 782 | 79 | 46 | 907 |
| 8-9 | 782 | 81 | 34 | 897 |
| 9-10 | 818 | 115 | 35 | 968 |
| 3-4 | 797 | 87 | 30 | 914 |
| 4-5 | 789 | 136 | 37 | 962 |
| 5-6 | 884 | 151 | 49 | 1084 |
| TOTAL | 4852 | 649 | 231 | 5732 |

TOTAL

| | |
|-------------|------|
| N-S | 1100 |
| 1060 | |
| 1077 | |
| 1050 | |
| 1066 | |
| 1195 | |
| 6548 | |

XING S/L

| | |
|----------|----------|
| Ped | Sch |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING N/L

| | |
|------------|-----------|
| Ped | Sch |
| 25 | 3 |
| 25 | 0 |
| 41 | 7 |
| 28 | 2 |
| 27 | 0 |
| 45 | 0 |
| 191 | 12 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|------------|------------|-------------|
| 7-8 | 2 | 93 | 141 | 236 |
| 8-9 | 2 | 110 | 110 | 222 |
| 9-10 | 0 | 67 | 96 | 163 |
| 3-4 | 0 | 92 | 116 | 208 |
| 4-5 | 2 | 119 | 85 | 206 |
| 5-6 | 2 | 206 | 111 | 319 |
| TOTAL | 8 | 687 | 659 | 1354 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|------------|-----------|-------------|
| 7-8 | 38 | 110 | 2 | 150 |
| 8-9 | 44 | 123 | 2 | 169 |
| 9-10 | 51 | 132 | 2 | 185 |
| 3-4 | 38 | 101 | 5 | 144 |
| 4-5 | 41 | 136 | 2 | 179 |
| 5-6 | 44 | 166 | 5 | 215 |
| TOTAL | 256 | 768 | 18 | 1042 |

TOTAL

| | |
|-------------|-----|
| E-W | 386 |
| 391 | |
| 348 | |
| 352 | |
| 385 | |
| 534 | |
| 2396 | |

XING W/L

| | |
|-----------|----------|
| Ped | Sch |
| 22 | 2 |
| 11 | 0 |
| 5 | 0 |
| 7 | 0 |
| 7 | 0 |
| 23 | 0 |
| 75 | 2 |

XING E/L

| | |
|----------|----------|
| Ped | Sch |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Juanita Avenue

East/West Beverly Boulevard

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 0

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 5 | 8 | 138 | 101 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 30 | 0 | 65 | 61 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 26 | 7.30 | 21 | 9.15 | 333 | 9.30 | 297 | 8.15 |
| <i>PM PK 15 MIN</i> | 40 | 3.15 | 11 | 3.30 | 366 | 5.30 | 254 | 5.30 |
| <i>AM PK HOUR</i> | 86 | 7.15 | 71 | 8.30 | 1246 | 8.45 | 1085 | 7.45 |
| <i>PM PK HOUR</i> | 115 | 3.00 | 36 | 3.30 | 1413 | 3.00 | 995 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|-----------|------------|------------|
| 7-8 | 12 | 1 | 61 | 74 |
| 8-9 | 3 | 3 | 36 | 42 |
| 9-10 | 1 | 1 | 21 | 23 |
| 3-4 | 8 | 4 | 103 | 115 |
| 4-5 | 6 | 3 | 47 | 56 |
| 5-6 | 2 | 3 | 36 | 41 |
| TOTAL | 32 | 15 | 304 | 351 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|----------|------------|------------|
| 7-8 | 0 | 3 | 30 | 33 |
| 8-9 | 5 | 1 | 52 | 58 |
| 9-10 | 2 | 3 | 47 | 52 |
| 3-4 | 2 | 0 | 30 | 32 |
| 4-5 | 1 | 1 | 32 | 34 |
| 5-6 | 1 | 1 | 24 | 26 |
| TOTAL | 11 | 9 | 215 | 235 |

TOTAL

| | |
|------------|-----|
| N-S | 107 |
| 100 | |
| 75 | |
| 147 | |
| 90 | |
| 67 | |
| 586 | |

XING S/L

| | |
|------------|-----------|
| Ped | Sch |
| 51 | 5 |
| 41 | 4 |
| 34 | 0 |
| 37 | 1 |
| 42 | 8 |
| 48 | 1 |
| 253 | 19 |

XING N/L

| | |
|------------|----------|
| Ped | Sch |
| 43 | 0 |
| 22 | 0 |
| 25 | 0 |
| 35 | 0 |
| 20 | 0 |
| 25 | 0 |
| 170 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 22 | 1055 | 82 | 1159 |
| 8-9 | 22 | 1149 | 39 | 1210 |
| 9-10 | 27 | 1199 | 17 | 1243 |
| 3-4 | 22 | 1361 | 30 | 1413 |
| 4-5 | 23 | 1327 | 18 | 1368 |
| 5-6 | 26 | 1300 | 24 | 1350 |
| TOTAL | 142 | 7391 | 210 | 7743 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|-----------|-------------|
| 7-8 | 31 | 1014 | 23 | 1068 |
| 8-9 | 8 | 998 | 27 | 1033 |
| 9-10 | 26 | 997 | 14 | 1037 |
| 3-4 | 26 | 851 | 13 | 890 |
| 4-5 | 23 | 887 | 7 | 917 |
| 5-6 | 23 | 963 | 9 | 995 |
| TOTAL | 137 | 5710 | 93 | 5940 |

TOTAL

| | |
|--------------|------|
| E-W | 2227 |
| 2243 | |
| 2280 | |
| 2303 | |
| 2285 | |
| 2345 | |
| 13683 | |

XING W/L

| | |
|-----------|----------|
| Ped | Sch |
| 0 | 0 |
| 4 | 0 |
| 0 | 0 |
| 1 | 0 |
| 0 | 1 |
| 6 | 0 |
| 11 | 1 |

XING E/L

| | |
|----------|----------|
| Ped | Sch |
| 1 | 0 |
| 0 | 0 |
| 3 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 0 |
| 6 | 0 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Madison Avenue

East/West Beverly Boulevard

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 0

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 13 | 5 | 132 | 109 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 0 | 0 | 91 | 62 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 9 | 8.30 | 5 | 8.45 | 323 | 7.30 | 285 | 8.00 |
| <i>PM PK 15 MIN</i> | 12 | 3.15 | 9 | 5.00 | 368 | 3.15 | 278 | 5.45 |
| <i>AM PK HOUR</i> | 25 | 8.00 | 18 | 8.15 | 1253 | 7.30 | 1108 | 7.30 |
| <i>PM PK HOUR</i> | 24 | 3.00 | 22 | 4.15 | 1418 | 3.00 | 1008 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|----------|-----------|------------|
| 7-8 | 5 | 1 | 15 | 21 |
| 8-9 | 8 | 0 | 17 | 25 |
| 9-10 | 5 | 0 | 10 | 15 |
| 3-4 | 4 | 1 | 19 | 24 |
| 4-5 | 2 | 1 | 14 | 17 |
| 5-6 | 0 | 0 | 10 | 10 |
| TOTAL | 24 | 3 | 85 | 112 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|----------|-----------|-----------|
| 7-8 | 1 | 0 | 8 | 9 |
| 8-9 | 1 | 1 | 15 | 17 |
| 9-10 | 1 | 0 | 15 | 16 |
| 3-4 | 1 | 0 | 8 | 9 |
| 4-5 | 1 | 0 | 18 | 19 |
| 5-6 | 0 | 2 | 15 | 17 |
| TOTAL | 5 | 3 | 79 | 87 |

TOTAL

XING S/L

XING N/L

| N-S | Ped | Sch | Ped | Sch |
|------------|------------|----------|------------|----------|
| 30 | 26 | 0 | 83 | 0 |
| 42 | 17 | 0 | 36 | 0 |
| 31 | 21 | 0 | 28 | 0 |
| 33 | 34 | 2 | 36 | 0 |
| 36 | 34 | 1 | 33 | 0 |
| 27 | 39 | 0 | 48 | 0 |
| 199 | 171 | 3 | 264 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 8 | 1046 | 80 | 1134 |
| 8-9 | 22 | 1170 | 34 | 1226 |
| 9-10 | 25 | 1138 | 8 | 1171 |
| 3-4 | 24 | 1369 | 25 | 1418 |
| 4-5 | 19 | 1278 | 33 | 1330 |
| 5-6 | 16 | 1229 | 55 | 1300 |
| TOTAL | 114 | 7230 | 235 | 7579 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|-----------|-------------|
| 7-8 | 41 | 1007 | 19 | 1067 |
| 8-9 | 36 | 1025 | 12 | 1073 |
| 9-10 | 16 | 985 | 12 | 1013 |
| 3-4 | 16 | 861 | 8 | 885 |
| 4-5 | 22 | 885 | 10 | 917 |
| 5-6 | 34 | 973 | 1 | 1008 |
| TOTAL | 165 | 5736 | 62 | 5963 |

TOTAL

XING W/L

XING E/L

| E-W | Ped | Sch | Ped | Sch |
|--------------|----------|----------|----------|----------|
| 2201 | 1 | 0 | 0 | 0 |
| 2299 | 1 | 0 | 1 | 0 |
| 2184 | 2 | 0 | 3 | 0 |
| 2303 | 0 | 0 | 0 | 0 |
| 2247 | 0 | 0 | 1 | 0 |
| 2308 | 2 | 0 | 2 | 0 |
| 13542 | 6 | 0 | 7 | 0 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Virgil Avenue

East/West Oakwood Avenue

Day: Wednesday **Date:** April 24, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Hollywood **I/S CODE** 0

| | N/B | S/B | E/B | W/B |
|---------------------------|-----|-----|-----|-----|
| DUAL-WHEELED BIKES | 73 | 92 | 9 | 5 |
| BIKES | 0 | 0 | 0 | 0 |
| BUSES | 8 | 16 | 0 | 0 |

| | N/B TIME | | S/B TIME | | E/B TIME | | W/B TIME | |
|---------------------|----------|------|----------|------|----------|------|----------|------|
| <i>AM PK 15 MIN</i> | 202 | 7.45 | 278 | 8.00 | 10 | 9.00 | 18 | 7.45 |
| <i>PM PK 15 MIN</i> | 212 | 5.45 | 307 | 4.30 | 18 | 5.15 | 4 | 3.30 |
| <i>AM PK HOUR</i> | 771 | 7.15 | 1025 | 7.30 | 30 | 8.30 | 40 | 7.15 |
| <i>PM PK HOUR</i> | 778 | 5.00 | 1092 | 4.00 | 52 | 3.15 | 8 | 3.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|-------------|-----------|-------------|
| 7-8 | 14 | 733 | 7 | 754 |
| 8-9 | 13 | 691 | 12 | 716 |
| 9-10 | 11 | 654 | 12 | 677 |
| 3-4 | 9 | 699 | 5 | 713 |
| 4-5 | 5 | 709 | 5 | 719 |
| 5-6 | 5 | 761 | 12 | 778 |
| TOTAL | 57 | 4247 | 53 | 4357 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|-------------|------------|-------------|
| 7-8 | 100 | 739 | 22 | 861 |
| 8-9 | 180 | 790 | 51 | 1021 |
| 9-10 | 99 | 727 | 33 | 859 |
| 3-4 | 137 | 794 | 22 | 953 |
| 4-5 | 239 | 822 | 31 | 1092 |
| 5-6 | 164 | 759 | 47 | 970 |
| TOTAL | 919 | 4631 | 206 | 5756 |

TOTAL

| | |
|--------------|------|
| N-S | 1615 |
| 1737 | |
| 1536 | |
| 1666 | |
| 1811 | |
| 1748 | |
| 10113 | |

XING S/L

| | |
|-----------|----------|
| Ped | Sch |
| 9 | 0 |
| 3 | 0 |
| 6 | 0 |
| 3 | 0 |
| 1 | 0 |
| 0 | 0 |
| 22 | 0 |

XING N/L

| | |
|-----------|----------|
| Ped | Sch |
| 2 | 0 |
| 0 | 0 |
| 7 | 0 |
| 5 | 0 |
| 2 | 0 |
| 1 | 0 |
| 17 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|----------|-----------|------------|
| 7-8 | 4 | 3 | 9 | 16 |
| 8-9 | 10 | 1 | 11 | 22 |
| 9-10 | 9 | 1 | 18 | 28 |
| 3-4 | 29 | 1 | 19 | 49 |
| 4-5 | 26 | 1 | 15 | 42 |
| 5-6 | 27 | 2 | 21 | 50 |
| TOTAL | 105 | 9 | 93 | 207 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|----------|-----------|-----------|
| 7-8 | 2 | 1 | 26 | 29 |
| 8-9 | 0 | 1 | 21 | 22 |
| 9-10 | 1 | 2 | 10 | 13 |
| 3-4 | 1 | 0 | 7 | 8 |
| 4-5 | 0 | 0 | 4 | 4 |
| 5-6 | 2 | 0 | 5 | 7 |
| TOTAL | 6 | 4 | 73 | 83 |

TOTAL

| | |
|------------|----|
| E-W | 45 |
| 44 | |
| 41 | |
| 57 | |
| 46 | |
| 57 | |
| 290 | |

XING W/L

| | |
|------------|----------|
| Ped | Sch |
| 26 | 0 |
| 12 | 0 |
| 16 | 0 |
| 17 | 0 |
| 13 | 1 |
| 18 | 1 |
| 102 | 2 |

XING E/L

| | |
|-----------|----------|
| Ped | Sch |
| 14 | 0 |
| 7 | 0 |
| 19 | 0 |
| 18 | 0 |
| 17 | 3 |
| 13 | 4 |
| 88 | 7 |

Appendix D
Intersection LOS CMA Sheets

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | | |
|--|---------------------|------------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|---------------|---------------------|-----------------------------|-------------------|--------------|-------------|---------------------------------|--------------|-------------------|--------------|--|-----------|--|
| 1 | East-West Street: | 101 NB On-Ramp | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | | |
| NORTHBOUND | Left | 518 | 1 | 518 | 2 | 520 | 520 | 27 | 566 | 1 | 566 | 2 | 568 | 1 | 568 | 568 | | | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Through | 1660 | 3 | 553 | 3 | 1663 | 554 | 34 | 1761 | 3 | 587 | 3 | 1764 | 3 | 588 | 1764 | | | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| SOUTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Through | 1056 | 2 | 442 | 2 | 1058 | 443 | 36 | 1135 | 2 | 473 | 2 | 1137 | 2 | 474 | 1137 | | | | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | 1 | | | | | |
| | Right | 271 | 0 | 271 | 0 | 271 | 271 | 3 | 285 | 0 | 285 | 0 | 285 | 0 | 285 | 285 | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| WESTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | | | |
| CRITICAL VOLUMES | | North-South: 960 | East-West: 0 | | SUM: 960 | | North-South: 963 | East-West: 0 | | SUM: 963 | | North-South: 1039 | East-West: 0 | | SUM: 1039 | | North-South: 1042 | East-West: 0 | | SUM: 1042 | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.640 | | 0.642 | | 0.693 | | 0.695 | | 0.695 | | 0.695 | | 0.695 | | 0.695 | | 0.695 | | 0.695 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.540 | | 0.542 | | 0.593 | | 0.595 | | 0.595 | | 0.595 | | 0.595 | | 0.595 | | 0.595 | | 0.595 | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|-----------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|---------------|---------------------|-----------------------------|--------------|--------------|--------------|---------------------------------|--------------|--------------|--------------|-------|
| 2 | East-West Street: | 101 NB Off-Ramp | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 1478 | 4 | 370 | 6 | 1484 | 371 | 60 | 1598 | 4 | 400 | 6 | 1604 | 4 | 401 | 6 | 1604 | 4 | 401 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| SOUTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 1058 | 3 | 353 | 2 | 1060 | 353 | 36 | 1137 | 3 | 379 | 2 | 1139 | 3 | 380 | 2 | 1139 | 3 | 380 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| WESTBOUND | Left | 530 | 1 | 409 | 2 | 532 | 410 | 6 | 558 | 1 | 428 | 2 | 560 | 1 | 429 | 2 | 560 | 1 | 429 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 698 | 1 | 409 | 0 | 698 | 410 | 1 | 727 | 1 | 428 | 0 | 727 | 1 | 429 | 0 | 727 | 1 | 429 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | | |
| CRITICAL VOLUMES | | North-South: | 370 | North-South: | 371 | North-South: | 400 | North-South: | 401 | North-South: | 401 | North-South: | 401 | North-South: | 401 | North-South: | 401 | North-South: | 401 |
| | | East-West: | 409 | East-West: | 410 | East-West: | 428 | East-West: | 429 | East-West: | 429 | East-West: | 429 | East-West: | 429 | East-West: | 429 | East-West: | 429 |
| | | SUM: | 779 | SUM: | 781 | SUM: | 828 | SUM: | 830 | SUM: | 830 | SUM: | 830 | SUM: | 830 | SUM: | 830 | SUM: | 830 |
| VOLUME/CAPACITY (V/C) RATIO: | | | 0.519 | | 0.521 | | 0.552 | | 0.553 | | 0.553 | | 0.553 | | 0.553 | | 0.553 | | 0.553 |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.419 | | 0.421 | | 0.452 | | 0.453 | | 0.453 | | 0.453 | | 0.453 | | 0.453 | | 0.453 |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | 0.001 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|------------------|------------------|-----------------------|----------------------|-------------|------------------------------|------------------|---------------|---------------------|-----------------------------|--------------|------------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 3 | East-West Street: | Rosewood Ave. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 17 | 1 | 17 | 0 | 17 | 17 | 0 | 18 | 1 | 18 | 0 | 18 | 1 | 18 | 0 | 18 | 1 | 18 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 1248 | 2 | 416 | 6 | 1254 | 418 | 59 | 1358 | 2 | 453 | 6 | 1364 | 2 | 455 | 6 | 1364 | 2 | 455 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 5 | 1 | 5 | 0 | 5 | 5 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 | 0 | 5 | 1 | 5 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 1375 | 2 | 518 | 4 | 1379 | 519 | 41 | 1472 | 2 | 553 | 4 | 1476 | 2 | 554 | 4 | 1476 | 2 | 554 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 179 | 0 | 179 | 0 | 179 | 179 | 0 | 186 | 0 | 186 | 0 | 186 | 0 | 186 | 0 | 186 | 0 | 186 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 231 | 1 | 231 | 0 | 231 | 231 | 1 | 241 | 1 | 241 | 0 | 241 | 1 | 241 | 0 | 241 | 1 | 241 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 429 | 0 | 0 | 430 | 0 | 0 | 0 | 452 | 0 | 0 | 0 | 452 | 0 | 0 | 0 | 452 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 858 | 1 | 0 | 1 | 859 | 0 | 10 | 903 | 1 | 0 | 1 | 904 | 1 | 0 | 1 | 904 | 1 | 0 |
| | Left-Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 9 | 1 | 9 | 0 | 9 | 9 | 0 | 9 | 1 | 9 | 0 | 9 | 1 | 9 | 0 | 9 | 1 | 9 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 535 | 535 | | North-South: 536 | 536 | | North-South: 571 | 571 | | | | North-South: 572 | 572 | | | | | |
| | | East-West: 438 | 438 | | East-West: 439 | 439 | | East-West: 461 | 461 | | | | East-West: 461 | 461 | | | | | |
| | | SUM: 973 | 973 | | SUM: 975 | 975 | | SUM: 1032 | 1032 | | | | SUM: 1033 | 1033 | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.683 | | 0.684 | | 0.724 | | 0.725 | | | | 0.725 | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.583 | | 0.584 | | 0.624 | | 0.625 | | | | 0.625 | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | A | | B | | B | | | | B | | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | 0.001 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--|--|--|--|--|--------------------------------|--------------|--------------------------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 4 | East-West Street: | Oakwood Ave. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | ↔ | Left | 34 | 1 | 34 | 0 | 34 | 34 | 0 | 35 | 1 | 35 | 0 | 35 | 1 | 35 | 35 | 1 | 35 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 1141 | 2 | 419 | 6 | 1147 | 422 | 57 | 1244 | 2 | 465 | 6 | 1250 | 2 | 468 | 1250 | 2 | 468 |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | ↔ | Right | 115 | 0 | 115 | 4 | 119 | 119 | 31 | 151 | 0 | 151 | 4 | 155 | 0 | 155 | 155 | 0 | 155 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | ↔ | Left | 343 | 2 | 189 | 0 | 343 | 189 | 7 | 364 | 2 | 200 | 0 | 364 | 2 | 200 | 364 | 2 | 200 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 1768 | 2 | 611 | 6 | 1774 | 613 | 44 | 1884 | 2 | 651 | 6 | 1890 | 2 | 653 | 1890 | 2 | 653 |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | ↔ | Right | 65 | 0 | 65 | 0 | 65 | 65 | 0 | 68 | 0 | 68 | 0 | 68 | 0 | 68 | 68 | 0 | 68 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | ↔ | Left | 118 | 0 | 118 | 0 | 118 | 118 | 2 | 125 | 0 | 125 | 0 | 125 | 0 | 125 | 125 | 0 | 125 |
| | ↔ | Left-Through | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | ↔ | Through | 455 | 1 | 287 | 0 | 455 | 287 | 2 | 475 | 1 | 300 | 0 | 475 | 1 | 300 | 475 | 1 | 300 |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Right | 98 | 1 | 81 | 0 | 98 | 81 | 0 | 102 | 1 | 85 | 0 | 102 | 1 | 85 | 102 | 1 | 85 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | ↔ | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 645 East-West: 287 SUM: 932 | North-South: 647 East-West: 287 SUM: 934 | North-South: 686 East-West: 300 SUM: 986 | North-South: 688 East-West: 300 SUM: 988 | North-South: 688 East-West: 300 SUM: 988 | | | | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.654 | 0.655 | 0.692 | 0.693 | 0.693 | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.554 | 0.555 | 0.592 | 0.593 | 0.593 | | | | | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | A | A | A | A | | | | | | | | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | 0.001 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | |
|--|---------------------|---|---|-----------------------|---|-------------|--------------------------------|--------------|---|---------------------|-----------------------------|--------------|---|-------------|---------------------------------|--------------|--------------|-------------|---|-----|
| 5 | East-West Street: | Beverly Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | |
| NORTHBOUND | Left | 83 | 1 | 83 | 0 | 83 | 83 | 24 | 110 | 1 | 110 | 0 | 110 | 1 | 110 | 110 | | | 1 | 110 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| | Through | 1150 | 2 | 411 | 0 | 1150 | 411 | 67 | 1264 | 2 | 450 | 0 | 1264 | 2 | 450 | 1264 | | | 2 | 450 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | | 1 | |
| | Right | 82 | 0 | 82 | 2 | 84 | 84 | 0 | 85 | 0 | 85 | 2 | 87 | 0 | 87 | 87 | | | 0 | 87 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | | |
| SOUTHBOUND | Left | 240 | 1 | 240 | 6 | 246 | 246 | 9 | 259 | 1 | 259 | 6 | 265 | 1 | 265 | 265 | | | 1 | 265 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| | Through | 1429 | 2 | 564 | 0 | 1429 | 564 | 34 | 1521 | 2 | 599 | 0 | 1521 | 2 | 599 | 1521 | | | 2 | 599 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | | 1 | |
| | Right | 263 | 0 | 263 | 0 | 263 | 263 | 2 | 276 | 0 | 276 | 0 | 276 | 0 | 276 | 276 | | | 0 | 276 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | | |
| EASTBOUND | Left | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| | Through | 902 | 2 | 311 | 5 | 907 | 313 | 19 | 958 | 2 | 332 | 5 | 963 | 2 | 334 | 963 | | | 2 | 334 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | | 1 | |
| | Right | 32 | 0 | 32 | 0 | 32 | 32 | 5 | 38 | 0 | 38 | 0 | 38 | 0 | 38 | 38 | | | 0 | 38 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | | |
| WESTBOUND | Left | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| | Through | 962 | 2 | 481 | 9 | 971 | 486 | 39 | 1040 | 2 | 520 | 9 | 1049 | 2 | 525 | 1049 | | | 2 | 525 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| | Right | 178 | 1 | 58 | 10 | 188 | 65 | 21 | 206 | 1 | 77 | 10 | 216 | 1 | 84 | 216 | | | 1 | 84 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 651 East-West: 481 SUM: 1132 | North-South: 657 East-West: 486 SUM: 1143 | | North-South: 709 East-West: 520 SUM: 1229 | | | | North-South: 715 East-West: 525 SUM: 1240 | | | | North-South: 715 East-West: 525 SUM: 1240 | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.794 | | 0.802 | | 0.862 | | 0.870 | | 0.870 | | 0.870 | | 0.870 | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.694 | | 0.702 | | 0.762 | | 0.770 | | 0.770 | | 0.770 | | 0.770 | | | | | | |
| LEVEL OF SERVICE (LOS): | | B | | C | | C | | C | | C | | C | | C | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.008 | Δv/c after mitigation: | 0.008 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| 6 | East-West Street: | W 1st St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | ↔ | Left | 32 | 1 | 32 | 0 | 32 | 32 | 1 | 34 | 1 | 34 | 0 | 34 | 1 | 34 | | 34 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | | 0 | | | 0 | |
| | ↔ | Through | 1277 | 2 | 456 | 2 | 1279 | 457 | 37 | 1366 | 2 | 488 | 2 | 1368 | 2 | 488 | | 1368 | |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | | 1 | | | 1 | |
| | ↔ | Right | 92 | 0 | 92 | 0 | 92 | 92 | 1 | 97 | 0 | 97 | 0 | 97 | 0 | 97 | | 97 | |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | | 0 | | | | 0 |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | | 0 | | | | 0 | |
| SOUTHBOUND | ↔ | Left | 87 | 1 | 87 | 0 | 87 | 87 | 9 | 100 | 1 | 100 | 0 | 100 | 1 | 100 | | 100 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 1230 | 2 | 443 | 4 | 1234 | 444 | 83 | 1363 | 2 | 488 | 4 | 1367 | 2 | 490 | | 1367 | |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | | 1 | | | 1 | |
| | ↔ | Right | 98 | 0 | 98 | 0 | 98 | 98 | 0 | 102 | 0 | 102 | 0 | 102 | 0 | 102 | | 102 | |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | | 0 | | | | 0 |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | | 0 | | | | 0 | |
| EASTBOUND | ↔ | Left | 146 | 1 | 146 | 0 | 146 | 146 | 0 | 152 | 1 | 152 | 0 | 152 | 1 | 152 | | 152 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 368 | 0 | 405 | 0 | 368 | 405 | 1 | 384 | 0 | 425 | 0 | 384 | 0 | 425 | | 384 | |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | | 1 | | | 1 | |
| | ↔ | Right | 37 | 0 | 0 | 0 | 37 | 0 | 2 | 41 | 0 | 0 | 0 | 41 | 0 | 0 | | 41 | |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | | 0 | | | | 0 |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | | 0 | | | | 0 | |
| WESTBOUND | ↔ | Left | 94 | 1 | 94 | 0 | 94 | 94 | 4 | 102 | 1 | 102 | 0 | 102 | 1 | 102 | | 102 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 356 | 1 | 356 | 0 | 356 | 356 | 0 | 370 | 1 | 370 | 0 | 370 | 1 | 370 | | 370 | |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Right | 216 | 1 | 0 | 0 | 216 | 0 | 1 | 226 | 1 | 0 | 0 | 226 | 1 | 0 | | 226 | |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | | 0 |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | | 0 | |
| CRITICAL VOLUMES | | North-South: 543 East-West: 502 SUM: 1045 | North-South: 544 East-West: 502 SUM: 1046 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | North-South: 588 East-West: 527 SUM: 1115 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | 0.697 | | 0.697 | | 0.743 | | 0.743 | | 0.743 | | 0.743 | | 0.743 | | 0.743 | | 0.743 |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.597 | | 0.597 | | 0.643 | | 0.643 | | 0.643 | | 0.643 | | 0.643 | | 0.643 | | 0.643 |
| LEVEL OF SERVICE (LOS): | | | A | | A | | B | | B | | B | | B | | B | | B | | B |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Kenmore Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--|--|--|--|--|--|--|--|--|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 7 | East-West Street: | Beverly Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 33 | 0 | 33 | 0 | 33 | 33 | 0 | 34 | 0 | 34 | 0 | 34 | 0 | 34 | 34 | 0 | 34 | |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | |
| | Through | 25 | 0 | 131 | 0 | 25 | 131 | 136 | 0 | 26 | 0 | 136 | 0 | 26 | 0 | 136 | 26 | 136 | |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | |
| | Right | 73 | 0 | 0 | 0 | 73 | 0 | 0 | 76 | 0 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 0 | |
| | Left-Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | 1 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| SOUTHBOUND | Left | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | |
| | Through | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | |
| | Right | 110 | 0 | 0 | 0 | 110 | 0 | 0 | 114 | 0 | 0 | 0 | 114 | 0 | 0 | 114 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| EASTBOUND | Left | 69 | 0 | 0 | 0 | 69 | 0 | 0 | 72 | 0 | 0 | 0 | 72 | 0 | 0 | 72 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | |
| | Through | 1132 | 1 | 580 | 5 | 1137 | 582 | 614 | 22 | 1200 | 1 | 614 | 5 | 1205 | 1 | 617 | 1205 | 617 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | 1 | | |
| | Right | 27 | 0 | 27 | 0 | 27 | 27 | 28 | 0 | 28 | 0 | 28 | 0 | 28 | 0 | 28 | 28 | 28 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| WESTBOUND | Left | 70 | 1 | 70 | 0 | 70 | 70 | 73 | 0 | 73 | 1 | 73 | 0 | 73 | 1 | 73 | 73 | 1 | 73 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | 0 | | 0 | | |
| | Through | 1156 | 2 | 578 | 9 | 1165 | 583 | 636 | 68 | 1271 | 2 | 636 | 9 | 1280 | 2 | 640 | 1280 | 2 | 640 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Right | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 131 East-West: 650 SUM: 781 | North-South: 131 East-West: 652 SUM: 783 | North-South: 136 East-West: 687 SUM: 823 | North-South: 136 East-West: 690 SUM: 826 | North-South: 136 East-West: 690 SUM: 826 | North-South: 136 East-West: 690 SUM: 826 | North-South: 136 East-West: 690 SUM: 826 | North-South: 136 East-West: 690 SUM: 826 | North-South: 136 East-West: 690 SUM: 826 | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.521 | 0.522 | 0.549 | 0.551 | 0.551 | 0.551 | 0.551 | 0.551 | 0.551 | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.421 | 0.422 | 0.449 | 0.451 | 0.451 | 0.451 | 0.451 | 0.451 | 0.451 | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | A | A | A | A | A | A | A | A | | | | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | New Hampshire Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|--------------------|------------------|-----------------------|----------------------|----------------|------------------------------|------------------|----------------|---------------------|-----------------------------|----------------|--------------|------------------|---------------------------------|--------------|--------------|-------------|
| | East-West Street: | Beverly Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NORTHBOUND | Left | 64 | 0 | 64 | 0 | 64 | 64 | 0 | 67 | 0 | 67 | 0 | 67 | 0 | 67 | 67 | 0 | 67 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 179 | 0 | 288 | 0 | 179 | 288 | 0 | 186 | 0 | 300 | 0 | 186 | 0 | 300 | 186 | 0 | 300 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Right | 45 | 0 | 0 | 0 | 45 | 0 | 0 | 47 | 0 | 0 | 0 | 47 | 0 | 0 | 47 | 0 | 0 |
| | Left-Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| SOUTHBOUND | Left | 49 | 0 | 49 | 0 | 49 | 49 | 0 | 51 | 0 | 51 | 0 | 51 | 0 | 51 | 51 | 0 | 51 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 117 | 0 | 199 | 0 | 117 | 199 | 0 | 122 | 0 | 207 | 0 | 122 | 0 | 207 | 122 | 0 | 207 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Right | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 34 | 0 | 0 | 0 | 34 | 0 | 0 | 34 | 0 | 0 |
| | Left-Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| EASTBOUND | Left | 61 | 1 | 61 | 0 | 61 | 61 | 0 | 63 | 1 | 63 | 0 | 63 | 1 | 63 | 63 | 1 | 63 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 861 | 2 | 431 | 5 | 866 | 433 | 24 | 920 | 2 | 460 | 5 | 925 | 2 | 463 | 925 | 2 | 463 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Right | 56 | 1 | 56 | 0 | 56 | 56 | 0 | 58 | 1 | 58 | 0 | 58 | 1 | 58 | 58 | 1 | 58 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| WESTBOUND | Left | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 1229 | 2 | 615 | 9 | 1238 | 619 | 64 | 1343 | 2 | 672 | 9 | 1352 | 2 | 676 | 1352 | 2 | 676 |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | |
| | Right | 43 | 0 | 0 | 0 | 43 | 0 | 0 | 45 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 337 | East-West: 676 | SUM: 1013 | North-South: 337 | East-West: 680 | SUM: 1017 | North-South: 351 | East-West: 735 | SUM: 1086 | North-South: 351 | East-West: 739 | SUM: 1090 | North-South: 351 | East-West: 739 | SUM: 1090 | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.675 | | 0.678 | | 0.724 | | 0.727 | | 0.727 | | 0.727 | | 0.727 | | 0.727 | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.575 | | 0.578 | | 0.624 | | 0.627 | | 0.627 | | 0.627 | | 0.627 | | 0.627 | | |
| LEVEL OF SERVICE (LOS): | | A | | A | | B | | B | | B | | B | | B | | B | | |

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **0.003**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|----------------------------|------------------|-----------------------|----------------------|---------------|------------------------------|------------------|---------------|---------------------|-----------------------------|--------------|--------------|------------------|---------------------------------|--------------|--------------|-------------|
| 9-01 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 692 | 2 | 346 | 3 | 695 | 348 | 8 | 728 | 2 | 364 | 3 | 731 | 2 | 366 | 731 | 2 | 366 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 530 | 1 | 530 | 4 | 534 | 534 | 21 | 573 | 1 | 573 | 4 | 577 | 1 | 577 | 577 | 1 | 577 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND Temple St | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 753 | 3 | 251 | 2 | 755 | 252 | 12 | 796 | 3 | 265 | 2 | 798 | 3 | 266 | 798 | 3 | 266 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 530 | East-West: 0 | SUM: 530 | North-South: 534 | East-West: 0 | SUM: 534 | North-South: 573 | East-West: 0 | SUM: 573 | North-South: 577 | East-West: 0 | SUM: 577 | North-South: 577 | East-West: 0 | SUM: 577 | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | A | | | A | | | A | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|-------------------|----------------------------|-----------------------|----------------------|-------------|------------------------------|--------------|--------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| | 9-02 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | | | | | |
| | | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 530 | 1 | 530 | 4 | 534 | 534 | 21 | 573 | 1 | 573 | 4 | 577 | 1 | 577 | 577 | 577 | 1 | 577 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 312 | 1 | 175 | 3 | 315 | 177 | 36 | 361 | 1 | 201 | 3 | 364 | 1 | 202 | 364 | 364 | 1 | 202 |
| | Through-Right | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| | Right | 38 | 0 | 38 | 0 | 38 | 38 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 40 | 40 | 0 | 40 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| (Empty) | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| (Empty) | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | North-South: | 530 | | 534 | | 573 | | 577 | | 577 | | 577 | | 577 | | 577 | | 577 | |
| | East-West: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | SUM: | 530 | | 534 | | 573 | | 577 | | 577 | | 577 | | 577 | | 577 | | 577 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

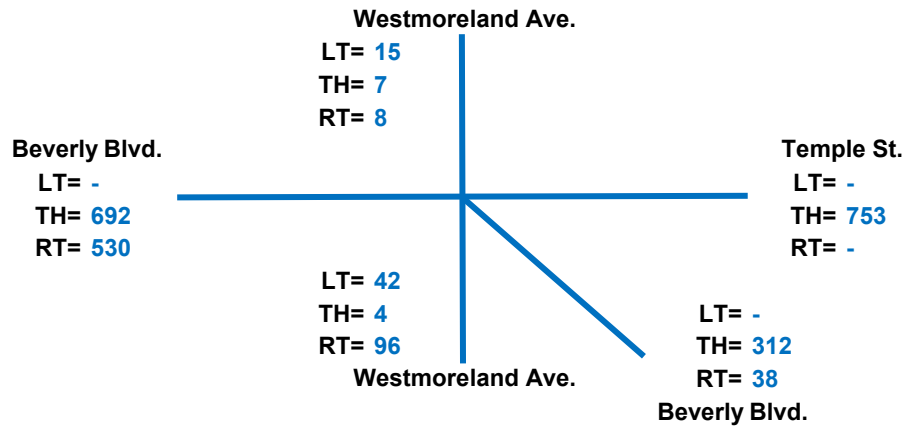
| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|--------------------|----------------------------|-----------------------|----------------------|------------------|------------------------------|------------------|--------------|------------------|-----------------------------|------------------|--------------|------------------|---------------------------------|------------------|--------------|-------------|
| | 9-03 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | |
| No. of Phases | | | | 1 | | | | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | 0 | | | | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 2 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | | | | |
| | | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | 2 | | | | | 2 | | | | | | | | | |
| Override Capacity | | | | 0 | | | | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NORTHBOUND Westmoreland | ↔ | Left | 42 | 0 | 42 | 42 | 0 | 44 | 0 | 44 | 0 | 44 | 0 | 44 | | | | |
| | ↔ | Left-Through | | 1 | | | | | 1 | | | | 1 | | | | | |
| | ↔ | Through | 4 | 0 | 46 | 46 | 1 | 5 | 0 | 49 | 0 | 5 | 0 | 49 | | | | |
| | ↔ | Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Right | 96 | 1 | 96 | 96 | 0 | 100 | 1 | 100 | 0 | 100 | 1 | 100 | | | | |
| | ↔ | Left-Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| SOUTHBOUND Westmoreland | ↔ | Left | 15 | 0 | 15 | 15 | 1 | 17 | 0 | 17 | 0 | 17 | 0 | 17 | | | | |
| | ↔ | Left-Through | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Through | 7 | 0 | 30 | 30 | 3 | 10 | 0 | 41 | 0 | 10 | 0 | 41 | | | | |
| | ↔ | Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Right | 8 | 0 | 0 | 0 | 6 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | | | | |
| | ↔ | Left-Through-Right | | 1 | | | | | 1 | | | | 1 | | | | | |
| Westmoreland | ↔ | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | ↔ | Left-Through | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | ↔ | Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | ↔ | Left-Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| Westmoreland | ↔ | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | ↔ | Left-Through | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | ↔ | Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| | ↔ | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | ↔ | Left-Through-Right | | 0 | | | | | 0 | | | | 0 | | | | | |
| CRITICAL VOLUMES | | North-South: 111 | | North-South: 111 | | North-South: 117 | | North-South: 117 | | North-South: 117 | | North-South: 117 | | North-South: 117 | | North-South: 117 | | |
| | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | |
| | | SUM: 111 | | SUM: 111 | | SUM: 117 | | SUM: 117 | | SUM: 117 | | SUM: 117 | | SUM: 117 | | SUM: 117 | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | |
| LEVEL OF SERVICE (LOS): | | | | A | | A | | A | | A | | A | | A | | A | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Existing - AM Peak

8/8/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{530}{1}$ | = | 530 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{753}{3}$ | = | 251 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{530}{1}$ | = | 530 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{312 + 38}{2}$ | = | 175 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Existing - AM Peak

8/8/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{42}{1}$ | = | 42 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 30 | |
| Critical Volume | 42 | + | 30 | = 72 |

OR

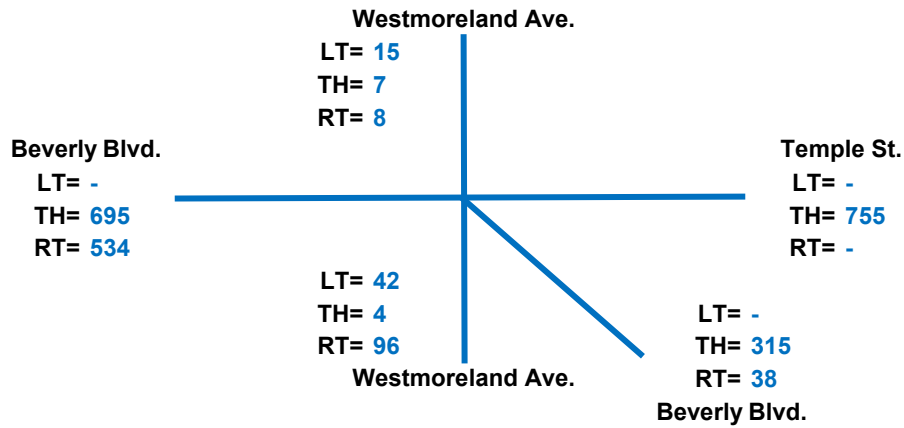
Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{15}{1}$ | = | 15 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 96 | Critical |
| Critical Volume | 15 | + | 96 | = 111 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 530 | + | 530 | + | 111 | = | 1171 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.822 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.722 | | |
| Level of Service (LOS): | | | | | C | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
EWP - AM Peak

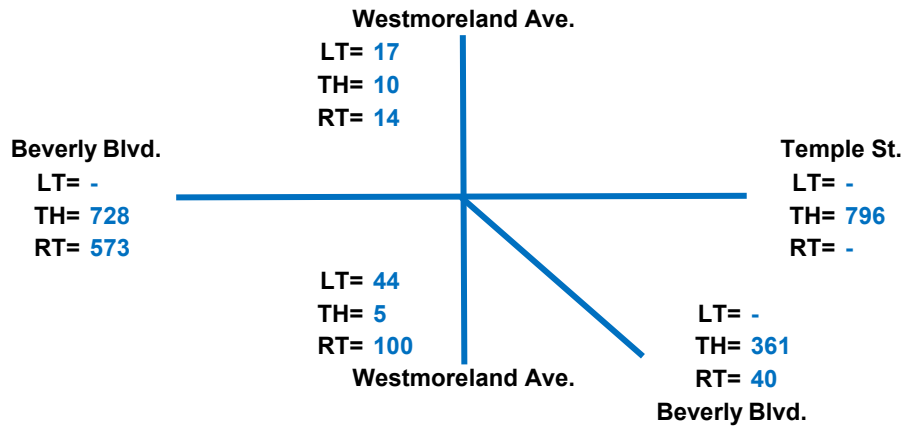
8/16/2019



| | | | | | | | |
|---------------------------------|-----|---|-----|---|-------|---|------|
| Critical Volumes: | 534 | + | 534 | + | 111 | = | 1179 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.827 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.727 | | |
| Level of Service (LOS): | | | | | C | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWOP - AM Peak

8/8/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{573}{1}$ | = | 573 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{796}{3}$ | = | 265 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{573}{1}$ | = | 573 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{361 + 40}{2}$ | = | 201 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWOP - AM Peak

8/8/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{44}{1}$ | = | 44 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 41 | |
| Critical Volume | 44 | + | 41 | = 85 |

OR

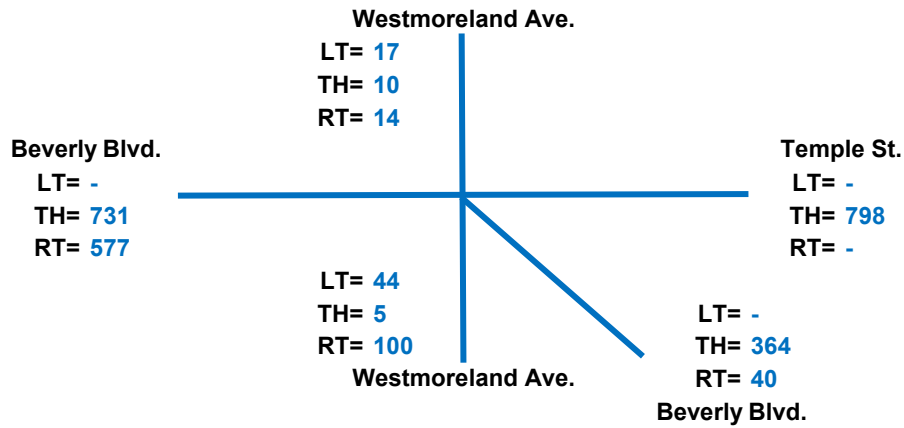
Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{17}{1}$ | = | 17 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 100 | Critical |
| Critical Volume | 17 | + | 100 | = 117 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 573 | + | 573 | + | 117 | = | 1263 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.886 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.786 | | |
| Level of Service (LOS): | | | | | C | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWP - AM Peak

8/13/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{577}{1}$ | = | 577 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{798}{3}$ | = | 266 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{577}{1}$ | = | 577 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{364 + 40}{2}$ | = | 202 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWP - AM Peak

8/13/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{44}{1}$ | = | 44 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 41 | |
| Critical Volume | 44 | + | 41 | = 85 |

OR

Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{17}{1}$ | = | 17 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 100 | Critical |
| Critical Volume | 17 | + | 100 | = 117 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 577 | + | 577 | + | 117 | = | 1271 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.892 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.792 | | |
| Level of Service (LOS): | | | | | C | | |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|---------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-------|
| 10-01 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | | | 1 | | | 1 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | | 2 | | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | | | 0 | | | 0 | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND Virgil Ave. | Left | 7 | 1 | 7 | 0 | 7 | 7 | 5 | 12 | 1 | 12 | 0 | 12 | 1 | 12 | 0 | 12 | 1 | 12 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 560 | 1 | 383 | 0 | 560 | 383 | 2 | 585 | 1 | 402 | 0 | 585 | 1 | 402 | 0 | 585 | 1 | 402 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 206 | 0 | 206 | 0 | 206 | 206 | 4 | 218 | 0 | 218 | 0 | 218 | 0 | 218 | 0 | 218 | 0 | 218 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND Virgil Ave. | Left | 115 | 1 | 115 | 0 | 115 | 115 | 0 | 120 | 1 | 120 | 0 | 120 | 1 | 120 | 0 | 120 | 1 | 120 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 636 | 1 | 334 | 0 | 636 | 334 | -3 | 659 | 1 | 346 | 0 | 659 | 1 | 346 | 0 | 659 | 1 | 346 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 31 | 0 | 31 | 0 | 31 | 31 | 0 | 32 | 0 | 32 | 0 | 32 | 0 | 32 | 0 | 32 | 0 | 32 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | North-South: | | 498 | North-South: | | 498 | North-South: | | 522 | North-South: | | 522 | North-South: | | 522 | North-South: | | 522 | |
| | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | |
| | SUM: | | 498 | SUM: | | 498 | SUM: | | 522 | SUM: | | 522 | SUM: | | 522 | SUM: | | 522 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--------------------|--------------------------------|------------------|-----------------------|--------------|---------------|------------------------------|--------------|--------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
| | 10-02 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | 1 | | | | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | | | | | | | | |
| Override Capacity | | | | 2 | | | | | 2 | | | | | | | | | | |
| | | | | 0 | | | | | 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| WESTBOUND Temple St | Left | 185 | 0 | 185 | 0 | 185 | 185 | 2 | 195 | 0 | 195 | 0 | 195 | 0 | 195 | | 195 | 0 | 195 |
| | Left-Through | | 1 | | | | | | | 1 | | | 1 | | | | | 1 | |
| | Through | 179 | 1 | 179 | 1 | 180 | 180 | 3 | 189 | 1 | 189 | 1 | 190 | 1 | 190 | | 190 | 1 | 190 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| | Left-Right | | 0 | | | | | | | 0 | | | 0 | | | | | 0 | |
| CRITICAL VOLUMES | | North-South: 185 | | | North-South: 185 | | | North-South: 195 | | | | North-South: 195 | | | | North-South: 195 | | | |
| | | East-West: 0 | | | East-West: 0 | | | East-West: 0 | | | | East-West: 0 | | | | East-West: 0 | | | |
| | | SUM: 185 | | | SUM: 185 | | | SUM: 195 | | | | SUM: 195 | | | | SUM: 195 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | A | | | A | | | A | | | A |

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | |
|--|---------------------|--|--|-----------------------|--|-------------|--|--------------|--------------------------------|---------------------|--|--------------|--------------|-------------|--|--------------|--------------|-------------|---|-----|
| 10-03 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | |
| WESTBOUND Silver Lake Blvd. | Left | 257 | 1 | 257 | 0 | 257 | 257 | 6 | 273 | 1 | 273 | 0 | 273 | 1 | 273 | 273 | | | 1 | 273 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | 0 |
| | Through | 557 | 1 | 311 | 1 | 558 | 311 | 4 | 584 | 1 | 326 | 1 | 585 | 1 | 326 | 585 | | | 1 | 326 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | | | |
| | Right | 64 | 0 | 64 | 0 | 64 | 64 | 0 | 67 | 0 | 67 | 0 | 67 | 0 | 67 | 67 | | | 0 | 67 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| | Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| | Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | |
| CRITICAL VOLUMES | | North-South: 311 East-West: 0 SUM: 311 | North-South: 311 East-West: 0 SUM: 311 | | North-South: 311 East-West: 0 SUM: 311 | | North-South: 326 East-West: 0 SUM: 326 | | | | North-South: 326 East-West: 0 SUM: 326 | | | | North-South: 326 East-West: 0 SUM: 326 | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | | | 0.000 | | | | 0.000 | | | | | |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | | | A | | | | A | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

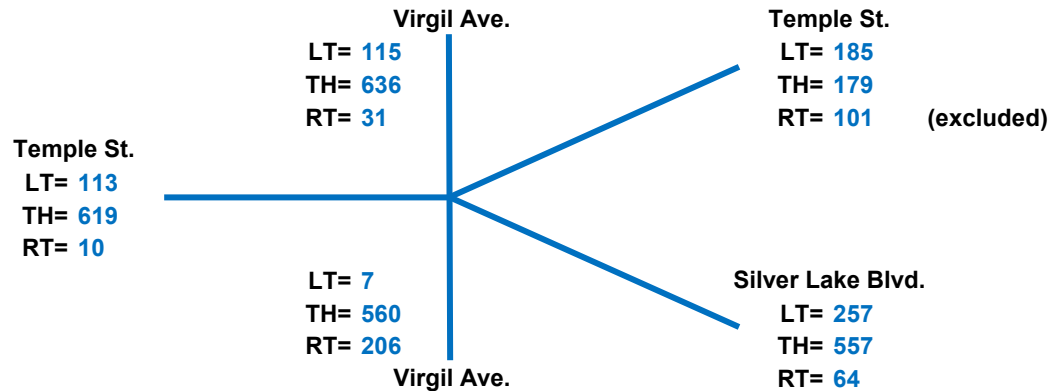
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-----------------------|----------------------|-------------|------------------------------|--------------|---------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-------|
| 10-04 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Temple St | Left | 113 | 1 | 113 | 2 | 115 | 115 | 2 | 120 | 1 | 120 | 2 | 122 | 1 | 122 | 122 | | | 122 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through | 619 | 1 | 315 | 2 | 621 | 316 | 3 | 647 | 1 | 331 | 2 | 649 | 1 | 332 | 649 | | | 332 |
| | Through-Right | | 1 | | | | | | 1 | 1 | | | 1 | 1 | | 1 | | | 1 |
| | Right | 10 | 0 | 10 | 0 | 10 | 10 | 4 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | 14 | | | 14 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | |
| Left | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | |
| Left | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | |
| Left | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | 0 | | | 0 | |
| CRITICAL VOLUMES | North-South: | 315 | | 315 | North-South: | 316 | | 316 | North-South: | 331 | | 331 | North-South: | 332 | | 332 | | | 332 |
| | East-West: | 0 | | 0 | East-West: | 0 | | 0 | East-West: | 0 | | 0 | East-West: | 0 | | 0 | | | 0 |
| | SUM: | 315 | | 315 | SUM: | 316 | | 316 | SUM: | 331 | | 331 | SUM: | 332 | | 332 | | | 332 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | | 0.000 | | | | 0.000 | | | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | | A | | | | A | | | | A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Existing - AM Peak

8/8/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{7}{1}$ | = | 7 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{636 + 31}{2}$ | = | 334 | |
| Critical Volume | 7 | + | 334 | = 341 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{115}{1}$ | = | 115 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{560 + 206}{2}$ | = | 383 | Critical |
| Critical Volume | 115 | + | 383 | = 498 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Existing - AM Peak

8/8/2019

Ø 2 Temple St. (WB)

| | | | | |
|---------------------|---|-------------|---|-----------------|
| Number of Lanes | 1 | Thru & Left | | |
| | 1 | Thru | | |
| WB Left Lane Volume | | | = | 185 |
| | | | | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| WB Left Lane Volume | | $\frac{257}{1}$ | = | 257 |
| | or | | | |
| WB Thru/Right Lane Volume | | $\frac{557 + 64}{2}$ | = | 311 |
| | | | | Critical |

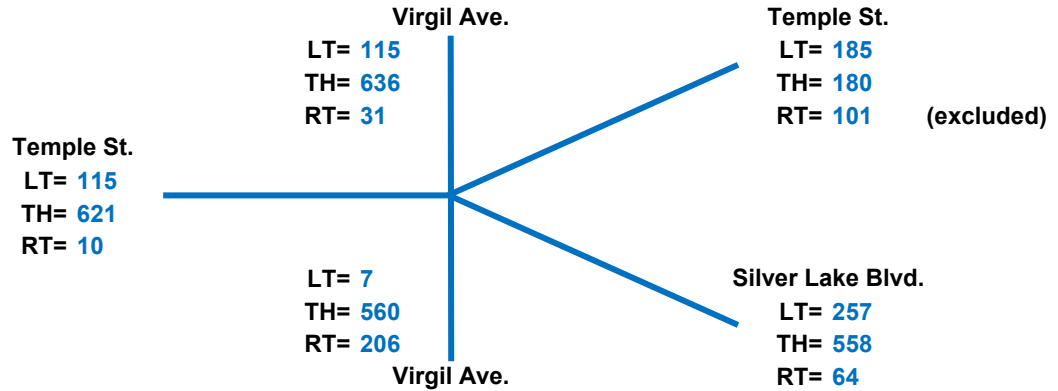
Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| EB Left Lane Volume | | $\frac{113}{1}$ | = | 113 |
| | or | | | |
| EB Thru/Right Lane Volume | | $\frac{619 + 10}{2}$ | = | 315 |
| | | | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 498 | + | 185 | + | 311 | + | 315 | = | 1309 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.952 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.852 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
EWP - AM Peak

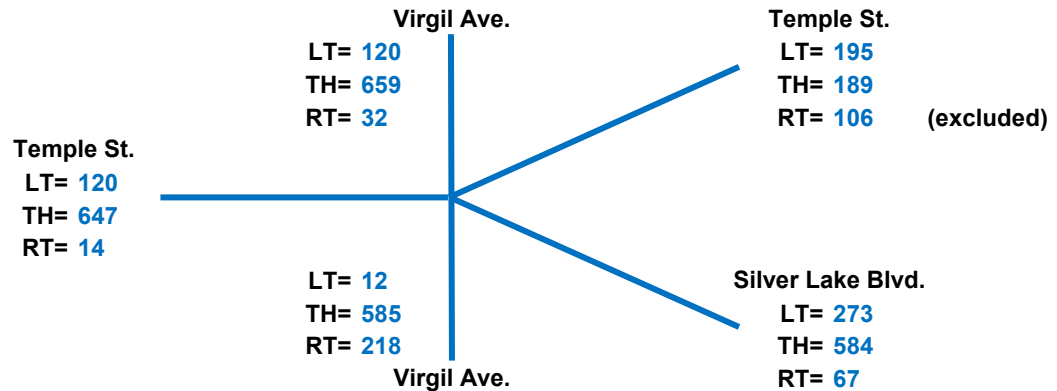
8/16/2019



| | | | | | | | | | |
|--|-----|---|-----|---|-------|---|-----|---|------|
| Critical Volumes: | 498 | + | 185 | + | 311 | + | 316 | = | 1310 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.953 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.853 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWOP - AM Peak

8/8/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{12}{1}$ | = | 12 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{659 + 32}{2}$ | = | 346 | |
| Critical Volume | 12 | + | 346 | = 358 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{120}{1}$ | = | 120 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{585 + 218}{2}$ | = | 402 | Critical |
| Critical Volume | 120 | + | 402 | = 522 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWOP - AM Peak

8/8/2019

Ø 2 Temple St. (WB)

| | | | | |
|---------------------|---|-------------|---|-----------------|
| Number of Lanes | 1 | Thru & Left | | |
| | 1 | Thru | | |
| WB Left Lane Volume | | | = | 195 |
| | | | | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| WB Left Lane Volume | | $\frac{273}{1}$ | = | 273 |
| | or | | | |
| WB Thru/Right Lane Volume | | $\frac{584 + 67}{2}$ | = | 326 |
| | | | | Critical |

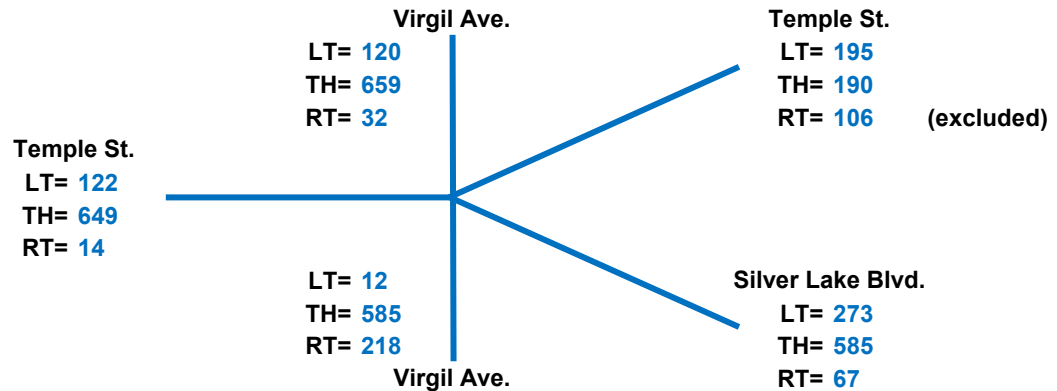
Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| EB Left Lane Volume | | $\frac{120}{1}$ | = | 120 |
| | or | | | |
| EB Thru/Right Lane Volume | | $\frac{647 + 14}{2}$ | = | 331 |
| | | | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 522 | + | 195 | + | 326 | + | 331 | = | 1374 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.999 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.899 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWP - AM Peak

8/13/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{12}{1}$ | = | 12 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{659 + 32}{2}$ | = | 346 | |
| Critical Volume | 12 | + | 346 | = 358 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{120}{1}$ | = | 120 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{585 + 218}{2}$ | = | 402 | Critical |
| Critical Volume | 120 | + | 402 | = 522 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWP - AM Peak

8/13/2019

Ø 2 Temple St. (WB)

| | | | | |
|---------------------|---|-------------|---|-----------------|
| Number of Lanes | 1 | Thru & Left | | |
| | 1 | Thru | | |
| WB Left Lane Volume | | | = | 195 |
| | | | | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| WB Left Lane Volume | | $\frac{273}{1}$ | = | 273 |
| | or | | | |
| WB Thru/Right Lane Volume | | $\frac{585 + 67}{2}$ | = | 326 |
| | | | | Critical |

Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| EB Left Lane Volume | | $\frac{122}{1}$ | = | 122 |
| | or | | | |
| EB Thru/Right Lane Volume | | $\frac{649 + 14}{2}$ | = | 332 |
| | | | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 522 | + | 195 | + | 326 | + | 332 | = | 1375 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 1.000 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.900 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| | | | | | | | | | | | | | | |
|---------------|---------------------|-----------------------------|--|------|----------------------|--|---------------|----------|--------------------------|---------------------|---|-------------------|--|---|
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | |
| 11-01 | East-West Street: | Beverly Blvd. & Council St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | |
| No. of Phases | | 1 | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | ATSAC-1 or ATSAC+ATCS-2? | | 2 | Override Capacity | | 0 |
| NB-- | | 0 | SB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 |
| EB-- | | 0 | WB-- | | 0 | NB-- | | 0 | SB-- | | 0 | EB-- | | 0 |
| WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | | | | | | |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|-----------------------------|------------------|-----------------------|----------------------|--------------|------------------------------|------------------|---------------|---------------------|-----------------------------|--------------|--------------|------------------|---------------------------------|--------------|--------------|-------------|
| 11-03 | East-West Street: | Beverly Blvd. & Council St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NVESTBOUND Beverly Blvd. | Left | 61 | 0 | 61 | 0 | 61 | 61 | 0 | 63 | 0 | 63 | 0 | 63 | 63 | 0 | 63 | 0 | 63 |
| | Left-Through | | 1 | | | | | | | 1 | | | | | 1 | | | |
| | Through | 322 | 1 | 222 | 2 | 324 | 223 | 36 | 371 | 1 | 249 | 2 | 373 | 1 | 250 | 373 | 1 | 250 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Right | 241 | 1 | 241 | 0 | 241 | 241 | 6 | 257 | 1 | 257 | 0 | 257 | 1 | 257 | 257 | 1 | 257 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| SEASTOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Through | 389 | 2 | 195 | 3 | 392 | 196 | 20 | 425 | 2 | 213 | 3 | 428 | 2 | 214 | 428 | 2 | 214 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Right | 52 | 1 | 52 | 2 | 54 | 54 | 0 | 54 | 1 | 54 | 2 | 56 | 1 | 56 | 56 | 1 | 56 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 256 | East-West: 0 | SUM: 256 | North-South: 257 | East-West: 0 | SUM: 257 | North-South: 276 | East-West: 0 | SUM: 276 | North-South: 277 | East-West: 0 | SUM: 277 | North-South: 277 | East-West: 0 | SUM: 277 | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | | 0.000 | | | 0.000 | | | | 0.000 | | | | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | A | | | A | | | A | | | | A | | | | | A |

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

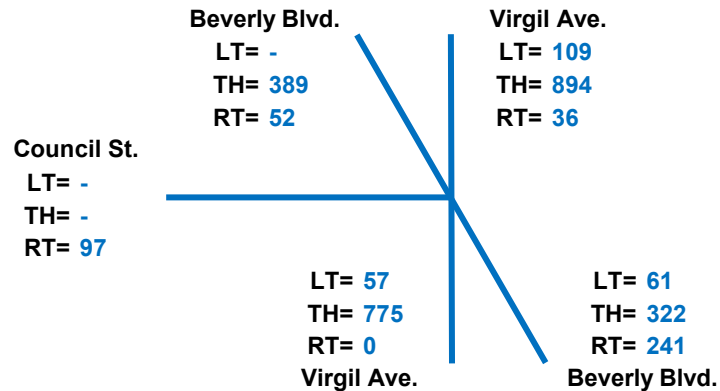
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|--|------------------|--|--------------------------------|--|------------------------------|--|--------------|--|-----------------------------|--|--------------|--|---------------------------------|--|--------------|-------------|
| 11-04 | East-West Street: | Beverly Blvd. & Council St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | | | 1 | | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | | | 2 0 | | | 2 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Council St. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 97 | 1 | 97 | 0 | 97 | 97 | 0 | 101 | 1 | 101 | 0 | 101 | 1 | 101 | 101 | 1 | 101 |
| | Left-Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 241 | 1 | 241 | 0 | 241 | 241 | 6 | 257 | 1 | 257 | 0 | 257 | 1 | 257 | 257 | 1 | 257 |
| | Left-Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | | North-South: 241 East-West: 0 SUM: 241 | | North-South: 241 East-West: 0 SUM: 241 | | North-South: 257 East-West: 0 SUM: 257 | | North-South: 257 East-West: 0 SUM: 257 | | North-South: 257 East-West: 0 SUM: 257 | | North-South: 257 East-West: 0 SUM: 257 | | North-South: 257 East-West: 0 SUM: 257 | | North-South: 257 East-West: 0 SUM: 257 | | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
Existing - AM Peak

8/9/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|------------|------------------------------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{57}{1}$ | = | 57 | Critical |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{894 + 36}{2}$ | = | 465 | Critical |
| Critical Volume | 57 | + | 465 | = 522 Critical |

OR

Virgil Ave. (SB)

| | | | | |
|-------------------------------|---------------------|--------------|------------|--|
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{775 + 0}{2}$ | = | 388 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
Existing - AM Peak

8/9/2019

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

| | | | | | |
|-----------------------------|---|--------------|-----------------|---|----------------------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| SB Left Lane Volume | | | $\frac{109}{1}$ | = | 109 Critical |
| | | | | | |
| SB Thru & Right Lane Volume | | | | = | 78 |

Ø 3 Beverly Blvd. (NWB & SEB)

| | | | | | |
|--|----|------------|-----------------|---|----------------------------|
| Beverly Blvd. (NWB Left & SEB Thru) | | | | | |
| NWB Left Number of Lanes | 1 | Left Only | | | |
| NWB Left Lane Volume | | | $\frac{61}{1}$ | = | 61 Critical |
| | | | | | |
| SEB Thru & Right Number of Lanes | 2 | Thru | | | |
| | 1 | Right Only | | | |
| SEB Thru Lane Volume | | | $\frac{389}{2}$ | = | 195 Critical |
| | | | | | |
| Critical Volume | 61 | + | 195 | = | 256 Critical |

OR

| | | | | | |
|----------------------------------|---|-------------|-----------------|---|-----|
| Beverly Blvd. (SEB) | | | | | |
| NWB Thru & Right Number of Lanes | 1 | Right Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Left | | | |
| NWB Thru Lane Volume | | | | = | 222 |
| | | | | | |
| NWB Right Lane Volume | | | $\frac{241}{1}$ | = | 241 |
| | | | | | |
| Critical Volume | | | | | 241 |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
Existing - AM Peak

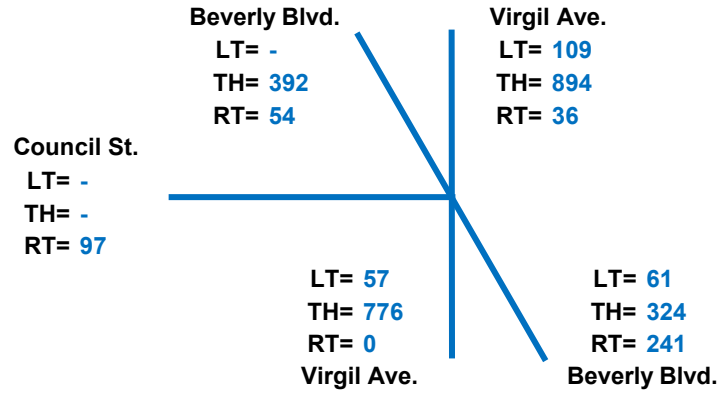
8/9/2019

| | | | | |
|------------|--|------------|------------|-----------------|
| Ø 4 | Council St. (EB) & Beverly Blvd. (NWB Right Only) | | | |
| | Council St. Number of Lanes | 1 | Right Only | |
| | Beverly Blvd. NWB Number of Lanes | 1 | Right Only | |
| | Council St. Lane Volume | <u>97</u> | = | 97 |
| | | 1 | | |
| | | or | | |
| | Beverly Blvd RT Only Lane Volume | <u>241</u> | = | 241 |
| | | 1 | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 522 | + | 109 | + | 256 | + | 241 | = | 1128 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.820 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.720 | | | | |
| Level of Service (LOS): | | | | | C | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
EWP - AM Peak

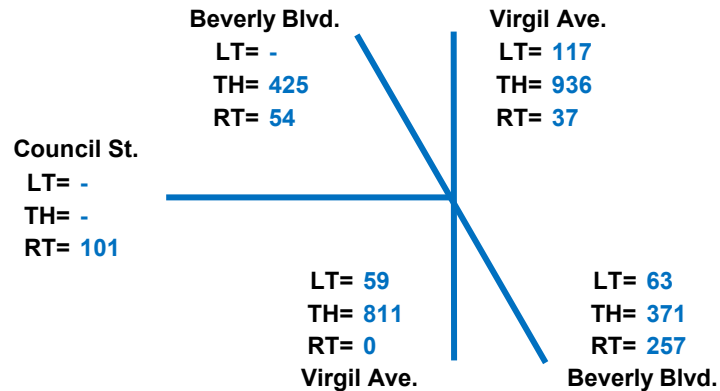
8/16/2019



| | | | | | | | | | |
|--|-----|---|-----|---|-------|---|-----|---|------|
| Critical Volumes: | 522 | + | 109 | + | 257 | + | 241 | = | 1129 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.821 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.721 | | | | |
| Level of Service (LOS): | | | | | C | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWOP - AM Peak

8/9/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|------------|------------------------------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{59}{1}$ | = | 59 | Critical |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{936 + 37}{2}$ | = | 487 | Critical |
| Critical Volume | 59 | + | 487 | = 546 Critical |

OR

Virgil Ave. (SB)

| | | | | |
|-------------------------------|---------------------|--------------|-----|--|
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{811 + 0}{2}$ | = | 406 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWOP - AM Peak

8/9/2019

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

| | | | | | |
|-----------------------------|---|--------------|-----------------|---|----------------------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| SB Left Lane Volume | | | $\frac{117}{1}$ | = | 117 Critical |
| | | | | | |
| | | | | | |
| SB Thru & Right Lane Volume | | | | = | 81 |

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)

| | | | | | |
|----------------------------------|----|------------|-----------------|---|----------------------------|
| NWB Left Number of Lanes | 1 | Left Only | | | |
| NWB Left Lane Volume | | | $\frac{63}{1}$ | = | 63 Critical |
| | | | | | |
| SEB Thru & Right Number of Lanes | 2 | Thru | | | |
| | 1 | Right Only | | | |
| SEB Thru Lane Volume | | | $\frac{425}{2}$ | = | 213 Critical |
| | | | | | |
| Critical Volume | 63 | + | 213 | = | 276 Critical |

OR

Beverly Blvd. (SEB)

| | | | | | |
|----------------------------------|---|-------------|-----------------|---|-----|
| NWB Thru & Right Number of Lanes | 1 | Right Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Left | | | |
| NWB Thru Lane Volume | | | | = | 249 |
| | | | | | |
| | | | | | |
| NWB Right Lane Volume | | | $\frac{257}{1}$ | = | 257 |
| | | | | | |
| Critical Volume | | | | | 257 |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWOP - AM Peak

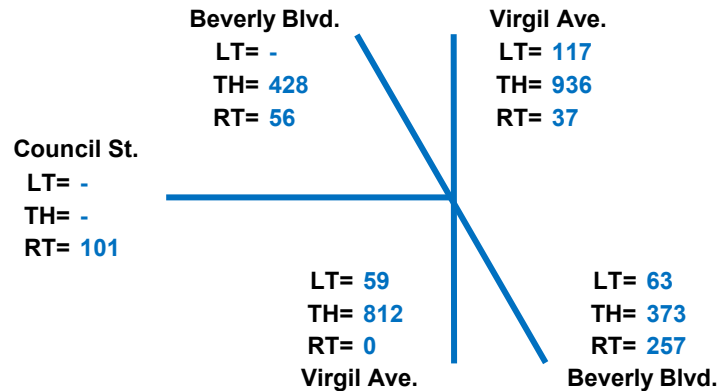
8/9/2019

| | | | | |
|------------|--|------------|------------|-----------------|
| Ø 4 | Council St. (EB) & Beverly Blvd. (NWB Right Only) | | | |
| | Council St. Number of Lanes | 1 | Right Only | |
| | Beverly Blvd. NWB Number of Lanes | 1 | Right Only | |
| | Council St. Lane Volume | <u>101</u> | = | 101 |
| | | 1 | | |
| | | or | | |
| | Beverly Blvd RT Only Lane Volume | <u>257</u> | = | 257 |
| | | 1 | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 546 | + | 117 | + | 276 | + | 257 | = | 1196 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.870 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.770 | | | | |
| Level of Service (LOS): | | | | | C | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWP - AM Peak

8/13/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|------------|------------------------------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{59}{1}$ | = | 59 | Critical |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{936 + 37}{2}$ | = | 487 | Critical |
| Critical Volume | 59 | + | 487 | = 546 Critical |

OR

Virgil Ave. (SB)

| | | | | |
|-------------------------------|---------------------|--------------|-----|--|
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{812 + 0}{2}$ | = | 406 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWP - AM Peak

8/13/2019

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

| | | | | | |
|-----------------------------|---|--------------|-----------------|---|----------------------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| SB Left Lane Volume | | | $\frac{117}{1}$ | = | 117 Critical |
| | | | | | |
| | | | | | |
| SB Thru & Right Lane Volume | | | | = | 81 |

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)

| | | | | | |
|----------------------------------|----|------------|-----------------|---|----------------------------|
| NWB Left Number of Lanes | 1 | Left Only | | | |
| NWB Left Lane Volume | | | $\frac{63}{1}$ | = | 63 Critical |
| | | | | | |
| SEB Thru & Right Number of Lanes | 2 | Thru | | | |
| | 1 | Right Only | | | |
| SEB Thru Lane Volume | | | $\frac{428}{2}$ | = | 214 Critical |
| | | | | | |
| Critical Volume | 63 | + | 214 | = | 277 Critical |

OR

Beverly Blvd. (SEB)

| | | | | | |
|----------------------------------|---|-------------|-----------------|---|-----|
| NWB Thru & Right Number of Lanes | 1 | Right Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Left | | | |
| NWB Thru Lane Volume | | | | = | 250 |
| | | | | | |
| | | | | | |
| NWB Right Lane Volume | | | $\frac{257}{1}$ | = | 257 |
| | | | | | |
| Critical Volume | | | | | 257 |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWP - AM Peak

8/13/2019

| | | | | |
|------------|--|-----------------|------------|---|
| Ø 4 | Council St. (EB) & Beverly Blvd. (NWB Right Only) | | | |
| | Council St. Number of Lanes | 1 | Right Only | |
| | Beverly Blvd. NWB Number of Lanes | 1 | Right Only | |
| | Council St. Lane Volume | $\frac{101}{1}$ | = | 101 |
| | | or | | |
| | Beverly Blvd RT Only Lane Volume | $\frac{257}{1}$ | = | 257 Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 546 | + | 117 | + | 277 | + | 257 | = | 1197 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.871 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.771 | | | | |
| Level of Service (LOS): | | | | | C | | | | |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: 12 | North-South Street: | 101 SB Off-Ramp | | Year of Count: | 2019 | | Ambient Growth: (%) | 1 | | Conducted by: | Saeed K. | | Date: | 8/13/2019 | | | | | |
|--|---------------------|------------------|-------------|-----------------------|------------------|-------------|------------------------------|------------------|--------------|---------------|-----------------------------|------------------|--------------|---------------------|---------------------------------|------------------|--------------|-------------|-----|
| | East-West Street: | Rosewood Ave. | | Projection Year: | 2023 | | Peak Hour: | AM | | Reviewed by: | | | Project: | Enlightenment Plaza | | | | | |
| No. of Phases | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | | | | |
| Override Capacity | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | |
| | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 119 | 0 | 0 | 119 | 0 | 0 | 124 | 0 | 0 | 0 | 124 | 0 | 0 | | 124 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 109 | 0 | 0 | 109 | 0 | 0 | 113 | 0 | 0 | 0 | 113 | 0 | 0 | | 113 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| SOUTHBOUND | Left | 785 | 1 | 410 | 1 | 786 | 11 | 828 | 1 | 432 | 1 | 829 | 1 | 433 | | 829 | 1 | 433 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 68 | 0 | 0 | 0 | 68 | 0 | 71 | 0 | 0 | 0 | 71 | 0 | 0 | | 71 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 35 | 0 | 410 | 0 | 35 | 411 | 0 | 36 | 0 | 432 | 0 | 36 | 0 | 433 | | 36 | 0 | 433 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | | |
| EASTBOUND | Left | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 140 | 1 | 140 | 0 | 140 | 140 | 0 | 146 | 1 | 146 | 0 | 146 | 1 | 146 | | 146 | 1 | 146 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 164 | 0 | 0 | 0 | 164 | 0 | 171 | 0 | 0 | 0 | 171 | 0 | 0 | | 171 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| WESTBOUND | Left | 50 | 0 | 0 | 0 | 50 | 0 | 52 | 0 | 0 | 0 | 52 | 0 | 0 | | 52 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 120 | 0 | 124 | 0 | 120 | 124 | 0 | 125 | 0 | 129 | 0 | 125 | 0 | 129 | | 125 | 0 | 129 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | | 4 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 410 | | | North-South: 411 | | | North-South: 432 | | | | North-South: 433 | | | | North-South: 433 | | | |
| | | East-West: 140 | | | East-West: 140 | | | East-West: 146 | | | | East-West: 146 | | | | East-West: 146 | | | |
| | | SUM: 550 | | | SUM: 551 | | | SUM: 578 | | | | SUM: 579 | | | | SUM: 579 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.367 | | | 0.367 | | | 0.385 | | | | 0.386 | | | | 0.386 | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.267 | | | 0.267 | | | 0.285 | | | | 0.286 | | | | 0.286 | | | |
| LEVEL OF SERVICE (LOS): | | A | | | A | | | A | | | | A | | | | A | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.001 | Δv/c after mitigation: | 0.001 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | |
|--|---------------------|------------------|------------------|-----------------------|----------------------|---------------|------------------------------|------------------|---------------|---------------------|-----------------------------|------------------|--------------|-------------|---------------------------------|------------------|--------------|-------------|---|-----|
| 1 | East-West Street: | 101 NB On-Ramp | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | |
| NORTHBOUND | Left | 343 | 1 | 343 | 1 | 344 | 344 | 17 | 374 | 1 | 374 | 1 | 375 | 1 | 375 | 375 | | | 1 | 375 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 1736 | 3 | 579 | 2 | 1738 | 579 | 23 | 1829 | 3 | 610 | 2 | 1831 | 3 | 610 | 1831 | | | 3 | 610 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| SOUTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 874 | 2 | 310 | 3 | 877 | 311 | 30 | 939 | 2 | 335 | 3 | 942 | 2 | 336 | 942 | | | 2 | 336 |
| | Through-Right | | 1 | | | | | | | 1 | | | 1 | | | 1 | | | 1 | |
| | Right | 55 | 0 | 55 | 0 | 55 | 55 | 8 | 65 | 0 | 65 | 0 | 65 | 0 | 65 | 65 | | | 0 | 65 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| WESTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | 0 | | | 0 | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 653 | | | North-South: 655 | | | North-South: 709 | | | | North-South: 711 | | | | North-South: 711 | | | | |
| | | East-West: 0 | | | East-West: 0 | | | East-West: 0 | | | | East-West: 0 | | | | East-West: 0 | | | | |
| | | SUM: 653 | | | SUM: 655 | | | SUM: 709 | | | | SUM: 711 | | | | SUM: 711 | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.435 | | | 0.437 | | | 0.473 | | | | 0.474 | | | | 0.474 | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.335 | | | 0.337 | | | 0.373 | | | | 0.374 | | | | 0.374 | | | | |
| LEVEL OF SERVICE (LOS): | | A | | | A | | | A | | | | A | | | | A | | | | |

PROJECT IMPACT

Change in v/c due to project: **0.001** Δv/c after mitigation: **0.001**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|------------------|------------------|-----------------------|----------------------|----------------|------------------------------|------------------|----------------|---------------------|-----------------------------|----------------|--------------|------------------|---------------------------------|--------------|--------------|-------------|-----|
| 2 | East-West Street: | 101 NB Off-Ramp | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 1422 | 4 | 356 | 3 | 1425 | 356 | 38 | 1518 | 4 | 380 | 3 | 1521 | 4 | 380 | 3 | 1521 | 4 | 380 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 882 | 3 | 294 | 3 | 885 | 295 | 30 | 948 | 3 | 316 | 3 | 951 | 3 | 317 | 3 | 951 | 3 | 317 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 720 | 1 | 446 | 3 | 723 | 447 | 19 | 768 | 1 | 472 | 3 | 771 | 1 | 473 | 3 | 771 | 1 | 473 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 619 | 1 | 446 | 0 | 619 | 447 | 3 | 647 | 1 | 472 | 0 | 647 | 1 | 473 | 0 | 647 | 1 | 473 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 356 | East-West: 446 | SUM: 802 | North-South: 356 | East-West: 447 | SUM: 803 | North-South: 380 | East-West: 472 | SUM: 852 | North-South: 380 | East-West: 473 | SUM: 853 | North-South: 380 | East-West: 473 | SUM: 853 | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.535 | | | 0.535 | | | 0.568 | | | | 0.569 | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.435 | | | 0.435 | | | 0.468 | | | | 0.469 | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | | A | | | A | | | | A | | | | | | | |

PROJECT IMPACT

Change in v/c due to project: **0.001** Δv/c after mitigation: **0.001**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--|--|-----------------------|---|-------------|--------------------------------|--------------|---|---------------------|-----------------------------|--------------|---|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 3 | East-West Street: | Rosewood Ave. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 21 | 1 | 21 | 0 | 21 | 21 | 0 | 22 | 1 | 22 | 0 | 22 | 1 | 22 | 22 | | 1 | 22 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | 4 | | 0 | | 4 |
| | Through | 1172 | 2 | 391 | 3 | 1175 | 392 | 36 | 1256 | 2 | 419 | 3 | 1259 | 2 | 420 | 1259 | | 2 | 420 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | 1 | | 1 | | 1 |
| | Right | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | | 0 | 1 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 | |
| SOUTHBOUND | Left | 4 | 1 | 4 | 0 | 4 | 4 | 0 | 4 | 1 | 4 | 0 | 4 | 1 | 4 | 4 | | 1 | 4 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | 4 | | 0 | | 4 |
| | Through | 1366 | 2 | 512 | 6 | 1372 | 514 | 49 | 1470 | 2 | 549 | 6 | 1476 | 2 | 551 | 1476 | | 2 | 551 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | 1 | | 1 | | 1 |
| | Right | 169 | 0 | 169 | 0 | 169 | 169 | 0 | 176 | 0 | 176 | 0 | 176 | 0 | 176 | 176 | | 0 | 176 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 | |
| EASTBOUND | Left | 303 | 1 | 303 | 0 | 303 | 303 | 1 | 316 | 1 | 316 | 0 | 316 | 1 | 316 | 316 | | 1 | 316 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | 316 | | 0 | | 316 |
| | Through | 2 | 0 | 439 | 0 | 2 | 440 | 0 | 2 | 0 | 477 | 0 | 2 | 0 | 478 | 2 | | 0 | 478 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 |
| | Right | 875 | 1 | 0 | 2 | 877 | 0 | 40 | 951 | 1 | 0 | 2 | 953 | 1 | 0 | 953 | | 1 | 0 |
| | Left-Through-Right | | 1 | | | | | | | 1 | | | | 1 | 1 | | 1 | | 1 |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 | |
| WESTBOUND | Left | 2 | 1 | 2 | 0 | 2 | 2 | 0 | 2 | 1 | 2 | 0 | 2 | 1 | 2 | 2 | | 1 | 2 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | 2 | | 0 | | 2 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | 1 | | 1 | | 1 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | 0 | | 0 | | 0 | |
| CRITICAL VOLUMES | | North-South: 533 East-West: 441 SUM: 974 | North-South: 535 East-West: 442 SUM: 977 | | North-South: 571 East-West: 479 SUM: 1050 | | | | North-South: 573 East-West: 480 SUM: 1053 | | | | North-South: 573 East-West: 480 SUM: 1053 | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.684 | | 0.686 | | 0.737 | | 0.739 | | 0.739 | | 0.739 | | 0.739 | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.584 | | 0.586 | | 0.637 | | 0.639 | | 0.639 | | 0.639 | | 0.639 | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | A | | B | | B | | B | | B | | B | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|--|--|---|---|---|--------------------------------|--------------|--------------------------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 4 | East-West Street: | Oakwood Ave. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NORTHBOUND | Left | 37 | 1 | 37 | 0 | 37 | 37 | 0 | 39 | 1 | 39 | 0 | 39 | 1 | 39 | 39 | 1 | 39 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Through | 1057 | 2 | 410 | 3 | 1060 | 412 | 34 | 1134 | 2 | 443 | 3 | 1137 | 2 | 445 | 1137 | 2 | 445 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | 1 | |
| | Right | 173 | 0 | 173 | 2 | 175 | 175 | 15 | 195 | 0 | 195 | 2 | 197 | 0 | 197 | 197 | 0 | 197 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| SOUTHBOUND | Left | 294 | 2 | 162 | 0 | 294 | 162 | 3 | 309 | 2 | 170 | 0 | 309 | 2 | 170 | 309 | 2 | 170 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Through | 1831 | 2 | 635 | 7 | 1838 | 638 | 86 | 1991 | 2 | 690 | 7 | 1998 | 2 | 692 | 1998 | 2 | 692 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | 1 | |
| | Right | 75 | 0 | 75 | 0 | 75 | 75 | 0 | 78 | 0 | 78 | 0 | 78 | 0 | 78 | 78 | 0 | 78 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| EASTBOUND | Left | 105 | 0 | 105 | 0 | 105 | 105 | 3 | 112 | 0 | 112 | 0 | 112 | 0 | 112 | 112 | 0 | 112 |
| | Left-Through | | 1 | | | | | | | 1 | | | | 1 | | | 1 | |
| | Through | 447 | 1 | 276 | 0 | 447 | 276 | 3 | 468 | 1 | 290 | 0 | 468 | 1 | 290 | 468 | 1 | 290 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Right | 102 | 1 | 84 | 0 | 102 | 84 | 0 | 106 | 1 | 87 | 0 | 106 | 1 | 87 | 106 | 1 | 87 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| WESTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 672 East-West: 276 SUM: 948 | North-South: 675 East-West: 276 SUM: 951 | North-South: 729 East-West: 290 SUM: 1019 | North-South: 731 East-West: 290 SUM: 1021 | North-South: 731 East-West: 290 SUM: 1021 | | | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.665 | 0.667 | 0.715 | 0.716 | 0.716 | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.565 | 0.567 | 0.615 | 0.616 | 0.616 | | | | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | A | B | B | B | | | | | | | | | | | | |

PROJECT IMPACT

Change in v/c due to project: **0.001** Δv/c after mitigation: **0.001**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | |
|--|---------------------|---|---|-----------------------|---|-------------|--------------------------------|--------------|---|---------------------|-----------------------------|--------------|---|-------------|---------------------------------|--------------|--------------|-------------|---|-----|
| 5 | East-West Street: | Beverly Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | |
| No. of Phases | | 3 | 3 | | 3 | | 3 | | 3 | | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | |
| NORTHBOUND | Left | 82 | 1 | 82 | 0 | 82 | 82 | 12 | 97 | 1 | 97 | 0 | 97 | 1 | 97 | 97 | | | 1 | 97 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| | Through | 1123 | 2 | 406 | 0 | 1123 | 407 | 33 | 1202 | 2 | 433 | 0 | 1202 | 2 | 434 | 1202 | | | 2 | 434 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | 1 | | | 1 | |
| | Right | 94 | 0 | 94 | 3 | 97 | 97 | 0 | 98 | 0 | 98 | 3 | 101 | 0 | 101 | 101 | | | 0 | 101 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | | |
| SOUTHBOUND | Left | 311 | 1 | 311 | 7 | 318 | 318 | 23 | 347 | 1 | 347 | 7 | 354 | 1 | 354 | 354 | | | 1 | 354 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| | Through | 1419 | 2 | 578 | 0 | 1419 | 578 | 57 | 1534 | 2 | 622 | 0 | 1534 | 2 | 622 | 1534 | | | 2 | 622 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | 1 | | | 1 | |
| | Right | 314 | 0 | 314 | 0 | 314 | 314 | 6 | 333 | 0 | 333 | 0 | 333 | 0 | 333 | 333 | | | 0 | 333 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | | |
| EASTBOUND | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| | Through | 919 | 2 | 320 | 6 | 925 | 322 | 49 | 1005 | 2 | 356 | 6 | 1011 | 2 | 358 | 1011 | | | 2 | 358 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | 1 | | | 1 | |
| | Right | 40 | 0 | 40 | 0 | 40 | 40 | 22 | 64 | 0 | 64 | 0 | 64 | 0 | 64 | 64 | | | 0 | 64 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | | |
| WESTBOUND | Left | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | | | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| | Through | 812 | 2 | 406 | 4 | 816 | 408 | 37 | 882 | 2 | 441 | 4 | 886 | 2 | 443 | 886 | | | 2 | 443 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| | Right | 158 | 1 | 3 | 5 | 163 | 4 | 16 | 180 | 1 | 7 | 5 | 185 | 1 | 8 | 185 | | | 1 | 8 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 717 East-West: 406 SUM: 1123 | North-South: 725 East-West: 408 SUM: 1133 | | North-South: 780 East-West: 441 SUM: 1221 | | | | North-South: 788 East-West: 443 SUM: 1231 | | | | North-South: 788 East-West: 443 SUM: 1231 | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.788 | | 0.795 | | 0.857 | | 0.864 | | 0.864 | | 0.864 | | 0.864 | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.688 | | 0.695 | | 0.757 | | 0.764 | | 0.764 | | 0.764 | | 0.764 | | | | | | |
| LEVEL OF SERVICE (LOS): | | B | | B | | C | | C | | C | | C | | C | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.007 | Δv/c after mitigation: | 0.007 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Vermont Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|---|---|---|---|---|--------------------------------|--------------|--------------------------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 6 | East-West Street: | W 1st St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | NB-- 0 SB-- 0 EB-- 0 WB-- 1 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | ↔ | Left | 59 | 1 | 59 | 0 | 59 | 59 | 2 | 63 | 1 | 63 | 0 | 63 | 1 | 63 | 63 | 1 | 63 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 1165 | 2 | 420 | 3 | 1168 | 421 | 65 | 1277 | 2 | 461 | 3 | 1280 | 2 | 462 | 1280 | 2 | 462 |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | ↔ | Right | 94 | 0 | 94 | 0 | 94 | 94 | 7 | 105 | 0 | 105 | 0 | 105 | 0 | 105 | 105 | 0 | 105 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | ↔ | Left | 104 | 1 | 104 | 0 | 104 | 104 | 4 | 112 | 1 | 112 | 0 | 112 | 1 | 112 | 112 | 1 | 112 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 1167 | 2 | 454 | 2 | 1169 | 454 | 47 | 1261 | 2 | 488 | 2 | 1263 | 2 | 488 | 1263 | 2 | 488 |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | ↔ | Right | 194 | 0 | 194 | 0 | 194 | 194 | 0 | 202 | 0 | 202 | 0 | 202 | 0 | 202 | 202 | 0 | 202 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | ↔ | Left | 105 | 1 | 105 | 0 | 105 | 105 | 0 | 109 | 1 | 109 | 0 | 109 | 1 | 109 | 109 | 1 | 109 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 540 | 0 | 624 | 0 | 540 | 624 | 0 | 562 | 0 | 650 | 0 | 562 | 0 | 650 | 562 | 0 | 650 |
| | ↔ | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | ↔ | Right | 84 | 0 | 0 | 0 | 84 | 0 | 1 | 88 | 0 | 0 | 0 | 88 | 0 | 0 | 88 | 0 | 0 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | ↔ | Left | 76 | 1 | 76 | 0 | 76 | 76 | 5 | 84 | 1 | 84 | 0 | 84 | 1 | 84 | 84 | 1 | 84 |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Through | 260 | 1 | 260 | 0 | 260 | 260 | 1 | 272 | 1 | 272 | 0 | 272 | 1 | 272 | 272 | 1 | 272 |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | ↔ | Right | 51 | 1 | 0 | 0 | 51 | 0 | 7 | 60 | 1 | 0 | 0 | 60 | 1 | 0 | 60 | 1 | 0 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 524 East-West: 700 SUM: 1224 | North-South: 525 East-West: 700 SUM: 1225 | North-South: 573 East-West: 734 SUM: 1307 | North-South: 574 East-West: 734 SUM: 1308 | North-South: 574 East-West: 734 SUM: 1308 | | | | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.816 | 0.817 | 0.871 | 0.872 | 0.872 | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.716 | 0.717 | 0.771 | 0.772 | 0.772 | | | | | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | C | C | C | C | C | | | | | | | | | | | | | |

PROJECT IMPACT

Change in v/c due to project: **0.001** Δv/c after mitigation: **0.001**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Kenmore Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--|--|--|--|--|--|--|--|--|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|--|
| 7 | East-West Street: | Beverly Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 30 | 0 | 30 | 0 | 30 | 30 | 0 | 31 | 0 | 31 | 0 | 31 | 0 | 31 | 31 | 0 | 31 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | | | | 0 | | |
| | Through | 21 | 0 | 117 | 0 | 21 | 117 | 122 | 0 | 22 | 0 | 122 | 0 | 22 | 0 | 122 | 22 | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | | | | 0 | | |
| | Right | 66 | 0 | 0 | 0 | 66 | 0 | 0 | 69 | 0 | 0 | 0 | 69 | 0 | 0 | 69 | 0 | 0 | |
| | Left-Through-Right | | 1 | | | | | | | 1 | | | | | | | 1 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | | | | 0 | | | |
| SOUTHBOUND | Left | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Through | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Right | 80 | 0 | 0 | 0 | 80 | 0 | 0 | 83 | 0 | 0 | 0 | 83 | 0 | 0 | 83 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| EASTBOUND | Left | 84 | 0 | 0 | 0 | 84 | 0 | 0 | 87 | 0 | 0 | 0 | 87 | 0 | 0 | 87 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Through | 1030 | 1 | 529 | 6 | 1036 | 532 | 588 | 75 | 1147 | 1 | 588 | 6 | 1153 | 1 | 591 | 6 | 1153 | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | 1 | | |
| | Right | 28 | 0 | 28 | 0 | 28 | 28 | 29 | 0 | 29 | 0 | 29 | 0 | 29 | 0 | 29 | 29 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| WESTBOUND | Left | 87 | 1 | 87 | 0 | 87 | 87 | 91 | 0 | 91 | 1 | 91 | 0 | 91 | 1 | 91 | 91 | 1 | |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Through | 1142 | 2 | 571 | 4 | 1146 | 573 | 619 | 50 | 1238 | 2 | 619 | 4 | 1242 | 2 | 621 | 4 | 1242 | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| | Right | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 117 East-West: 616 SUM: 733 | North-South: 117 East-West: 619 SUM: 736 | North-South: 122 East-West: 679 SUM: 801 | North-South: 122 East-West: 682 SUM: 804 | North-South: 122 East-West: 682 SUM: 804 | North-South: 122 East-West: 682 SUM: 804 | North-South: 122 East-West: 682 SUM: 804 | North-South: 122 East-West: 682 SUM: 804 | North-South: 122 East-West: 682 SUM: 804 | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.489 | | 0.491 | | 0.534 | | 0.536 | | 0.536 | | 0.536 | | 0.536 | | 0.536 | | 0.536 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.389 | | 0.391 | | 0.434 | | 0.436 | | 0.436 | | 0.436 | | 0.436 | | 0.436 | | 0.436 | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--|--|---|---|---|---|------------------------------|--------------------------------|---------------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: | North-South Street: | New Hampshire Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
| 8 | East-West Street: | Beverly Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NORTHBOUND | ↔ | Left | 78 | 0 | 78 | 0 | 78 | 78 | 0 | 81 | 0 | 81 | 81 | 0 | 81 | 81 | 0 | 81 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Through | 142 | 0 | 240 | 0 | 142 | 240 | 0 | 148 | 0 | 250 | 250 | 0 | 148 | 0 | 250 | 250 | |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Right | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 |
| | ↔ | Left-Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| SOUTHBOUND | ↔ | Left | 27 | 0 | 27 | 0 | 27 | 27 | 0 | 28 | 0 | 28 | 28 | 0 | 28 | 28 | 0 | 28 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Through | 192 | 0 | 281 | 0 | 192 | 281 | 0 | 200 | 0 | 293 | 293 | 0 | 200 | 0 | 293 | 293 | |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Right | 62 | 0 | 0 | 0 | 62 | 0 | 0 | 65 | 0 | 0 | 0 | 65 | 0 | 0 | 65 | 0 | 0 |
| | ↔ | Left-Through-Right | | 1 | | | | | | 1 | | | | 1 | | | 1 | | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| EASTBOUND | ↔ | Left | 30 | 1 | 30 | 0 | 30 | 30 | 0 | 31 | 1 | 31 | 31 | 0 | 31 | 31 | 1 | 31 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Through | 852 | 2 | 426 | 6 | 858 | 429 | 71 | 958 | 2 | 479 | 482 | 6 | 964 | 2 | 482 | 482 | |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Right | 56 | 1 | 56 | 0 | 56 | 56 | 0 | 58 | 1 | 58 | 58 | 0 | 58 | 1 | 58 | 58 | |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| WESTBOUND | ↔ | Left | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | ↔ | Left-Through | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Through | 1190 | 2 | 595 | 4 | 1194 | 597 | 55 | 1293 | 2 | 647 | 649 | 4 | 1297 | 2 | 649 | 649 | |
| | ↔ | Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| | ↔ | Right | 32 | 0 | 0 | 0 | 32 | 0 | 0 | 33 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 0 |
| | ↔ | Left-Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | | 0 | | |
| ↔ | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 359 East-West: 625 SUM: 984 | North-South: 359 East-West: 627 SUM: 986 | North-South: 374 East-West: 678 SUM: 1052 | North-South: 374 East-West: 680 SUM: 1054 | North-South: 374 East-West: 680 SUM: 1054 | North-South: 374 East-West: 680 SUM: 1054 | | | | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.656 | | 0.657 | | 0.701 | | 0.703 | | 0.703 | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.556 | | 0.557 | | 0.601 | | 0.603 | | 0.603 | | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | A | | B | | B | | B | | | | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.002 | Δv/c after mitigation: | 0.002 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|---------------------------------|--|----------------------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|--------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 9-01 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| | No. of Phases | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | | | |
| | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | |
| | Right Turns: FREE-1, NRTOR-2 or OLA-3? | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | |
| | ATSAC-1 or ATSAC+ATCS-2? | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | | | | | | | |
| | Override Capacity | 2 | | 2 | | 2 | | 2 | | 2 | | | | | | | | |
| | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 831 | 2 | 416 | 2 | 833 | 417 | 16 | 881 | 2 | 441 | 2 | 883 | 2 | 442 | 883 | 2 | 442 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 420 | 1 | 420 | 2 | 422 | 422 | 45 | 482 | 1 | 482 | 2 | 484 | 1 | 484 | 484 | 1 | 484 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND Temple St | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 647 | 3 | 216 | 3 | 650 | 217 | 15 | 688 | 3 | 229 | 3 | 691 | 3 | 230 | 691 | 3 | 230 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | North-South: | 420 | | 422 | | 422 | | 482 | | 482 | | 484 | | 484 | | 484 | | 484 |
| | East-West: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| | SUM: | 420 | | 422 | | 422 | | 482 | | 482 | | 484 | | 484 | | 484 | | 484 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | | 0.000 | | | | 0.000 | | | | 0.000 | | | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | A | | | A | | | | A | | | | A | | | | A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|-------------------|----------------------------|-----------------------|----------------------|-------------|------------------------------|--------------|--------------|-------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| | 9-02 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | | | 1 | | | | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | 0 | | | | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | | | | | |
| | | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | 2 | | | | | 2 | | | | | | | | | | |
| Override Capacity | | | | 0 | | | | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 420 | 1 | 420 | 2 | 422 | 422 | 45 | 482 | 1 | 482 | 2 | 484 | 1 | 484 | 484 | 484 | 1 | 484 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 371 | 1 | 205 | 3 | 374 | 206 | 36 | 422 | 1 | 231 | 3 | 425 | 1 | 233 | 425 | 425 | 1 | 233 |
| | Through-Right | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Right | 38 | 0 | 38 | 0 | 38 | 38 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 40 | 40 | 0 | 40 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| (Empty) | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| (Empty) | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | North-South: | 420 | | 422 | | 482 | | 484 | | 484 | | 484 | | 484 | | 484 | | 484 | |
| | East-West: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | SUM: | 420 | | 422 | | 482 | | 484 | | 484 | | 484 | | 484 | | 484 | | 484 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

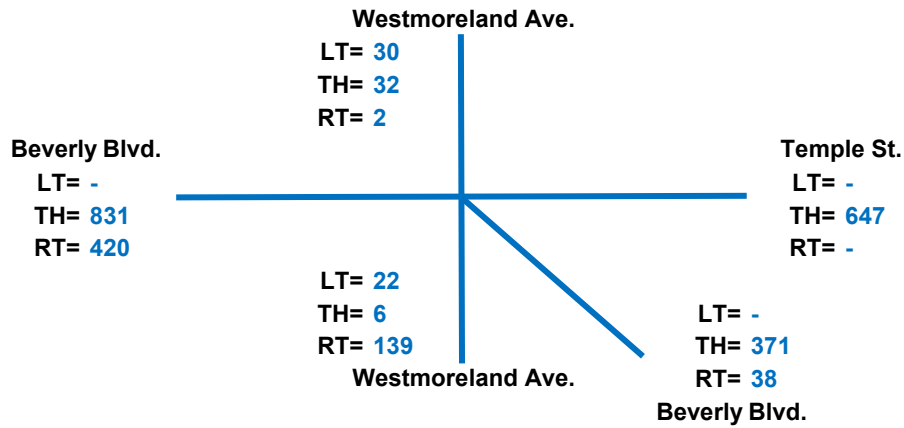
| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|-------------------|----------------------------|-----------------------|----------------------|------------------|------------------------------|------------------|--------------|------------------|-----------------------------|------------------|--------------|------------------|---------------------------------|------------------|--------------|------------------|--|
| | 9-03 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | | | 1 | | | | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | | | 0 | | | | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 2 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | | | | | |
| | | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | EB-- 0 | WB-- 0 | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | | | 2 | | | | | 2 | | | | | | | | | | |
| Override Capacity | | | | 0 | | | | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND Westmoreland | Left | 22 | 0 | 22 | 0 | 22 | 22 | 0 | 23 | 0 | 23 | 0 | 23 | 0 | 23 | 23 | 0 | 23 | |
| | Left-Through | | 1 | | | | | | 1 | | | 1 | | | | 1 | | | |
| | Through | 6 | 0 | 28 | 0 | 6 | 28 | 3 | 9 | 0 | 32 | 0 | 9 | 0 | 32 | 9 | 0 | 32 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| | Right | 139 | 1 | 139 | 0 | 139 | 139 | 0 | 145 | 1 | 145 | 0 | 145 | 1 | 145 | 145 | 1 | 145 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | | |
| SOUTHBOUND Westmoreland | Left | 30 | 0 | 30 | 0 | 30 | 30 | 1 | 32 | 0 | 32 | 0 | 32 | 0 | 32 | 32 | 0 | 32 | |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | | |
| | Through | 32 | 0 | 64 | 0 | 32 | 64 | 1 | 34 | 0 | 71 | 0 | 34 | 0 | 71 | 34 | 0 | 71 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| | Right | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | |
| | Left-Through-Right | | 1 | | | | | | 1 | | | 1 | | 1 | | 1 | | 1 | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | 0 | | 0 | | 0 | | |
| CRITICAL VOLUMES | | North-South: 169 | | North-South: 169 | | North-South: 169 | | North-South: 177 | | North-South: 177 | | North-South: 177 | | North-South: 177 | | North-South: 177 | | North-South: 177 | |
| | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | | East-West: 0 | |
| | | SUM: 169 | | SUM: 169 | | SUM: 169 | | SUM: 177 | | SUM: 177 | | SUM: 177 | | SUM: 177 | | SUM: 177 | | SUM: 177 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Existing - PM Peak

8/8/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{420}{1}$ | = | 420 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{647}{3}$ | = | 216 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{420}{1}$ | = | 420 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{371 + 38}{2}$ | = | 205 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Existing - PM Peak

8/8/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{22}{1}$ | = | 22 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 64 | |
| Critical Volume | 22 | + | 64 | = 86 |

OR

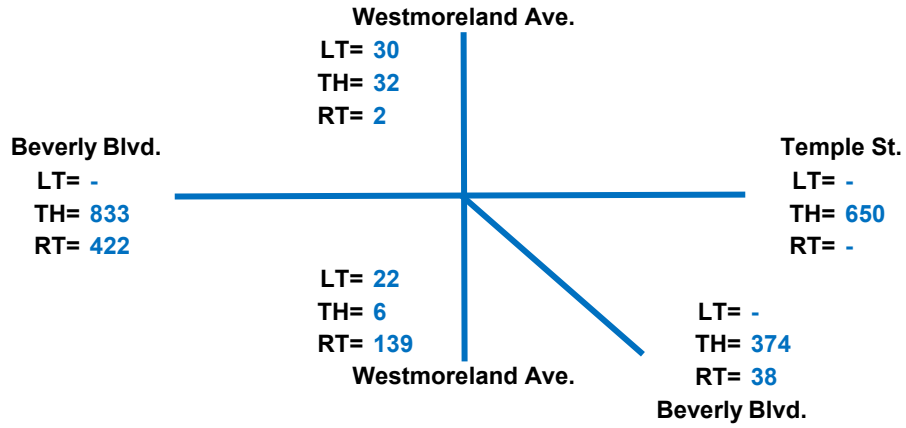
Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{30}{1}$ | = | 30 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 139 | Critical |
| Critical Volume | 30 | + | 139 | = 169 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 420 | + | 420 | + | 169 | = | 1009 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.708 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.608 | | |
| Level of Service (LOS): | | | | | B | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
EWP - PM Peak

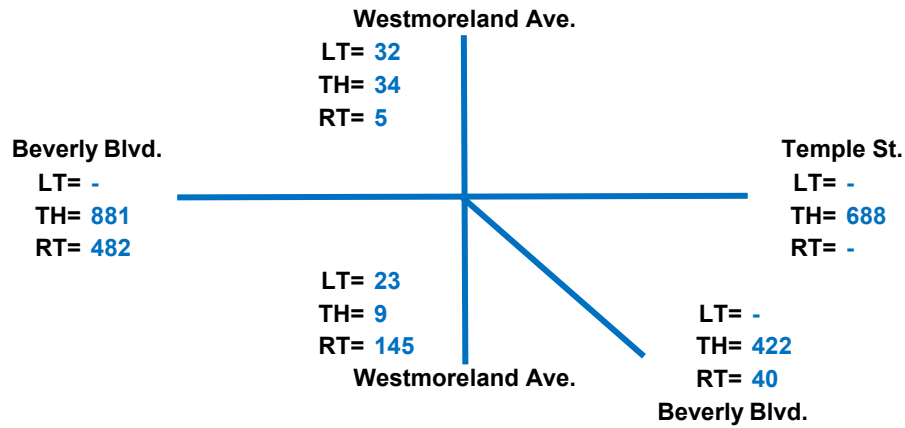
8/16/2019



| | | | | | | | |
|--|-----|---|-----|---|-------|---|------|
| Critical Volumes: | 422 | + | 422 | + | 169 | = | 1013 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.711 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.611 | | |
| Level of Service (LOS): | | | | | B | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWOP - PM Peak

8/8/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | |
|----------------------|------------------------|---|--|
| Number of Lanes | 2 Thru 1 Right Only | | |
| EB Right Lane Volume | $\frac{482}{1}$ | = | 482 Critical |

OR

Temple St. (WB)

| | | | |
|---------------------|-----------------|---|-----|
| Number of Lanes | 3 Thru | | |
| EB Thru Lane Volume | $\frac{688}{3}$ | = | 229 |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | |
|---------------------|--------------------------|---|--|
| EB Number of Lanes | 1 Right Only | | |
| Critical Volume | $\frac{482}{1}$ | = | 482 Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | |
| NWB Critical Volume | $\frac{422 + 40}{2}$ | = | 231 |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWOP - PM Peak

8/8/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{23}{1}$ | = | 23 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 71 | |
| Critical Volume | 23 | + | 71 | = 94 |

OR

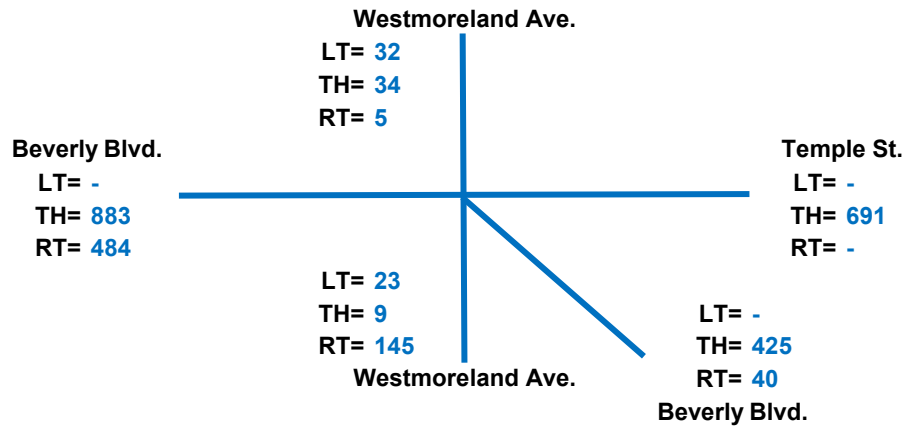
Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{32}{1}$ | = | 32 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 145 | Critical |
| Critical Volume | 32 | + | 145 | = 177 Critical |

| | | | | | | | |
|--|-----|---|-----|---|-------|---|------|
| Critical Volumes: | 482 | + | 482 | + | 177 | = | 1141 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.801 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.701 | | |
| Level of Service (LOS): | | | | | C | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWP - PM Peak

8/13/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{484}{1}$ | = | 484 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{691}{3}$ | = | 230 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{484}{1}$ | = | 484 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{425 + 40}{2}$ | = | 233 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
FWP - PM Peak

8/13/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{23}{1}$ | = | 23 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 71 | |
| Critical Volume | 23 | + | 71 | = 94 |

OR

Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{32}{1}$ | = | 32 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 145 | Critical |
| Critical Volume | 32 | + | 145 | = 177 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 484 | + | 484 | + | 177 | = | 1145 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.804 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.704 | | |
| Level of Service (LOS): | | | | | C | | |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|----------------------------------|--|--|-----------------------|--|-------------|--------------------------------|--------------|--|---------------------|-----------------------------|--------------|--|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 10-01 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND Virgil Ave. | Left | 16 | 1 | 16 | 0 | 16 | 16 | 5 | 22 | 1 | 22 | 0 | 22 | 1 | 22 | 0 | 22 | 1 | 22 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 578 | 1 | 365 | 0 | 578 | 365 | 5 | 606 | 1 | 389 | 0 | 606 | 1 | 389 | 0 | 606 | 1 | 389 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 152 | 0 | 152 | 0 | 152 | 152 | 14 | 172 | 0 | 172 | 0 | 172 | 0 | 172 | 0 | 172 | 0 | 172 |
| | Left-Through-Right Left-Right | | 0 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | |
| SOUTHBOUND Virgil Ave. | Left | 97 | 1 | 97 | 0 | 97 | 97 | 1 | 102 | 1 | 102 | 0 | 102 | 1 | 102 | 0 | 102 | 1 | 102 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 695 | 1 | 358 | 0 | 695 | 358 | 27 | 750 | 1 | 386 | 0 | 750 | 1 | 386 | 0 | 750 | 1 | 386 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 21 | 0 | 21 | 0 | 21 | 21 | 0 | 22 | 0 | 22 | 0 | 22 | 0 | 22 | 0 | 22 | 0 | 22 |
| | Left-Through-Right Left-Right | | 0 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right Left-Right | | 0 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right Left-Right | | 0 0 | | | | | | 0 0 | | | | 0 0 | | | | 0 0 | | |
| CRITICAL VOLUMES | | North-South: 462 East-West: 0 SUM: 462 | North-South: 462 East-West: 0 SUM: 462 | | North-South: 491 East-West: 0 SUM: 491 | | | | North-South: 491 East-West: 0 SUM: 491 | | | | North-South: 491 East-West: 0 SUM: 491 | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | 0.000 A | | 0.000 A | | 0.000 A | | | | 0.000 A | | | | 0.000 A | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-----------------------|----------------------|-------------|------------------------------|------------------|---------------|---------------------|-----------------------------|--------------|--------------|------------------|---------------------------------|--------------|------------------|-------------|-------|
| 10-03 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| WESTBOUND Silver Lake Blvd. | Left | 285 | 1 | 285 | 0 | 285 | 285 | 11 | 308 | 1 | 308 | 0 | 308 | 1 | 308 | | 308 | 1 | 308 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Through | 424 | 1 | 232 | 1 | 425 | 232 | 8 | 449 | 1 | 245 | 1 | 450 | 1 | 246 | | 450 | 1 | 246 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 39 | 0 | 39 | 0 | 39 | 39 | 0 | 41 | 0 | 41 | 0 | 41 | 0 | 41 | | 41 | 0 | 41 |
| | Left-Through-Right | | 0 | | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| Left-Right | | 0 | | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| | Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | |
| CRITICAL VOLUMES | | North-South: 285 | | 285 | North-South: 285 | | 285 | North-South: 308 | | 308 | North-South: 308 | | 308 | North-South: 308 | | 308 | North-South: 308 | | 308 |
| | | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 |
| | | SUM: 285 | | 285 | SUM: 285 | | 285 | SUM: 308 | | 308 | SUM: 308 | | 308 | SUM: 308 | | 308 | SUM: 308 | | 308 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | | 0.000 | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | A | | | A | | | | A | | A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

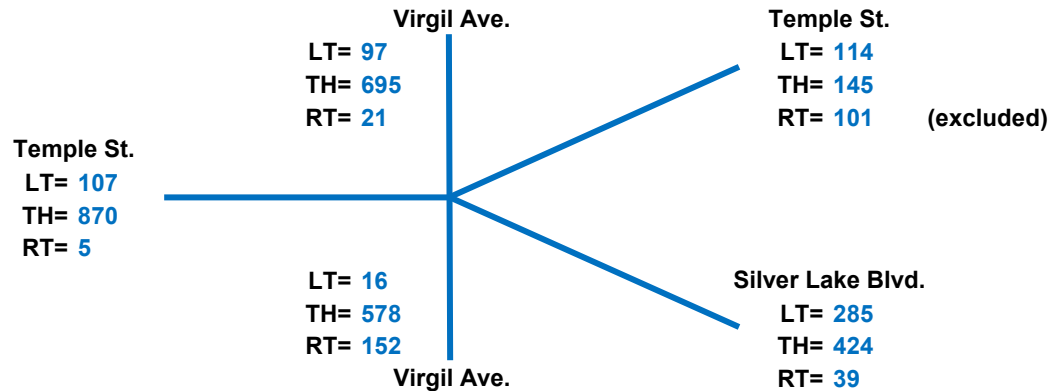
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | |
|--|---------------------|--|--|-----------------------|--|-------------|--------------------------------|--------------|--|---------------------|-----------------------------|--------------|--|-------------|---------------------------------|--------------|--------------|-------------|
| 10-04 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Temple St | Left | 107 | 1 | 107 | 1 | 108 | 108 | 6 | 117 | 1 | 117 | 1 | 118 | 1 | 118 | 118 | 1 | 118 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 870 | 1 | 438 | 1 | 871 | 438 | 6 | 911 | 1 | 461 | 1 | 912 | 1 | 461 | 912 | 1 | 461 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 5 | 0 | 5 | 0 | 5 | 5 | 5 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | 10 | 0 | 10 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 438 East-West: 0 SUM: 438 | North-South: 438 East-West: 0 SUM: 438 | | North-South: 461 East-West: 0 SUM: 461 | | | | North-South: 461 East-West: 0 SUM: 461 | | | | North-South: 461 East-West: 0 SUM: 461 | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | 0.000 A | | 0.000 A | | 0.000 A | | | | 0.000 A | | | | 0.000 A | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Existing - PM Peak

8/8/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{16}{1}$ | = | 16 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{695 + 21}{2}$ | = | 358 | |
| Critical Volume | 16 | + | 358 | = 374 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{97}{1}$ | = | 97 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{578 + 152}{2}$ | = | 365 | Critical |
| Critical Volume | 97 | + | 365 | = 462 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Existing - PM Peak

8/8/2019

Ø 2 Temple St. (WB)

| | | | | |
|---------------------|---|-------------|---|-----------------|
| Number of Lanes | 1 | Thru & Left | | |
| | 1 | Thru | | |
| WB Thru Lane Volume | | | = | 130 |
| | | | | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| WB Left Lane Volume | | $\frac{285}{1}$ | = | 285 |
| | | | | Critical |
| WB Thru/Right Lane Volume | or | $\frac{424 + 39}{2}$ | = | 232 |

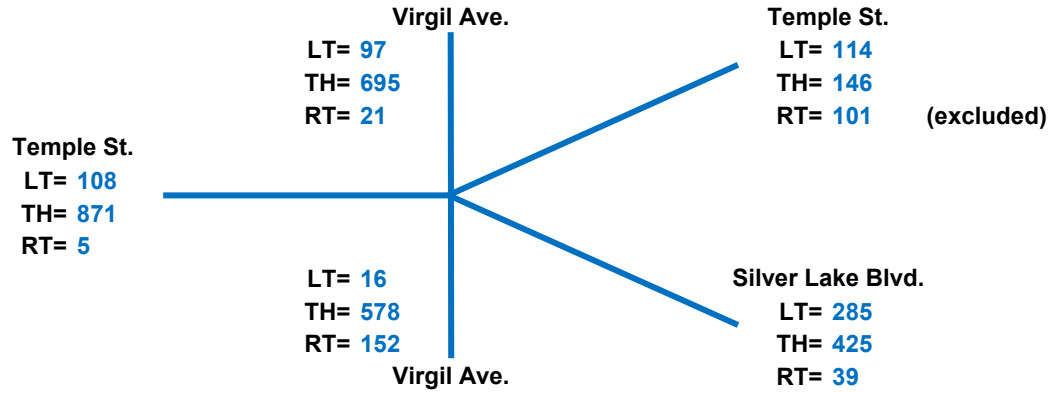
Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----|---------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| EB Left Lane Volume | | $\frac{107}{1}$ | = | 107 |
| | | | | |
| EB Thru/Right Lane Volume | or | $\frac{870 + 5}{2}$ | = | 438 |
| | | | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 462 | + | 130 | + | 285 | + | 438 | = | 1315 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.956 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.856 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
EWP - PM Peak

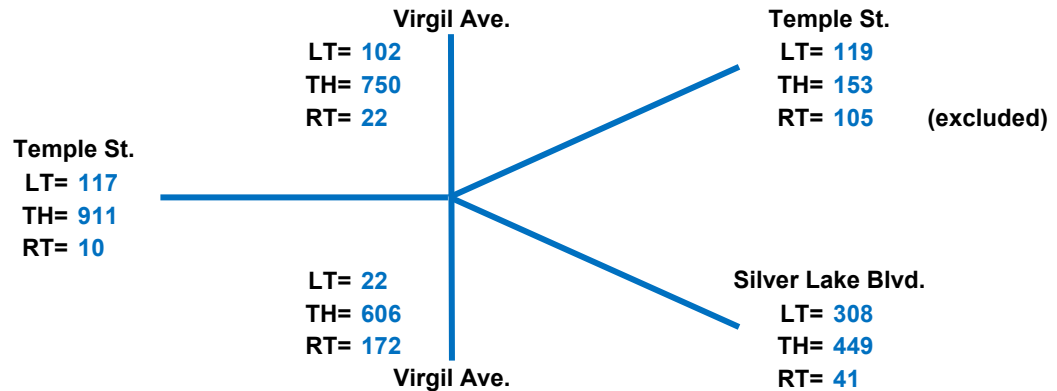
8/16/2019



| | | | | | | | | | |
|--|-----|---|-----|---|-------|---|-----|---|------|
| Critical Volumes: | 462 | + | 130 | + | 285 | + | 438 | = | 1315 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.956 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.856 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWOP - PM Peak

8/8/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{22}{1}$ | = | 22 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{750 + 22}{2}$ | = | 386 | |
| Critical Volume | 22 | + | 386 | = 408 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{102}{1}$ | = | 102 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{606 + 172}{2}$ | = | 389 | Critical |
| Critical Volume | 102 | + | 389 | = 491 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWOP - PM Peak

8/8/2019

Ø 2 Temple St. (WB)

| | | | | | |
|------------------|---|-------------|---|------------|-----------------|
| Number of Lanes | 1 | Thru & Left | | | |
| | 1 | Thru | | | |
| Thru Lane Volume | | | = | 136 | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | | |
|---------------------------|----|--------------|----------------------|---|------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| WB Left Lane Volume | | | $\frac{308}{1}$ | = | 308 |
| | or | | | | |
| WB Thru/Right Lane Volume | | | $\frac{449 + 41}{2}$ | = | 245 |

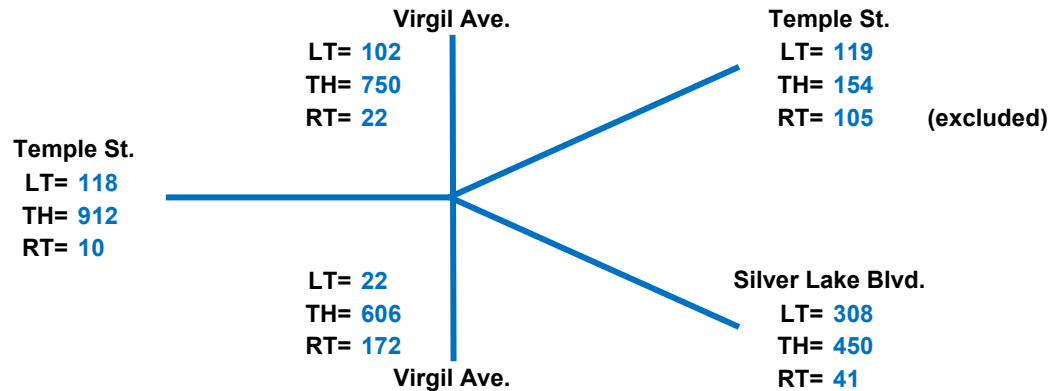
Ø 4 Temple St. (EB)

| | | | | | |
|---------------------------|----|--------------|----------------------|---|------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| EB Left Lane Volume | | | $\frac{117}{1}$ | = | 117 |
| | or | | | | |
| EB Thru/Right Lane Volume | | | $\frac{911 + 10}{2}$ | = | 461 |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 491 | + | 136 | + | 308 | + | 461 | = | 1396 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 1.015 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.915 | | | | |
| Level of Service (LOS): | | | | | E | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWP - PM Peak

8/13/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{22}{1}$ | = | 22 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{750 + 22}{2}$ | = | 386 | |
| Critical Volume | 22 | + | 386 | = 408 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{102}{1}$ | = | 102 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{606 + 172}{2}$ | = | 389 | Critical |
| Critical Volume | 102 | + | 389 | = 491 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
FWP - PM Peak

8/13/2019

Ø 2 Temple St. (WB)

| | | | | |
|------------------|---|-------------|---|-----------------|
| Number of Lanes | 1 | Thru & Left | | |
| | 1 | Thru | | |
| Thru Lane Volume | | | = | 137 |
| | | | | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| WB Left Lane Volume | | $\frac{308}{1}$ | = | 308 |
| | or | | | |
| WB Thru/Right Lane Volume | | $\frac{450 + 41}{2}$ | = | 246 |
| | | | | Critical |

Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| EB Left Lane Volume | | $\frac{118}{1}$ | = | 118 |
| | or | | | |
| EB Thru/Right Lane Volume | | $\frac{912 + 10}{2}$ | = | 461 |
| | | | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 491 | + | 137 | + | 308 | + | 461 | = | 1397 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 1.016 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.916 | | | | |
| Level of Service (LOS): | | | | | E | | | | |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | | |
|--|---------------------|--------------------------------|--------------------------------|-----------------------|--------------------------------|-------------|--------------------------------|--------------|--------------------------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|--|--|-----|
| 11-01 | East-West Street: | Beverly Blvd. & Council St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | | |
| NORTHBOUND Virgil Ave. | Left | 27 | 1 | 27 | 0 | 27 | 27 | 0 | 28 | 1 | 28 | 0 | 28 | 1 | 28 | 28 1 28 | | | | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | 0 0 0 | | | | | |
| | Through | 767 | 1 | 385 | 1 | 768 | 385 | 16 | 814 | 1 | 408 | 1 | 815 | 1 | 409 | 815 1 409 | | | | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | 1 1 1 | | | | | |
| | Right | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 0 2 | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | | |
| SOUTHBOUND Virgil Ave. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 0 | | | | | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | 0 0 0 | | | | | |
| | Through | 883 | 1 | 447 | 0 | 883 | 447 | 34 | 953 | 1 | 482 | 0 | 953 | 1 | 482 | 953 1 482 | | | | | |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | 1 1 1 | | | | | |
| | Right | 11 | 0 | 11 | 0 | 11 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 11 0 11 | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | | |
| (Empty) | Left | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 0 0 | | | | | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | | |
| | Through | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 0 0 | | | | | | |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | |
| | Right | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 0 0 | | | | | | |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | 0 0 0 | | | | | | |
| CRITICAL VOLUMES | North-South: | 474 | North-South: | | | 474 | North-South: | | | | 510 | North-South: | | | | 510 | North-South: | | | | 510 |
| | East-West: | 0 | East-West: | | | 0 | East-West: | | | | 0 | East-West: | | | | 0 | East-West: | | | | 0 |
| | SUM: | 474 | SUM: | | | 474 | SUM: | | | | 510 | SUM: | | | | 510 | SUM: | | | | 510 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | | |
| LEVEL OF SERVICE (LOS): | | | | A | | A | | A | | A | | A | | A | | A | | A | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | | |
|--|---------------------|--------------------------------|--|-----------------------|--|-------------|--|--------------|--|---------------------|--|--------------|--|-------------|--|--------------|--|-------------|--|------------|
| 11-02 | East-West Street: | Beverly Blvd. & Council St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? Override Capacity | | 2 0 | 2 0 | | 2 0 | | 2 0 | | 2 0 | | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | | |
| SOUTHBOUND Virgil Ave. | ↔ | Left | 160 | 1 | 160 | 0 | 160 | 160 | 9 | 175 | 1 | 175 | 0 | 175 | 1 | 175 | 175 | 1 | 175 | |
| | ↔ | Left-Through | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Through | 116 | 1 | 64 | 0 | 116 | 64 | 18 | 139 | 1 | 75 | 0 | 139 | 1 | 75 | 139 | 1 | 75 | |
| | ↔ | Through-Right | | 1 | | 0 | | | | 11 | 1 | | 0 | 11 | 1 | | 11 | 1 | | |
| | ↔ | Right | 11 | 0 | 11 | 0 | 11 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 0 | 11 | 11 | 0 | 11 | |
| | ↔ | Left-Through-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| | ↔ | Left-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left-Through | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Through | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Through-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left-Through-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left-Through | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Through | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Through-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left-Through-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| | ↔ | Left-Right | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | |
| CRITICAL VOLUMES | | | North-South: 160 East-West: 0 SUM: 160 | | North-South: 160 East-West: 0 SUM: 160 | | North-South: 175 East-West: 0 SUM: 175 | | North-South: 175 East-West: 0 SUM: 175 | | North-South: 175 East-West: 0 SUM: 175 | | North-South: 175 East-West: 0 SUM: 175 | | North-South: 175 East-West: 0 SUM: 175 | | North-South: 175 East-West: 0 SUM: 175 | | North-South: 175 East-West: 0 SUM: 175 | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | | Year of Count: | 2019 | | Ambient Growth: (%) | 1 | | Conducted by: | Saeed K. | | Date: | 8/13/2019 | | | | | |
|--|---------------------|-----------------------------|--------------|-----------------------|--------------|--------------|------------------------------|--------------|--------------|---------------|-----------------------------|--------------|--------------|---------------------|---------------------------------|--------------|--------------|-------------|-----|
| 11-03 | East-West Street: | Beverly Blvd. & Council St. | | Projection Year: | 2023 | | Peak Hour: | PM | | Reviewed by: | | | Project: | Enlightenment Plaza | | | | | |
| No. of Phases | | | | 1 | | 1 | | 1 | | 1 | | 1 | | 1 | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | NB-- 0 | SB-- 0 | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | |
| Override Capacity | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NWESTBOUND Beverly Blvd. | ↔ | Left | 18 | 0 | 18 | 0 | 18 | 18 | 0 | 19 | 0 | 19 | 0 | 19 | 0 | 19 | 0 | 19 | |
| | ↔ | Left-Through | | 1 | | | | | 1 | | 1 | | 1 | | 1 | | 1 | | |
| | ↔ | Through | 314 | 1 | 175 | 2 | 316 | 176 | 36 | 363 | 1 | 201 | 2 | 365 | 1 | 202 | 365 | 1 | 202 |
| | ↔ | Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| | ↔ | Right | 282 | 1 | 282 | 0 | 282 | 282 | 8 | 301 | 1 | 301 | 0 | 301 | 1 | 301 | 301 | 1 | 301 |
| | ↔ | Left-Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| SEASTOUND Beverly Blvd. | ↔ | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | ↔ | Left-Through | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | |
| | ↔ | Through | 468 | 2 | 234 | 1 | 469 | 235 | 45 | 532 | 2 | 266 | 1 | 533 | 2 | 267 | 533 | 2 | 267 |
| | ↔ | Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| | ↔ | Right | 39 | 1 | 39 | 1 | 40 | 40 | 0 | 41 | 1 | 41 | 1 | 42 | 1 | 42 | 42 | 1 | 42 |
| | ↔ | Left-Through-Right | | 0 | | | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| ↔ | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| ↔ | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CRITICAL VOLUMES | North-South: | 282 | North-South: | | 282 | North-South: | | 301 | North-South: | | 301 | North-South: | | 301 | North-South: | | 301 | | |
| | East-West: | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | | |
| | SUM: | 282 | SUM: | | 282 | SUM: | | 301 | SUM: | | 301 | SUM: | | 301 | SUM: | | 301 | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

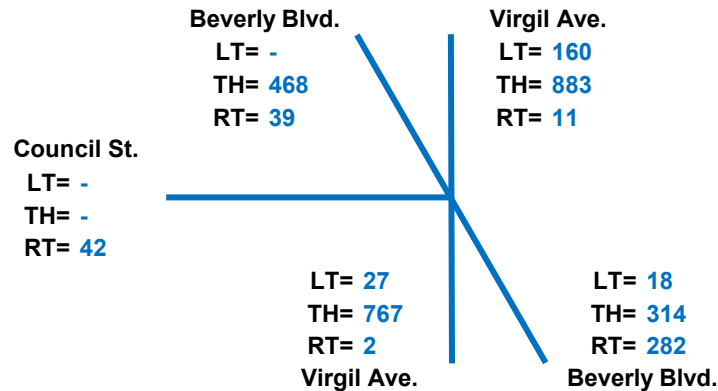
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 11-04 | East-West Street: | Beverly Blvd. & Council St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Council St. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 42 | 1 | 42 | 0 | 42 | 42 | 0 | 44 | 1 | 44 | 0 | 44 | 1 | 44 | 44 | 44 | 1 | 44 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| WESTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 282 | 1 | 282 | 0 | 282 | 282 | 8 | 301 | 1 | 301 | 0 | 301 | 1 | 301 | 301 | 301 | 1 | 301 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | North-South: 282 East-West: 0 SUM: 282 | North-South: 282 East-West: 0 SUM: 282 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | North-South: 301 East-West: 0 SUM: 301 | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
Existing - PM Peak

8/9/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|------------|------------------------------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{27}{1}$ | = | 27 | Critical |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{883 + 11}{2}$ | = | 447 | Critical |
| Critical Volume | 27 | + | 447 | = 474 Critical |

OR

Virgil Ave. (SB)

| | | | | |
|-------------------------------|---------------------|--------------|------------|--|
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{767 + 2}{2}$ | = | 385 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
Existing - PM Peak

8/9/2019

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

| | | | | | |
|-----------------------------|----|--------------|-----------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| SB Left Lane Volume | | | $\frac{160}{1}$ | = | 160 |
| | | | | | Critical |
| | or | | | | |
| SB Thru & Right Lane Volume | | | | = | 88 |

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)

| | | | | | |
|----------------------------------|----|------------|-----------------|---|-----|
| NWB Left Number of Lanes | 1 | Left Only | | | |
| NWB Left Lane Volume | | | $\frac{18}{1}$ | = | 18 |
| SEB Thru & Right Number of Lanes | 2 | Thru | | | |
| | 1 | Right Only | | | |
| SEB Thru Lane Volume | | | $\frac{468}{2}$ | = | 234 |
| Critical Volume | 18 | + | 234 | = | 252 |

OR

Beverly Blvd. (SEB)

| | | | | | |
|----------------------------------|----|-------------|-----------------|---|-----------------|
| NWB Thru & Right Number of Lanes | 1 | Right Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Left | | | |
| NWB Thru Lane Volume | | | | = | 175 |
| | or | | | | |
| NWB Right Lane Volume | | | $\frac{282}{1}$ | = | 282 |
| Critical Volume | | | | | 282 |
| | | | | | Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
Existing - PM Peak

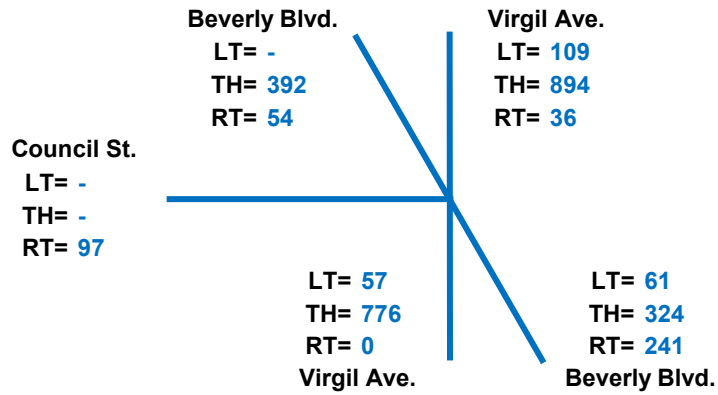
8/9/2019

| | | | | |
|------------|--|------------|------------|-----------------|
| Ø 4 | Council St. (EB) & Beverly Blvd. (NWB Right Only) | | | |
| | Council St. Number of Lanes | 1 | Right Only | |
| | Beverly Blvd. NWB Number of Lanes | 1 | Right Only | |
| | Council St. Lane Volume | <u>42</u> | = | 42 |
| | | 1 | | |
| | | or | | |
| | Beverly Blvd RT Only Lane Volume | <u>282</u> | = | 282 |
| | | 1 | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 474 | + | 160 | + | 282 | + | 282 | = | 1198 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.871 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.771 | | | | |
| Level of Service (LOS): | | | | | C | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
EWP - PM Peak

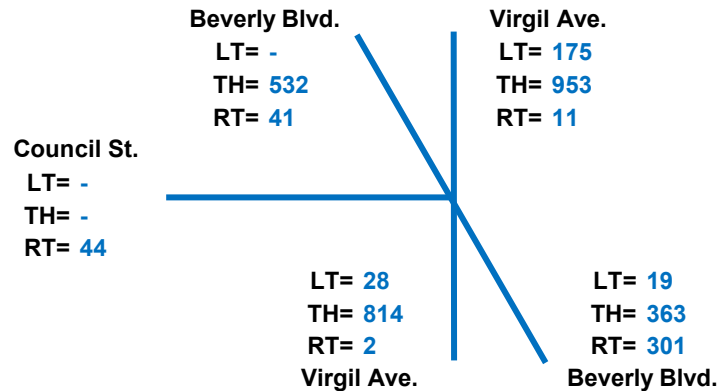
8/16/2019



| | | | | | | | | | |
|--|-----|---|-----|---|-------|---|-----|---|------|
| Critical Volumes: | 474 | + | 160 | + | 282 | + | 282 | = | 1198 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.871 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.771 | | | | |
| Level of Service (LOS): | | | | | C | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWOP - PM Peak

8/9/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|------------|------------------------------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{28}{1}$ | = | 28 | Critical |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{953 + 11}{2}$ | = | 482 | Critical |
| Critical Volume | 28 | + | 482 | = 510 Critical |

OR

Virgil Ave. (SB)

| | | | | |
|-------------------------------|---------------------|--------------|------------|--|
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{814 + 2}{2}$ | = | 408 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWOP - PM Peak

8/9/2019

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

| | | | | | |
|-----------------------------|----|--------------|-----------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| SB Left Lane Volume | | | $\frac{175}{1}$ | = | 175 |
| | | | | | Critical |
| | or | | | | |
| SB Thru & Right Lane Volume | | | | = | 75 |

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)

| | | | | | |
|----------------------------------|----|------------|-----------------|---|-----|
| NWB Left Number of Lanes | 1 | Left Only | | | |
| NWB Left Lane Volume | | | $\frac{19}{1}$ | = | 19 |
| SEB Thru & Right Number of Lanes | 2 | Thru | | | |
| | 1 | Right Only | | | |
| SEB Thru Lane Volume | | | $\frac{532}{2}$ | = | 266 |
| Critical Volume | 19 | + | 266 | = | 285 |

OR

Beverly Blvd. (SEB)

| | | | | | |
|----------------------------------|----|-------------|-----------------|---|-----------------|
| NWB Thru & Right Number of Lanes | 1 | Right Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Left | | | |
| NWB Thru Lane Volume | | | | = | 201 |
| | or | | | | |
| NWB Right Lane Volume | | | $\frac{301}{1}$ | = | 301 |
| | | | | | Critical |
| Critical Volume | | | | | 301 |
| | | | | | Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWOP - PM Peak

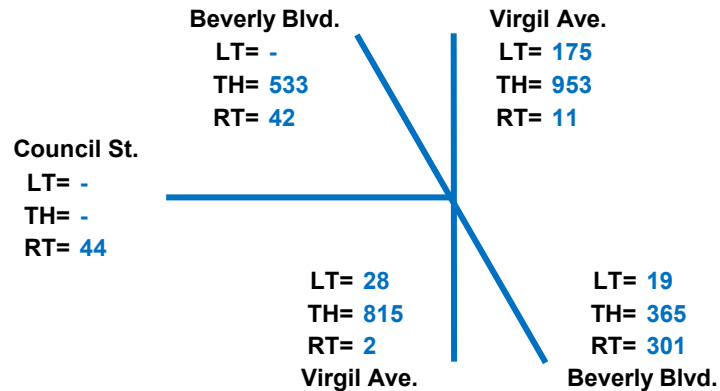
8/9/2019

| | | | | |
|------------|--|------------|------------|-----------------|
| Ø 4 | Council St. (EB) & Beverly Blvd. (NWB Right Only) | | | |
| | Council St. Number of Lanes | 1 | Right Only | |
| | Beverly Blvd. NWB Number of Lanes | 1 | Right Only | |
| | Council St. Lane Volume | <u>44</u> | = | 44 |
| | | 1 | | |
| | | or | | |
| | Beverly Blvd RT Only Lane Volume | <u>301</u> | = | 301 |
| | | 1 | | Critical |

| | | | | | | | | | |
|--|--------------|----------|------------|----------|------------|----------|------------|----------|-------------|
| Critical Volumes: | 510 | + | 175 | + | 301 | + | 301 | = | 1287 |
| No. of Phases: | 4 | | | | | | | | |
| Volume/Capacity (V/C) Ratio: | 0.936 | | | | | | | | |
| V/C Less ATSAC/ATCS Adjustment: | 0.836 | | | | | | | | |
| Level of Service (LOS): | D | | | | | | | | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWP - PM Peak

8/9/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|------------|------------------------------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{28}{1}$ | = | 28 | Critical |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{953 + 11}{2}$ | = | 482 | Critical |
| Critical Volume | 28 | + | 482 | = 510 Critical |

OR

Virgil Ave. (SB)

| | | | | |
|-------------------------------|---------------------|--------------|------------|--|
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{815 + 2}{2}$ | = | 409 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWP - PM Peak

8/9/2019

Ø 2 Virgil Ave. (SB Left & Thru Surplus Volume)

| | | | | | |
|-----------------------------|----|--------------|-----------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Right | | | |
| SB Left Lane Volume | | | $\frac{175}{1}$ | = | 175 |
| | | | | | Critical |
| | | | | | |
| | or | | | | |
| SB Thru & Right Lane Volume | | | | = | 75 |

Ø 3 Beverly Blvd. (NWB & SEB)

Beverly Blvd. (NWB Left & SEB Thru)

| | | | | | |
|----------------------------------|----|------------|-----------------|---|-----|
| NWB Left Number of Lanes | 1 | Left Only | | | |
| NWB Left Lane Volume | | | $\frac{19}{1}$ | = | 19 |
| SEB Thru & Right Number of Lanes | 2 | Thru | | | |
| | 1 | Right Only | | | |
| SEB Thru Lane Volume | | | $\frac{533}{2}$ | = | 267 |
| Critical Volume | 19 | + | 267 | = | 286 |

OR

Beverly Blvd. (SEB)

| | | | | | |
|----------------------------------|----|-------------|-----------------|---|-----------------|
| NWB Thru & Right Number of Lanes | 1 | Right Only | | | |
| | 1 | Thru | | | |
| | 1 | Thru & Left | | | |
| NWB Thru Lane Volume | | | | = | 202 |
| | or | | | | |
| NWB Right Lane Volume | | | $\frac{301}{1}$ | = | 301 |
| | | | | | Critical |
| Critical Volume | | | | | 301 |
| | | | | | Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #11 - Virgil Ave. & Beverly Blvd. & Council St.
FWP - PM Peak

8/9/2019

| | | | | |
|------------|--|------------|------------|-----------------|
| Ø 4 | Council St. (EB) & Beverly Blvd. (NWB Right Only) | | | |
| | Council St. Number of Lanes | 1 | Right Only | |
| | Beverly Blvd. NWB Number of Lanes | 1 | Right Only | |
| | Council St. Lane Volume | <u>44</u> | = | 44 |
| | | 1 | | |
| | | or | | |
| | Beverly Blvd RT Only Lane Volume | <u>301</u> | = | 301 |
| | | 1 | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 510 | + | 175 | + | 301 | + | 301 | = | 1287 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.936 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.836 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | 101 SB Off-Ramp | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 8/13/2019 | | | | | | | | | |
|--|---------------------|-----------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|---------------|---------------------|-----------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 12 | East-West Street: | Rosewood Ave. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | | | | | | | | | |
| Override Capacity | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ PROJECT | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND | Left | 69 | 0 | 0 | 0 | 69 | 0 | 72 | 0 | 0 | 0 | 72 | 0 | 0 | | 72 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 42 | 0 | 0 | 0 | 42 | 0 | 44 | 0 | 0 | 0 | 44 | 0 | 0 | | 44 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND | Left | 884 | 1 | 467 | 2 | 886 | 41 | 961 | 1 | 506 | 2 | 963 | 1 | 507 | | 963 | 1 | 507 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 151 | 0 | 0 | 0 | 151 | 0 | 157 | 0 | 0 | 0 | 157 | 0 | 0 | | 157 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 49 | 0 | 467 | 0 | 49 | 468 | 0 | 51 | 0 | 506 | 0 | 51 | 0 | 507 | | 51 | 0 | 507 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| EASTBOUND | Left | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | | 2 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 206 | 1 | 206 | 0 | 206 | 206 | 0 | 214 | 1 | 214 | 0 | 214 | 1 | 214 | | 214 | 1 | 214 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 111 | 0 | 0 | 0 | 111 | 0 | 116 | 0 | 0 | 0 | 116 | 0 | 0 | | 116 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND | Left | 44 | 0 | 0 | 0 | 44 | 0 | 46 | 0 | 0 | 0 | 46 | 0 | 0 | | 46 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 166 | 0 | 171 | 0 | 166 | 171 | 0 | 173 | 0 | 178 | 0 | 173 | 0 | 178 | | 173 | 0 | 178 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 5 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | | 5 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | North-South: | 467 | North-South: | | 468 | North-South: | | 506 | North-South: | | 507 | North-South: | | 507 | North-South: | | 507 | | |
| | East-West: | 206 | East-West: | | 206 | East-West: | | 214 | East-West: | | 214 | East-West: | | 214 | East-West: | | 214 | | |
| | SUM: | 673 | SUM: | | 674 | SUM: | | 720 | SUM: | | 721 | SUM: | | 721 | SUM: | | 721 | | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.449 | | 0.449 | | 0.480 | | 0.481 | | 0.481 | | 0.481 | | 0.481 | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.349 | | 0.349 | | 0.380 | | 0.381 | | 0.381 | | 0.381 | | 0.381 | | | | | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | A | | A | | | | | |

PROJECT IMPACT

Change in v/c due to project: **0.001** Δv/c after mitigation: **0.001**
 Significant impacted? **NO** Fully mitigated? **N/A**

Appendix E
Potential Street Vacation



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Juanita Avenue

East/West Oakwood Avenue

Day: Thursday **Date:** November 21, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** 0 **I/S CODE** 0

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 8 | 0 | 0 | 3 |
| BIKES | 7 | 0 | 1 | 5 |
| BUSES | 0 | 0 | 0 | 0 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 9 | 9.00 | 0 | 7.00 | 0 | 7.00 | 11 | 8.00 |
| <i>PM PK 15 MIN</i> | 7 | 3.15 | 0 | 3.00 | 0 | 3.00 | 11 | 4.30 |
| <i>AM PK HOUR</i> | 27 | 9.00 | 0 | 7.00 | 0 | 7.00 | 32 | 8.00 |
| <i>PM PK HOUR</i> | 20 | 3.00 | 0 | 3.00 | 0 | 3.00 | 29 | 4.15 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|-----|-------|
| 7-8 | 0 | 0 | 12 | 12 |
| 8-9 | 0 | 0 | 24 | 24 |
| 9-10 | 0 | 0 | 27 | 27 |
| 3-4 | 0 | 0 | 20 | 20 |
| 4-5 | 0 | 0 | 15 | 15 |
| 5-6 | 0 | 0 | 18 | 18 |
| TOTAL | 0 | 0 | 116 | 116 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

| N-S |
|------------|
| 12 |
| 24 |
| 27 |
| 20 |
| 15 |
| 18 |
| 116 |

XING S/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 4 | 0 |
| 0 | 0 |
| 0 | 0 |
| 2 | 0 |
| 2 | 0 |
| 8 | 0 |

XING N/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----|----|----|-------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----|----|----|-------|
| 7-8 | 12 | 0 | 0 | 12 |
| 8-9 | 32 | 0 | 0 | 32 |
| 9-10 | 18 | 0 | 0 | 18 |
| 3-4 | 17 | 0 | 0 | 17 |
| 4-5 | 23 | 0 | 0 | 23 |
| 5-6 | 28 | 0 | 0 | 28 |
| TOTAL | 130 | 0 | 0 | 130 |

TOTAL

| E-W |
|------------|
| 12 |
| 32 |
| 18 |
| 17 |
| 23 |
| 28 |
| 130 |

XING W/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

XING E/L

| Ped | Sch |
|-----------|----------|
| 2 | 0 |
| 0 | 0 |
| 2 | 0 |
| 1 | 0 |
| 8 | 0 |
| 0 | 0 |
| 13 | 0 |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Madison Avenue

East/West Oakwood Avenue

Day: Thursday **Date:** November 21, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** 0 **I/S CODE** 0

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 15 | 0 | 8 | 4 |
| BIKES | 6 | 1 | 11 | 12 |
| BUSES | 0 | 0 | 0 | 0 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 10 | 8.00 | 1 | 7.15 | 9 | 9.00 | 13 | 8.00 |
| <i>PM PK 15 MIN</i> | 11 | 3.15 | 5 | 4.45 | 10 | 5.00 | 14 | 5.00 |
| <i>AM PK HOUR</i> | 37 | 7.45 | 1 | 7.00 | 31 | 8.30 | 35 | 8.00 |
| <i>PM PK HOUR</i> | 32 | 4.15 | 12 | 4.15 | 29 | 5.00 | 38 | 5.00 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|-----------|------------|------------|
| 7-8 | 8 | 4 | 6 | 18 |
| 8-9 | 10 | 4 | 23 | 37 |
| 9-10 | 3 | 1 | 26 | 30 |
| 3-4 | 4 | 0 | 25 | 29 |
| 4-5 | 1 | 1 | 22 | 24 |
| 5-6 | 1 | 0 | 19 | 20 |
| TOTAL | 27 | 10 | 121 | 158 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|----------|----------|-----------|
| 7-8 | 0 | 1 | 0 | 1 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 5 | 3 | 3 | 11 |
| 5-6 | 1 | 0 | 0 | 1 |
| TOTAL | 6 | 4 | 3 | 13 |

TOTAL

| | |
|------------|----|
| N-S | 19 |
| 37 | |
| 30 | |
| 29 | |
| 35 | |
| 21 | |
| 171 | |

XING S/L

| | | | |
|------------|----------|-----|---|
| Ped | 13 | Sch | 0 |
| 17 | 0 | | |
| 16 | 0 | | |
| 20 | 0 | | |
| 24 | 0 | | |
| 12 | 0 | | |
| 102 | 0 | | |

XING N/L

| | | | |
|-----------|----------|-----|---|
| Ped | 4 | Sch | 0 |
| 2 | 0 | | |
| 1 | 0 | | |
| 8 | 0 | | |
| 9 | 0 | | |
| 4 | 0 | | |
| 28 | 0 | | |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|-----------|-----------|------------|
| 7-8 | 1 | 4 | 4 | 9 |
| 8-9 | 0 | 18 | 4 | 22 |
| 9-10 | 1 | 18 | 10 | 29 |
| 3-4 | 1 | 13 | 4 | 18 |
| 4-5 | 0 | 13 | 7 | 20 |
| 5-6 | 0 | 21 | 8 | 29 |
| TOTAL | 3 | 87 | 37 | 127 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|------------|----------|------------|
| 7-8 | 4 | 11 | 0 | 15 |
| 8-9 | 10 | 24 | 1 | 35 |
| 9-10 | 10 | 18 | 1 | 29 |
| 3-4 | 14 | 14 | 0 | 28 |
| 4-5 | 10 | 15 | 0 | 25 |
| 5-6 | 13 | 25 | 0 | 38 |
| TOTAL | 61 | 107 | 2 | 170 |

TOTAL

| | |
|------------|----|
| E-W | 24 |
| 57 | |
| 58 | |
| 46 | |
| 45 | |
| 67 | |
| 297 | |

XING W/L

| | | | |
|-----------|----------|-----|---|
| Ped | 1 | Sch | 0 |
| 3 | 0 | | |
| 3 | 0 | | |
| 7 | 0 | | |
| 7 | 0 | | |
| 3 | 0 | | |
| 24 | 0 | | |

XING E/L

| | | | |
|------------|----------|-----|---|
| Ped | 18 | Sch | 0 |
| 15 | 0 | | |
| 18 | 0 | | |
| 10 | 0 | | |
| 30 | 0 | | |
| 10 | 0 | | |
| 101 | 0 | | |



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Westmoreland Avenue

East/West Oakwood Avenue

Day: Thursday **Date:** November 21, 2019 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** 0 **I/S CODE** 0

| | <u>N/B</u> | <u>S/B</u> | <u>E/B</u> | <u>W/B</u> |
|---------------------------|------------|------------|------------|------------|
| DUAL-WHEELED BIKES | 2 | 0 | 13 | 2 |
| BIKES | 4 | 0 | 1 | 7 |
| BUSES | 0 | 0 | 0 | 0 |

| | <u>N/B TIME</u> | | <u>S/B TIME</u> | | <u>E/B TIME</u> | | <u>W/B TIME</u> | |
|---------------------|-----------------|------|-----------------|------|-----------------|------|-----------------|------|
| <i>AM PK 15 MIN</i> | 6 | 8.00 | 0 | 7.00 | 14 | 9.45 | 23 | 8.00 |
| <i>PM PK 15 MIN</i> | 5 | 4.00 | 0 | 3.00 | 14 | 5.45 | 23 | 4.00 |
| <i>AM PK HOUR</i> | 14 | 7.30 | 0 | 7.00 | 41 | 8.00 | 62 | 7.45 |
| <i>PM PK HOUR</i> | 13 | 3.30 | 0 | 3.00 | 36 | 4.00 | 62 | 3.45 |

NORTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|-----------|----------|-----------|-----------|
| 7-8 | 2 | 0 | 9 | 11 |
| 8-9 | 4 | 0 | 9 | 13 |
| 9-10 | 1 | 0 | 7 | 8 |
| 3-4 | 2 | 0 | 9 | 11 |
| 4-5 | 3 | 0 | 9 | 12 |
| 5-6 | 1 | 0 | 6 | 7 |
| TOTAL | 13 | 0 | 49 | 62 |

SOUTHBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|----------|----------|----------|
| 7-8 | 0 | 0 | 0 | 0 |
| 8-9 | 0 | 0 | 0 | 0 |
| 9-10 | 0 | 0 | 0 | 0 |
| 3-4 | 0 | 0 | 0 | 0 |
| 4-5 | 0 | 0 | 0 | 0 |
| 5-6 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 |

TOTAL

| N-S |
|-----------|
| 11 |
| 13 |
| 8 |
| 11 |
| 12 |
| 7 |
| 62 |

XING S/L

| Ped | Sch |
|-----------|-----------|
| 8 | 3 |
| 13 | 2 |
| 4 | 1 |
| 8 | 14 |
| 13 | 3 |
| 4 | 1 |
| 50 | 24 |

XING N/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |

EASTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|----------|-----------|-----------|------------|
| 7-8 | 0 | 3 | 3 | 6 |
| 8-9 | 1 | 23 | 17 | 41 |
| 9-10 | 0 | 22 | 10 | 32 |
| 3-4 | 0 | 6 | 5 | 11 |
| 4-5 | 0 | 22 | 14 | 36 |
| 5-6 | 0 | 22 | 10 | 32 |
| TOTAL | 1 | 98 | 59 | 158 |

WESTBOUND Approach

| Hours | Lt | Th | Rt | Total |
|--------------|------------|------------|----------|------------|
| 7-8 | 20 | 13 | 0 | 33 |
| 8-9 | 25 | 31 | 0 | 56 |
| 9-10 | 5 | 19 | 0 | 24 |
| 3-4 | 20 | 12 | 0 | 32 |
| 4-5 | 25 | 30 | 0 | 55 |
| 5-6 | 5 | 19 | 0 | 24 |
| TOTAL | 100 | 124 | 0 | 224 |

TOTAL

| E-W |
|------------|
| 39 |
| 97 |
| 56 |
| 43 |
| 91 |
| 56 |
| 382 |

XING W/L

| Ped | Sch |
|----------|----------|
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 1 | 0 |
| 1 | 0 |
| 0 | 0 |
| 4 | 0 |

XING E/L

| Ped | Sch |
|----------|----------|
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 0 |
| 0 | 1 |
| 0 | 0 |
| 0 | 1 |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|---------------------|----------------------------|--|--------------|-----------------------|--|---------------|------------------------------|--------------------------|---------------------|-------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|---|
| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | | |
| 9-01 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | | |
| No. of Phases | | 1 | Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | ATSAC-1 or ATSAC+ATCS-2? | | 2 | Override Capacity | | 0 | | | | | | |
| NB-- | | 0 | SB-- | | 0 | NB-- | | 0 | SB-- | | 0 | NB-- | | 0 | | | | | | |
| EB-- | | 0 | WB-- | | 0 | EB-- | | 0 | WB-- | | 0 | EB-- | | 0 | | | | | | |
| | | 2 | | | 2 | | | 2 | | | 2 | | | 0 | | | | | | |
| | | 0 | | | 0 | | | 0 | | | 0 | | | 0 | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Through | 692 | 2 | 346 | 3 | 695 | 348 | 8 | 728 | 2 | 364 | 3 | 752 | 2 | 376 | 752 | 2 | 376 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Right | 530 | 1 | 530 | 4 | 534 | 534 | 21 | 573 | 1 | 573 | 4 | 577 | 1 | 577 | 577 | 1 | 577 | | |
| WESTBOUND Temple St | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Through | 753 | 3 | 251 | 2 | 755 | 252 | 12 | 796 | 3 | 265 | 2 | 813 | 3 | 271 | 813 | 3 | 271 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| CRITICAL VOLUMES | | North-South: | 530 | North-South: | 534 | North-South: | 573 | North-South: | 577 | North-South: | 577 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | |
| | | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | SUM: | 530 | SUM: | 534 | SUM: | 573 | SUM: | 577 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|----------------------------|------------------|-------------|-----------------------|--------------|---------------|------------------------------|--------------|---------------------|-------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: 9-02 | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
| | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 530 | 1 | 530 | 4 | 534 | 534 | 21 | 573 | 1 | 573 | 4 | 577 | 1 | 577 | | 577 | 1 | 577 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| WESTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 312 | 1 | 175 | 3 | 315 | 177 | 36 | 361 | 1 | 201 | 3 | 364 | 1 | 202 | | 364 | 1 | 202 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 38 | 0 | 38 | 0 | 38 | 38 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | | 40 | 0 | 40 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | North-South: | 530 | | 534 | | 573 | | 577 | | 577 | | 577 | | 577 | | 577 | | 577 | |
| | East-West: | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | SUM: | 530 | | 534 | | 573 | | 577 | | 577 | | 577 | | 577 | | 577 | | 577 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

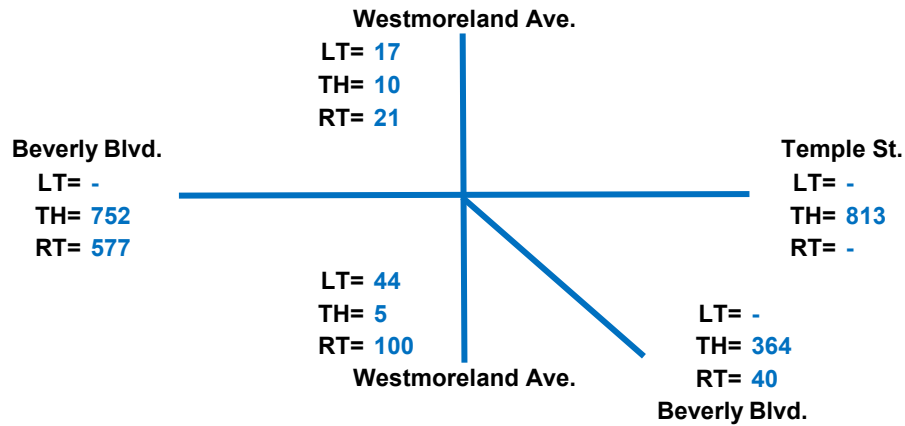
| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|----------------------------|------------------|--------------|-----------------------|--------------|---------------|------------------------------|--------------|---------------------|-------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: 9-03 | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
| | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NORTHBOUND Westmoreland | Left | 42 | 0 | 42 | 0 | 42 | 42 | 0 | 44 | 0 | 44 | 0 | 44 | 0 | 44 | | 44 | 0 | 44 |
| | Left-Through | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Through | 4 | 0 | 46 | 0 | 4 | 46 | 1 | 5 | 0 | 49 | 0 | 5 | 0 | 49 | | 5 | 0 | 49 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 96 | 1 | 96 | 0 | 96 | 96 | 0 | 100 | 1 | 100 | 0 | 100 | 1 | 100 | | 100 | 1 | 100 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND Westmoreland | Left | 15 | 0 | 15 | 0 | 15 | 15 | 1 | 17 | 0 | 17 | 0 | 17 | 0 | 17 | | 17 | 0 | 17 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 7 | 0 | 30 | 0 | 7 | 30 | 3 | 10 | 0 | 41 | 0 | 10 | 0 | 48 | | 10 | 0 | 48 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 8 | 0 | 0 | 0 | 8 | 0 | 6 | 14 | 0 | 0 | 0 | 21 | 0 | 0 | | 21 | 0 | 0 |
| | Left-Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: | 111 | North-South: | 111 | North-South: | 117 | North-South: | 117 | North-South: | 117 | North-South: | 117 | North-South: | 117 | North-South: | 117 | North-South: | 117 |
| | | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 |
| | | SUM: | 111 | SUM: | 111 | SUM: | 117 | SUM: | 117 | SUM: | 117 | SUM: | 117 | SUM: | 117 | SUM: | 117 | SUM: | 117 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | A |

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Future With Street Vacation - AM Peak

12/20/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{577}{1}$ | = | 577 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{813}{3}$ | = | 271 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{577}{1}$ | = | 577 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{364 + 40}{2}$ | = | 202 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Future With Street Vacation - AM Peak

12/20/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{44}{1}$ | = | 44 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 48 | |
| Critical Volume | 44 | + | 48 | = 92 |

OR

Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|-----|----------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{17}{1}$ | = | 17 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 100 | Critical |
| Critical Volume | 17 | + | 100 | = 117 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 577 | + | 577 | + | 117 | = | 1271 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.892 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.792 | | |
| Level of Service (LOS): | | | | | C | | |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|--------------------------------|-----------------------|--------------------------------|-------------|--------------------------------|--------------|--------------------------------|---------------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 9-01 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 831 | 2 | 416 | 2 | 833 | 417 | 16 | 881 | 2 | 441 | 2 | 924 | 2 | 462 | 2 | 924 | 2 | 462 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 420 | 1 | 420 | 2 | 422 | 422 | 45 | 482 | 1 | 482 | 2 | 484 | 1 | 484 | 2 | 484 | 1 | 484 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| WESTBOUND Temple St | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 647 | 3 | 216 | 3 | 650 | 217 | 15 | 688 | 3 | 229 | 3 | 714 | 3 | 238 | 3 | 714 | 3 | 238 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | North-South: | 420 | 420 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | |
| | East-West: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | SUM: | 420 | 420 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | 422 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | |
|--|---------------------|--------------------------------|--------------------------------|-----------------------|--------------------------------|-------------|--------------------------------|--------------|--------------------------------|---------------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 9-02 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 420 | 1 | 420 | 2 | 422 | 422 | 45 | 482 | 1 | 482 | 2 | 484 | 1 | 484 | 484 | 1 | 484 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| WESTBOUND Beverly Blvd. | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 371 | 1 | 205 | 3 | 374 | 206 | 36 | 422 | 1 | 231 | 3 | 425 | 1 | 233 | 425 | 1 | 233 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 38 | 0 | 38 | 0 | 38 | 38 | 0 | 40 | 0 | 40 | 0 | 40 | 0 | 40 | 40 | 0 | 40 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | North-South: | 420 | North-South: | 422 | North-South: | 482 | North-South: | 484 | North-South: | 484 | | | | | | | | |
| | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | | | | | | | | |
| | SUM: | 420 | SUM: | 422 | SUM: | 482 | SUM: | 484 | SUM: | 484 | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | | | | | | | | |
| LEVEL OF SERVICE (LOS): | | A | A | A | A | A | A | A | A | A | | | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

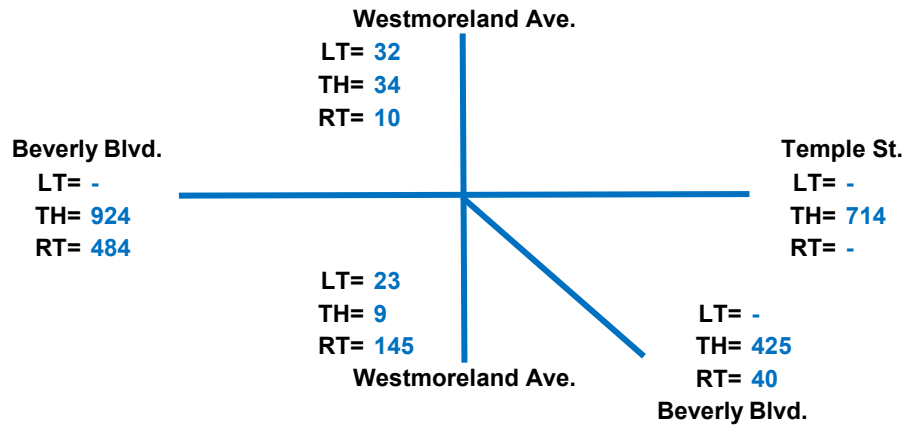
| I/S #: | North-South Street: | Westmoreland Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | |
|--|---------------------|--------------------------------|--------------------------------|-----------------------|--------------------------------|-------------|--------------------------------|--------------|--------------------------------|---------------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| 9-03 | East-West Street: | Beverly Blvd. & Temple St. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 2 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| NORTHBOUND Westmoreland | Left | 22 | 0 | 22 | 0 | 22 | 22 | 0 | 23 | 0 | 23 | 0 | 23 | 0 | 23 | 23 | 0 | 23 |
| | Left-Through | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| | Through | 6 | 0 | 28 | 0 | 6 | 28 | 3 | 9 | 0 | 32 | 0 | 9 | 0 | 32 | 9 | 0 | 32 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 139 | 1 | 139 | 0 | 139 | 139 | 0 | 145 | 1 | 145 | 0 | 145 | 1 | 145 | 145 | 1 | 145 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| SOUTHBOUND Westmoreland | Left | 30 | 0 | 30 | 0 | 30 | 30 | 1 | 32 | 0 | 32 | 0 | 32 | 0 | 32 | 32 | 0 | 32 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 32 | 0 | 64 | 0 | 32 | 64 | 1 | 34 | 0 | 71 | 0 | 34 | 0 | 76 | 34 | 0 | 76 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 |
| | Left-Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | North-South: | 169 | | 169 | 169 | 169 | 169 | 177 | | 177 | 177 | 177 | 177 | | 177 | 177 | | 177 |
| | East-West: | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 |
| | SUM: | 169 | | 169 | 169 | 169 | 169 | 177 | | 177 | 177 | 177 | 177 | | 177 | 177 | | 177 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Future With Street Vacation - PM Peak

12/20/2019



Ø 1 Beverly Blvd. (EB) & Temple St. (WB)

Beverly Blvd. (EB)

| | | | | |
|----------------------|------------------------|---|------------|-----------------|
| Number of Lanes | 2 Thru 1 Right Only | | | |
| EB Right Lane Volume | $\frac{484}{1}$ | = | 484 | Critical |

OR

Temple St. (WB)

| | | | | |
|---------------------|-----------------|---|-----|--|
| Number of Lanes | 3 Thru | | | |
| EB Thru Lane Volume | $\frac{714}{3}$ | = | 238 | |

Ø 2 Beverly Blvd. (EB Right Only) & Beverly Blvd. (NWB)

| | | | | |
|---------------------|--------------------------|---|------------|-----------------|
| EB Number of Lanes | 1 Right Only | | | |
| Critical Volume | $\frac{484}{1}$ | = | 484 | Critical |
| NWB Number of Lanes | 1 Thru 1 Thru & Right | | | |
| NWB Critical Volume | $\frac{425 + 40}{2}$ | = | 233 | |

Enlightenment Plaza Project - Manual Adjustment
Intersection #9 - Westmoreland Ave. & Beverly Blvd. & Temple St.
Future With Street Vacation - PM Peak

12/20/2019

Ø 3 Westmoreland Ave. (NB & SB)

Westmoreland Ave. (NB LT & SB Thru)

| | | | | |
|-------------------------------|----------------|-----------------|----|------|
| NB Left Number of Lanes | 1 | Left/Thru | | |
| NB Left Lane Volume | $\frac{23}{1}$ | = | 23 | |
| SB Thru/Right Number of Lanes | 1 | Left/Thru/Right | | |
| SB Thru/Right Lane Volume | | = | 76 | |
| Critical Volume | 23 | + | 76 | = 99 |

OR

Westmoreland Ave. (SB LT & NB RT)

| | | | | |
|--------------------------|----------------|-----------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{32}{1}$ | = | 32 | Critical |
| NB Right Number of Lanes | 1 | Right | | |
| NB Right Lane Volume | | = | 145 | Critical |
| Critical Volume | 32 | + | 145 | = 177 Critical |

| | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|-------------|
| Critical Volumes: | 484 | + | 484 | + | 177 | = | 1145 |
| No. of Phases: | | | | | 3 | | |
| Volume/Capacity (V/C) Ratio: | | | | | 0.804 | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.704 | | |
| Level of Service (LOS): | | | | | C | | |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--|--|--|--|--|--|--|--|--|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 10-01 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND Virgil Ave. | Left | 7 | 1 | 7 | 0 | 7 | 7 | 5 | 12 | 1 | 12 | 0 | 12 | 1 | 12 | | 12 | 1 | 12 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 560 | 1 | 383 | 0 | 560 | 383 | 2 | 585 | 1 | 402 | 0 | 585 | 1 | 402 | | 585 | 1 | 402 |
| | Through-Right | | 1 | | | | | | | 1 | | | 1 | | | | 1 | | |
| | Right | 206 | 0 | 206 | 0 | 206 | 206 | 4 | 218 | 0 | 218 | 0 | 218 | 0 | 218 | | 218 | 0 | 218 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| SOUTHBOUND Virgil Ave. | Left | 115 | 1 | 115 | 0 | 115 | 115 | 0 | 120 | 1 | 120 | 0 | 120 | 1 | 120 | | 120 | 1 | 120 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 636 | 1 | 334 | 0 | 636 | 334 | -3 | 659 | 1 | 346 | 0 | 659 | 1 | 354 | | 659 | 1 | 354 |
| | Through-Right | | 1 | | | | | | | 1 | | | 1 | | | | 1 | | |
| | Right | 31 | 0 | 31 | 0 | 31 | 31 | 0 | 32 | 0 | 32 | 0 | 48 | 0 | 48 | | 48 | 0 | 48 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | | 0 | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | | North-South: 498 East-West: 0 SUM: 498 | North-South: 498 East-West: 0 SUM: 498 | North-South: 498 East-West: 0 SUM: 498 | North-South: 522 East-West: 0 SUM: 522 | North-South: 522 East-West: 0 SUM: 522 | North-South: 522 East-West: 0 SUM: 522 | North-South: 522 East-West: 0 SUM: 522 | North-South: 522 East-West: 0 SUM: 522 | North-South: 522 East-West: 0 SUM: 522 | | | | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | | 0.000 A | 0.000 A | 0.000 A | 0.000 A | 0.000 A | 0.000 A | 0.000 A | 0.000 A | | | | | | | | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-----------------------|----------------------|-------------|------------------------------|------------------|---------------|---------------------|-------------------------------------|--------------|--------------|------------------|---------------------------------|--------------|------------------|-------------|--|
| 10-02 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | | |
| | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| WESTBOUND Temple St | Left | 185 | 0 | 185 | 0 | 185 | 185 | 2 | 195 | 0 | 195 | 0 | 195 | 0 | 195 | 195 | 0 | 195 | |
| | Left-Through | | 1 | | | | | | 1 | | | 1 | | | | 1 | | | |
| | Through | 179 | 1 | 179 | 1 | 180 | 180 | 3 | 189 | 1 | 189 | 1 | 190 | 1 | 190 | 190 | 1 | 190 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| Left-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | Left-Through-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | | 0 | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 185 | 185 | | North-South: 185 | 185 | | North-South: 195 | 195 | | North-South: 195 | 195 | | North-South: 195 | 195 | | North-South: 195 | 195 | |
| | | East-West: 0 | 0 | | East-West: 0 | 0 | | East-West: 0 | 0 | | East-West: 0 | 0 | | East-West: 0 | 0 | | East-West: 0 | 0 | |
| | | SUM: 185 | 185 | | SUM: 185 | 185 | | SUM: 195 | 195 | | SUM: 195 | 195 | | SUM: 195 | 195 | | SUM: 195 | 195 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | |
| LEVEL OF SERVICE (LOS): | | | A | | | A | | | A | | | A | | | A | | | A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|---|---------------------|--------------------------------|------------------|-----------------------|----------------------|---------------|------------------------------|------------------|---------------|---------------------|-------------------------------------|--------------|--------------|------------------|---------------------------------|--------------|------------------|--------------|----------|
| 10-03 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | | | 1 | | | 1 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | | | 0 | | | 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | | 2 | | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | | | 0 | | | 0 | | | | | | | | | | | |
| | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | |
| | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| WESTBOUND Silver Lake Blvd. | Left | 257 | 1 | 257 | 0 | 257 | 257 | 6 | 273 | 1 | 273 | 0 | 273 | 1 | 273 | 0 | 273 | 1 | 273 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 557 | 1 | 311 | 1 | 558 | 311 | 4 | 584 | 1 | 326 | 1 | 585 | 1 | 326 | 1 | 585 | 1 | 326 |
| | Through-Right | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| | Right | 64 | 0 | 64 | 0 | 64 | 64 | 0 | 67 | 0 | 67 | 0 | 67 | 0 | 67 | 0 | 67 | 0 | 67 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CRITICAL VOLUMES | | North-South: 311 | East-West: 0 | SUM: 311 | North-South: 311 | East-West: 0 | SUM: 311 | North-South: 326 | East-West: 0 | SUM: 326 | North-South: 326 | East-West: 0 | SUM: 326 | North-South: 326 | East-West: 0 | SUM: 326 | North-South: 326 | East-West: 0 | SUM: 326 |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | | | 0.000 | | | | | 0.000 | | |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | | | A | | | | | A | | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - AM Peak Hour

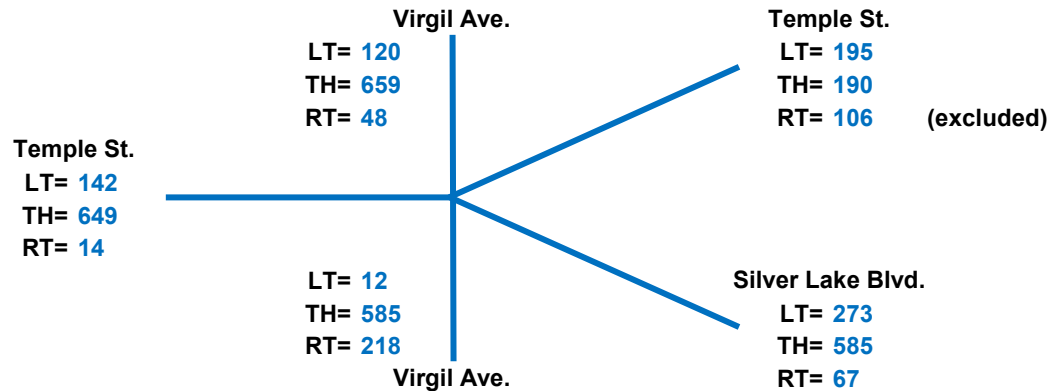
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|--------------------------------|-----------------------|--------------------------------|-------------|--------------------------------|--------------|--------------------------------|---------------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-------|
| 10-04 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | AM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| EASTBOUND Temple St | Left | 113 | 1 | 113 | 2 | 115 | 115 | 2 | 120 | 1 | 120 | 2 | 142 | 1 | 142 | | 142 | 1 | 142 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Through | 619 | 1 | 315 | 2 | 621 | 316 | 3 | 647 | 1 | 331 | 2 | 649 | 1 | 332 | | 649 | 1 | 332 |
| | Through-Right | | 1 | | | | | | 1 | 1 | | | 1 | 1 | | | 1 | 1 | 1 |
| | Right | 10 | 0 | 10 | 0 | 10 | 10 | 4 | 14 | 0 | 14 | 0 | 14 | 0 | 14 | | 14 | 0 | 14 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 | |
| CRITICAL VOLUMES | North-South: | | 315 | North-South: | | 316 | North-South: | | 331 | North-South: | | 332 | North-South: | | 332 | North-South: | | 332 | |
| | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | East-West: | | 0 | |
| | SUM: | | 315 | SUM: | | 316 | SUM: | | 331 | SUM: | | 332 | SUM: | | 332 | SUM: | | 332 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | A | | A | | A | | A | | A | | A | | A | | A | | A |

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Future With Street Vacation - AM Peak

12/20/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{12}{1}$ | = | 12 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{659 + 48}{2}$ | = | 354 | |
| Critical Volume | 12 | + | 354 | = 366 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{120}{1}$ | = | 120 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{585 + 218}{2}$ | = | 402 | Critical |
| Critical Volume | 120 | + | 402 | = 522 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Future With Street Vacation - AM Peak

12/20/2019

Ø 2 Temple St. (WB)

| | | | | |
|---------------------|---|-------------|---|-----------------|
| Number of Lanes | 1 | Thru & Left | | |
| | 1 | Thru | | |
| WB Left Lane Volume | | | = | 195 |
| | | | | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| WB Left Lane Volume | | $\frac{273}{1}$ | = | 273 |
| | or | | | |
| WB Thru/Right Lane Volume | | $\frac{585 + 67}{2}$ | = | 326 |
| | | | | Critical |

Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----|----------------------|---|-----------------|
| Number of Lanes | 1 | Left Only | | |
| | 1 | Thru | | |
| | 1 | Thru & Right | | |
| EB Left Lane Volume | | $\frac{142}{1}$ | = | 142 |
| | or | | | |
| EB Thru/Right Lane Volume | | $\frac{649 + 14}{2}$ | = | 332 |
| | | | | Critical |

| | | | | | | | | | |
|--|------------|----------|------------|----------|--------------|----------|------------|----------|-------------|
| Critical Volumes: | 522 | + | 195 | + | 326 | + | 332 | = | 1375 |
| No. of Phases: | | | | | 4 | | | | |
| Volume/Capacity (V/C) Ratio: | | | | | 1.000 | | | | |
| V/C Less ATSAC/ATCS Adjustment: | | | | | 0.900 | | | | |
| Level of Service (LOS): | | | | | D | | | | |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--|--|-----------------------|--|-------------|--------------------------------|--------------|--|---------------------|-------------------------------------|--------------|--|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 10-01 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | NB-- 0 SB-- 0 EB-- 0 WB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| NORTHBOUND Virgil Ave. | Left | 16 | 1 | 16 | 0 | 16 | 16 | 5 | 22 | 1 | 22 | 0 | 22 | 1 | 22 | | 22 | 1 | 22 |
| | Left-Through | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Through | 578 | 1 | 365 | 0 | 578 | 365 | 5 | 606 | 1 | 389 | 0 | 606 | 1 | 389 | | 606 | 1 | 389 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 152 | 0 | 152 | 0 | 152 | 152 | 14 | 172 | 0 | 172 | 0 | 172 | 0 | 172 | | 172 | 0 | 172 |
| | Left-Through-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| SOUTHBOUND Virgil Ave. | Left | 97 | 1 | 97 | 0 | 97 | 97 | 1 | 102 | 1 | 102 | 0 | 102 | 1 | 102 | | 102 | 1 | 102 |
| | Left-Through | | 0 | | | | | 0 | | | | 0 | | | | | 0 | | |
| | Through | 695 | 1 | 358 | 0 | 695 | 358 | 27 | 750 | 1 | 386 | 0 | 750 | 1 | 398 | | 750 | 1 | 398 |
| | Through-Right | | 1 | | | | | 1 | | | | 1 | | | | | 1 | | |
| | Right | 21 | 0 | 21 | 0 | 21 | 21 | 0 | 22 | 0 | 22 | 0 | 45 | 0 | 45 | | 45 | 0 | 45 |
| | Left-Through-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| | Left-Right | | 0 | | | | | 0 | | | | 0 | | | | 0 | | | |
| CRITICAL VOLUMES | | North-South: 462 East-West: 0 SUM: 462 | North-South: 462 East-West: 0 SUM: 462 | | North-South: 491 East-West: 0 SUM: 491 | | | | North-South: 491 East-West: 0 SUM: 491 | | | | North-South: 491 East-West: 0 SUM: 491 | | | | | | |
| VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS): | | | 0.000 A | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | | 0.000 A | |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-----------------------|----------------------|---------------|------------------------------|---------------|---------------|---------------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|-----|
| 10-02 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | | | 1 | | | 1 | | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | | | 0 | | | 0 | | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | | | 2 | | | 2 | | | | | | | | | | | |
| Override Capacity | | 0 | | | 0 | | | 0 | | | | | | | | | | | |
| | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | |
| | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| WESTBOUND Temple St | Left | 114 | 0 | 114 | 0 | 114 | 0 | 119 | 0 | 119 | 0 | 119 | 0 | 119 | 0 | 119 | 0 | 119 | |
| | Left-Through | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | Through | 145 | 1 | 130 | 1 | 146 | 130 | 2 | 153 | 1 | 136 | 1 | 154 | 1 | 137 | 1 | 154 | 1 | 137 |
| | Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left-Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left-Through-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Left-Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| CRITICAL VOLUMES | North-South: | 130 | North-South: | 130 | North-South: | 136 | North-South: | 137 | North-South: | 137 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | |
| | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | East-West: | 0 | SUM: | 130 | SUM: | 130 | SUM: | 136 | SUM: | 137 | |
| | SUM: | 130 | SUM: | 130 | SUM: | 136 | SUM: | 137 | SUM: | 137 | SUM: | 130 | SUM: | 130 | SUM: | 136 | SUM: | 137 | |
| VOLUME/CAPACITY (V/C) RATIO: | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 0.000 | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | A | | A | | A | | A | | A | | A | | A | | A | | A | |
| LEVEL OF SERVICE (LOS): | | A | | A | | A | | A | | A | | A | | A | | A | | A | |

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|-----------------------|----------------------|-------------|------------------------------|------------------|---------------|---------------------|-------------------------------------|--------------|--------------|------------------|---------------------------------|--------------|------------------|-------------|-------|
| 10-03 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | NB-- 0 SB-- 0 | | | | | | | | | | |
| | | EB-- 0 WB-- 0 | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | EB-- 0 WB-- 0 | | | | | | | | | | |
| MOVEMENT | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | | |
| | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 | |
| WESTBOUND Silver Lake Blvd. | Left | 285 | 1 | 285 | 0 | 285 | 285 | 11 | 308 | 1 | 308 | 0 | 308 | 1 | 308 | | 308 | 1 | 308 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Through | 424 | 1 | 232 | 1 | 425 | 232 | 8 | 449 | 1 | 245 | 1 | 450 | 1 | 246 | | 450 | 1 | 246 |
| | Through-Right | | 1 | | | | | | 1 | | | | 1 | | | | 1 | | |
| | Right | 39 | 0 | 39 | 0 | 39 | 39 | 0 | 41 | 0 | 41 | 0 | 41 | 0 | 41 | | 41 | 0 | 41 |
| | Left-Through-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left-Right | | 0 | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| | Left-Right | | 0 | | | | | | 0 | 0 | | | 0 | 0 | | | 0 | 0 | 0 |
| CRITICAL VOLUMES | | North-South: 285 | | 285 | North-South: 285 | | 285 | North-South: 308 | | 308 | North-South: 308 | | 308 | North-South: 308 | | 308 | North-South: 308 | | 308 |
| | | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 | East-West: 0 | | 0 |
| | | SUM: 285 | | 285 | SUM: 285 | | 285 | SUM: 308 | | 308 | SUM: 308 | | 308 | SUM: 308 | | 308 | SUM: 308 | | 308 |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | 0.000 | | | 0.000 | | | | 0.000 | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | A | | | A | | | | A | | A |

PROJECT IMPACT

| | | | |
|-------------------------------|-------|------------------------|-------|
| Change in v/c due to project: | 0.000 | Δv/c after mitigation: | 0.000 |
| Significant impacted? | NO | Fully mitigated? | N/A |

Level of Service Worksheet

Enlightenment Plaza Project - PM Peak Hour

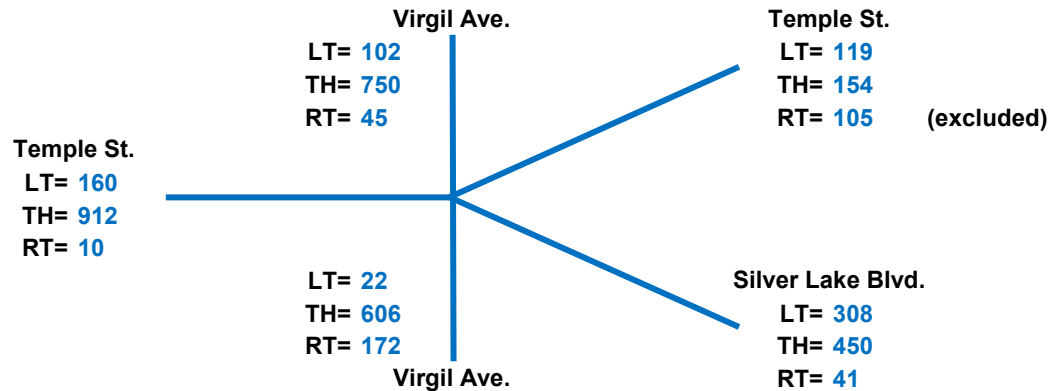
| | | | | | | | | | | | | | | | | | | | |
|--|---------------------|--------------------------------|------------------|---------------|-----------------------|---------------|---------------|------------------------------|---------------|---------------------|-------------|-------------------------------------|--------------|--------------|-------------|---------------------------------|--------------|--------------|-------------|
| I/S #: | North-South Street: | Virgil Ave. | Year of Count: | 2019 | Ambient Growth: (%): | 1 | Conducted by: | Saeed K. | Date: | 12/31/2019 | | | | | | | | | |
| 10-04 | East-West Street: | Temple St. & Silver Lake Blvd. | Projection Year: | 2023 | Peak Hour: | PM | Reviewed by: | | Project: | Enlightenment Plaza | | | | | | | | | |
| No. of Phases | | 1 | 1 | | 1 | | 1 | | 1 | | | | | | | | | | |
| Opposed Ø'ing: N/S-1, E/W-2 or Both-3? | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| Right Turns: FREE-1, NRTOR-2 or OLA-3? | | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | NB-- 0 SB-- 0 | | | | | | | | | | |
| ATSAC-1 or ATSAC+ATCS-2? | | 2 | 2 | | 2 | | 2 | | 2 | | | | | | | | | | |
| Override Capacity | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | | | | |
| MOVEMENT | | EXISTING CONDITION | | | EXISTING PLUS PROJECT | | | FUTURE CONDITION W/O PROJECT | | | | FUTURE CONDITION W/ Street Vacation | | | | FUTURE W/ PROJECT W/ MITIGATION | | | |
| | | Volume | No. of Lanes | Lane Volume | Project Traffic | Total Volume | 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 |
| EASTBOUND Temple St | Left | 107 | 1 | 107 | 1 | 108 | 108 | 6 | 117 | 1 | 117 | 1 | 160 | 1 | 160 | | 160 | 1 | 160 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 870 | 1 | 438 | 1 | 871 | 438 | 6 | 911 | 1 | 461 | 1 | 912 | 1 | 461 | | 912 | 1 | 461 |
| | Through-Right | | 1 | | | | | | | 1 | | | | 1 | | | | 1 | |
| | Right | 5 | 0 | 5 | 0 | 5 | 5 | 5 | 10 | 0 | 10 | 0 | 10 | 0 | 10 | | 10 | 0 | 10 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| | Left | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Through | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| | Right | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| | Left-Through-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | |
| Left-Right | | 0 | | | | | | | 0 | | | | 0 | | | | 0 | | |
| CRITICAL VOLUMES | North-South: | 438 | | 438 | North-South: | 438 | | 438 | North-South: | 461 | | 461 | North-South: | 461 | | 461 | North-South: | 461 | |
| | East-West: | 0 | | 0 | East-West: | 0 | | 0 | East-West: | 0 | | 0 | East-West: | 0 | | 0 | East-West: | 0 | |
| | SUM: | 438 | | 438 | SUM: | 438 | | 438 | SUM: | 461 | | 461 | SUM: | 461 | | 461 | SUM: | 461 | |
| VOLUME/CAPACITY (V/C) RATIO: | | | | | | | | | | | | | | | | | | | |
| V/C LESS ATSAC/ATCS ADJUSTMENT: | | | | 0.000 | | | 0.000 | | | | 0.000 | | | | 0.000 | | | | 0.000 |
| LEVEL OF SERVICE (LOS): | | | | A | | | A | | | | A | | | | A | | | | A |

PROJECT IMPACT

Change in v/c due to project: 0.000 Δv/c after mitigation: 0.000
 Significant impacted? NO Fully mitigated? N/A

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Future With Street Vacation - PM Peak

12/20/2019



Ø 1 Virgil Ave. (NB & SB)

Virgil Ave. (NB Left & SB Thru)

| | | | | |
|-------------------------------|----------------------|--------------|-----|-------|
| NB Left Number of Lanes | 1 | Left Only | | |
| NB Left Lane Volume | $\frac{22}{1}$ | = | 22 | |
| SB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| SB Thru/Right Lane Volume | $\frac{750 + 45}{2}$ | = | 398 | |
| Critical Volume | 22 | + | 398 | = 420 |

OR

Virgil Ave. (SB Left & NB Thru)

| | | | | |
|-------------------------------|-----------------------|--------------|------------|------------------------------|
| SB Left Number of Lanes | 1 | Left Only | | |
| SB Left Lane Volume | $\frac{102}{1}$ | = | 102 | Critical |
| NB Thru/Right Number of Lanes | 1 | Thru | | |
| | 1 | Thru & Right | | |
| NB Thru/Right Lane Volume | $\frac{606 + 172}{2}$ | = | 389 | Critical |
| Critical Volume | 102 | + | 389 | = 491 Critical |

Enlightenment Plaza Project - Manual Adjustment
Intersection #10 - Virgil Ave. & Temple St. & Silver Lake Blvd.
Future With Street Vacation - PM Peak

12/20/2019

Ø 2 Temple St. (WB)

| | | | | |
|------------------|---------------|---|------------|-----------------|
| Number of Lanes | 1 Thru & Left | | | |
| | 1 Thru | | | |
| Thru Lane Volume | | = | 137 | Critical |

Ø 3 Silver Lake Blvd. (WB)

| | | | | |
|---------------------------|----------------------|---|------------|-----------------|
| Number of Lanes | 1 Left Only | | | |
| | 1 Thru | | | |
| | 1 Thru & Right | | | |
| WB Left Lane Volume | $\frac{308}{1}$ | = | 308 | Critical |
| | or | | | |
| WB Thru/Right Lane Volume | $\frac{450 + 41}{2}$ | = | 246 | |

Ø 4 Temple St. (EB)

| | | | | |
|---------------------------|----------------------|---|------------|-----------------|
| Number of Lanes | 1 Left Only | | | |
| | 1 Thru | | | |
| | 1 Thru & Right | | | |
| EB Left Lane Volume | $\frac{160}{1}$ | = | 160 | |
| | or | | | |
| EB Thru/Right Lane Volume | $\frac{912 + 10}{2}$ | = | 461 | Critical |

| | | | | | | | | | |
|--|-------|---|-----|---|-----|---|-----|---|-------------|
| Critical Volumes: | 491 | + | 137 | + | 308 | + | 461 | = | 1397 |
| No. of Phases: | 4 | | | | | | | | |
| Volume/Capacity (V/C) Ratio: | 1.016 | | | | | | | | |
| V/C Less ATSAC/ATCS Adjustment: | 0.916 | | | | | | | | |
| Level of Service (LOS): | E | | | | | | | | |

**Table E.1 Future With Street Vacation
Unsignalized Intersection Analysis**

2/5/20

| Unsignalized Intersections ¹ | FWP Conditions AM Peak | | | FWP Conditions PM Peak | | |
|---|---------------------------|-----|--------------------|---------------------------|-----|--------------------|
| | Delay | LOS | Queue ² | Delay | LOS | Queue ² |
| Beverly Blvd. & Juanita Ave. | | | | | | |
| Westbound Left | 19.9 | C | 1 | 26.2 | D | 1 |
| Eastbound Left | 17.6 | C | 1 | 15.1 | C | 0 |
| Northbound Left/Through/Right | 75.5 | F | 3 | 148.5 | F | 6 |
| Southbound Left/Through/Right | 77.0 | F | 3 | 56.0 | F | 2 |
| Beverly Blvd. & Madison Ave. (N) | | | | | | |
| Southbound Left/Right | 26.8 | D | 1 | 18.7 | C | 1 |
| Eastbound Left | 18.0 | C | 1 | 15.7 | C | 1 |
| Beverly Blvd. & Madison Ave. (S) | | | | | | |
| Northbound Left/Right | 38.5 | E | 1 | 18.2 | C | 1 |
| Westbound Left | 23.4 | C | 1 | 24.8 | C | 1 |
| Virgil Ave. & Oakwood Ave. | | | | | | |
| Eastbound Left/Through/Right | 93.7 | F | 1 | 263.8 | F | 4 |
| Westbound Left/Through/Right | 30.5 | D | 1 | 57.5 | F | 1 |
| Northbound Left | 10.5 | B | 1 | 10.3 | B | 1 |
| Southbound Left | 10.8 | B | 1 | 11.9 | B | 2 |

¹ Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

**Table E.2 Future Without Street Vacation
Unsignalized Intersection Analysis**

2/6/20

| Unsignalized Intersections ¹ | FWP Without Street Vacation Conditions AM Peak | | | FWP Without Street Vacation Conditions PM Peak | | |
|---|---|-----|--------------------|---|-----|--------------------|
| | Delay | LOS | Queue ² | Delay | LOS | Queue ² |
| Beverly Blvd. & Juanita Ave. | | | | | | |
| Westbound Left | 19.7 | C | 1 | 25.6 | D | 1 |
| Eastbound Left | 17.9 | C | 1 | 15.5 | C | 1 |
| Northbound Left/Through/Right | 116.8 | F | 4 | Overflow | F | 8 |
| Southbound Left/Through/Right | 101 | F | 5 | 108.9 | F | 3 |
| Beverly Blvd. & Madison Ave. (N) | | | | | | |
| Southbound Left/Right | 27.9 | D | 1 | 20.6 | C | 1 |
| Eastbound Left | 17.9 | C | 1 | 15.5 | C | 1 |
| Beverly Blvd. & Madison Ave. (S) | | | | | | |
| Northbound Left/Right | 35.1 | E | 1 | 18.0 | C | 1 |
| Westbound Left | 23.0 | C | 1 | 24.3 | C | 1 |
| Virgil Ave. & Oakwood Ave. | | | | | | |
| Eastbound Left/Through/Right | 93.7 | F | 2 | Overflow | F | 7 |
| Westbound Left/Through/Right | 29.2 | D | 1 | 48.6 | E | 1 |
| Northbound Left | 10.4 | B | 1 | 10.1 | B | 0 |
| Southbound Left | 10.8 | B | 1 | 11.7 | B | 2 |

¹ Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

**Table E.3 Existing Conditions
Unsignalized Intersection Analysis**

2/4/20

| Unsignalized Intersections ¹ | Existing Conditions AM Peak | | | Existing Conditions PM Peak | | |
|---|--------------------------------|-----|--------------------|--------------------------------|-----|--------------------|
| | Delay | LOS | Queue ² | Delay | LOS | Queue ² |
| Beverly Blvd. & Juanita Ave. | | | | | | |
| Westbound Left | 18.5 | C | 1 | 23.5 | C | 1 |
| Eastbound Left | 16.9 | C | 1 | 14.7 | B | 1 |
| Northbound Left/Through/Right | 53.8 | F | 3 | 122.7 | F | 5 |
| Southbound Left/Through/Right | 27.8 | D | 2 | 24.8 | C | 1 |
| Beverly Blvd. & Madison Ave. (N) | | | | | | |
| Southbound Left/Right | 14.5 | B | 1 | 13.5 | B | 1 |
| Eastbound Left | 16.6 | C | 1 | 14.8 | B | 1 |
| Beverly Blvd. & Madison Ave. (S) | | | | | | |
| Northbound Left/Right | 28.3 | D | 1 | 17.2 | C | 1 |
| Westbound Left | 21.2 | C | 1 | 22.5 | C | 1 |
| Virgil Ave. & Oakwood Ave. | | | | | | |
| Eastbound Left/Through/Right | 65.0 | F | 1 | Overflow | F | 6 |
| Westbound Left/Through/Right | 24.9 | C | 1 | 37.9 | E | 1 |
| Northbound Left | 10.2 | B | 1 | 9.9 | A | 0 |
| Southbound Left | 10.5 | B | 1 | 11.4 | B | 2 |

¹ Delay and LOS for unsignalized intersections are shown for the minor stopped approaches.

² HCM 95th Percentile Queue (veh)

Table E.4 Unsignalized Intersections - Signal Warrant Analysis - Future With Street Vacation ¹

2/6/2020

| Intersection | Major Street | Minor Street | Peak Hour | Major Street | | Minor Street | | Minor Street Warrant Threshold Volume ³ | Signal Warranted |
|----------------------------------|---------------|------------------|-----------|---------------------------------------|--------------------------|--|--------------------------|--|------------------|
| | | | | Volume ² (both approaches) | # of Lanes per Direction | Volume ² (high volume approach) | # of Lanes per Direction | | |
| Beverly Blvd. & Juanita Ave. | Beverly Blvd. | Juanita Ave. | AM | 2,542 | 3 | 65 | 1 | 100 | No |
| | | | PM | 2,609 | 3 | 83 | 1 | 100 | No |
| Virgil Ave. & Oakwood Ave. | Virgil Ave. | Oakwood Ave. | AM | 1,882 | 2 | 41 | 1 | 100 | No |
| | | | PM | 1,940 | 2 | 33 | 1 | 100 | No |
| Beverly Blvd. & Madison Ave. (S) | Beverly Blvd. | Madison Ave. (S) | AM | 2,578 | 3 | 21 | 1 | 100 | No |
| | | | PM | - | - | - | - | - | - |

Note:

1. Warrant analysis for intersections at LOS E or LOS F in Future With Project conditions.
2. Future With Project volumes.
3. Caltrans Traffic Manual - Figure 9-8 Peak Hour Volume Warrant (Urban Areas).

Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - AM Peak Hour

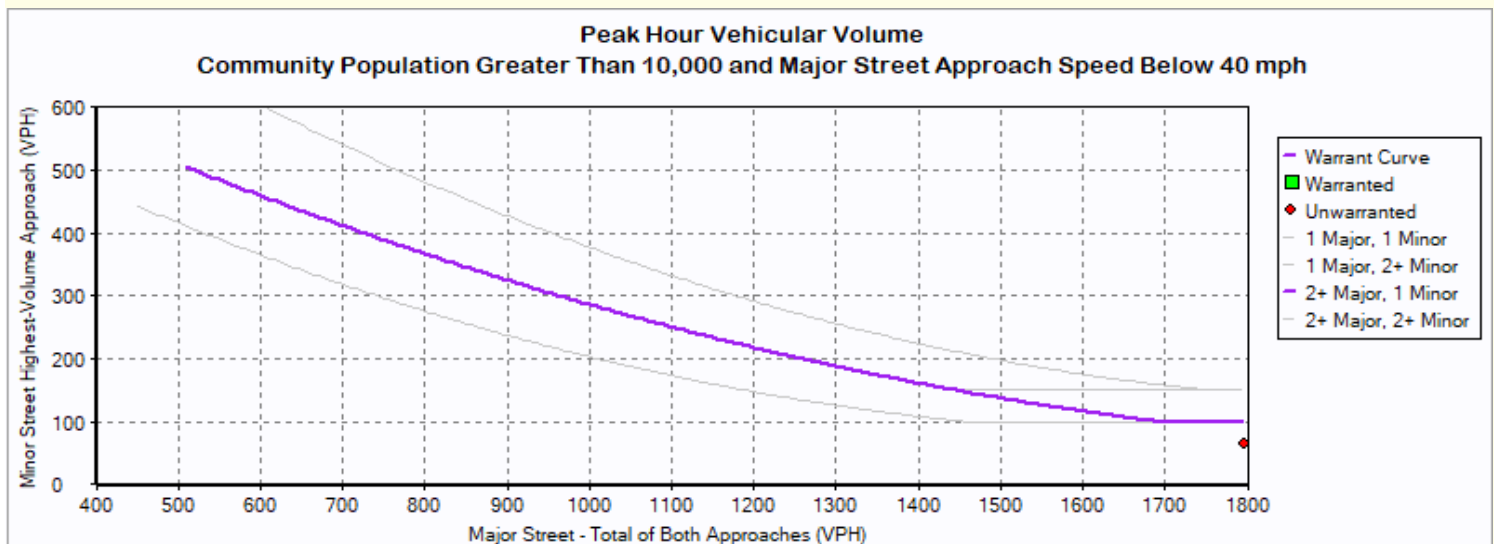
Intersection Information

| | Major Street | Minor Street |
|-----------------|---------------|--------------|
| Street Name | Beverly Blvd. | Juanita Ave. |
| Direction | EB/WB | NB/SB |
| Number of Lanes | 3 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - AM Peak Hour

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 7:45 | 2,542 | 65 |

Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - PM Peak Hour

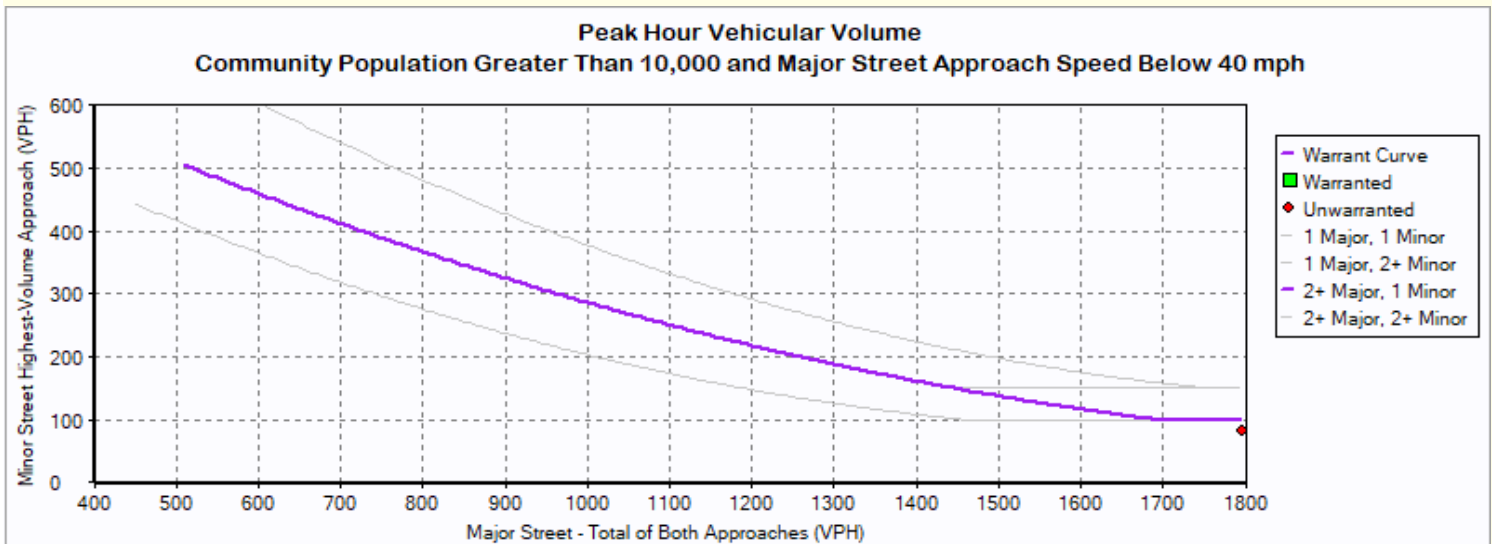
Intersection Information

| | Major Street | Minor Street |
|-----------------|---------------|--------------|
| Street Name | Beverly Blvd. | Juanita Ave. |
| Direction | EB/WB | NB/SB |
| Number of Lanes | 3 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

13: Beverly Blvd. & Juanita Ave. - Future With Street Vacation - PM Peak Hour

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 15:30 | 2,609 | 83 |

Warrant 3: Peak Hour

14: Beverly Blvd. & Madison Ave. (S) - Future With Street Vacation - AM Peak Hour

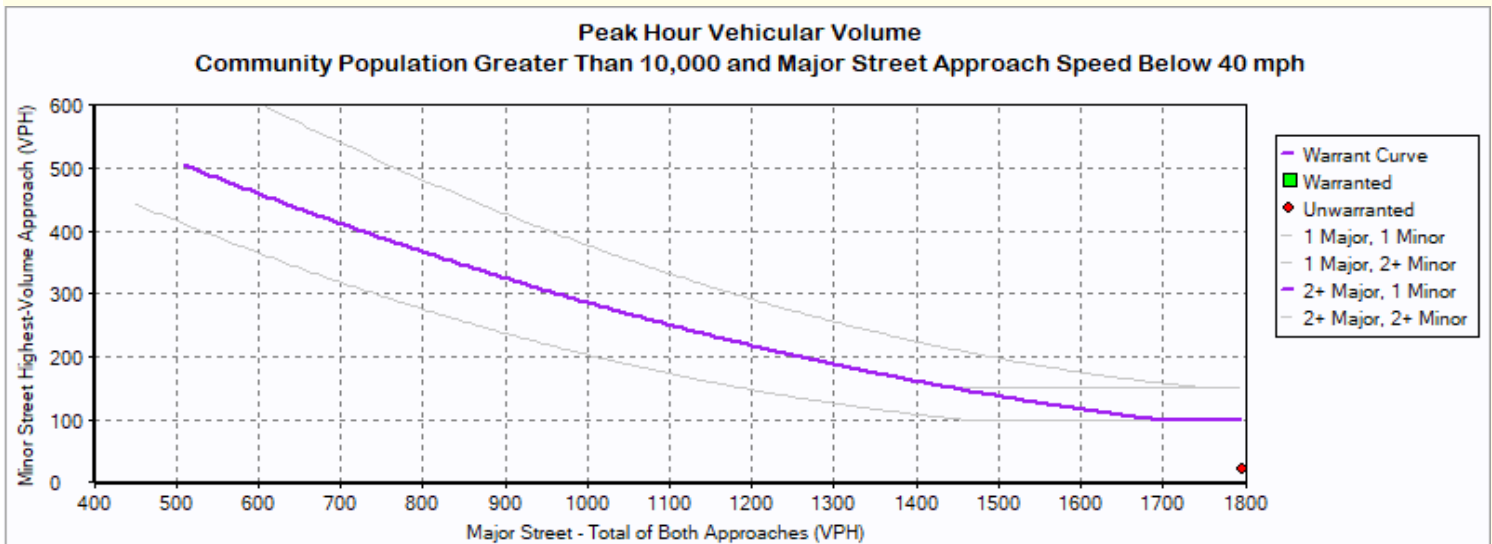
Intersection Information

| | Major Street | Minor Street |
|-----------------|---------------|--------------|
| Street Name | Beverly Blvd. | Madison Ave. |
| Direction | EB/WB | NB |
| Number of Lanes | 3 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population? | No | | |
| Condition A Met? | No | Condition B Met? | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

14: Beverly Blvd. & Madison Ave. (S) - Future With Street Vacation - AM Peak Hour

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 7:30 | 2,578 | 21 |

Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - AM Peak Hour

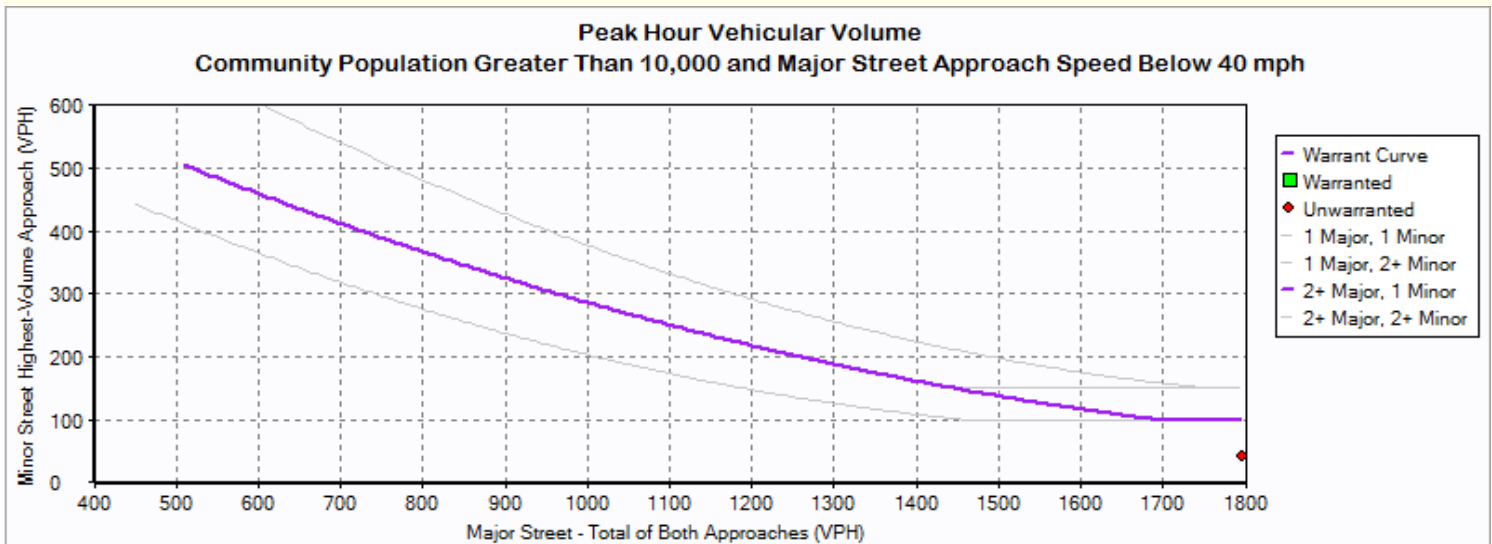
Intersection Information

| | Major Street | Minor Street |
|-----------------|--------------|--------------|
| Street Name | Virgil Ave. | Oakwood Ave. |
| Direction | NB/SB | EB/WB |
| Number of Lane: | 2 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population: | No | | |
| Condition A Met: | No | Condition B Met: | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - AM Peak Hour

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------------|--|---|
| 7:30 | 1,882 | 41 |

Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - PM Peak Hour

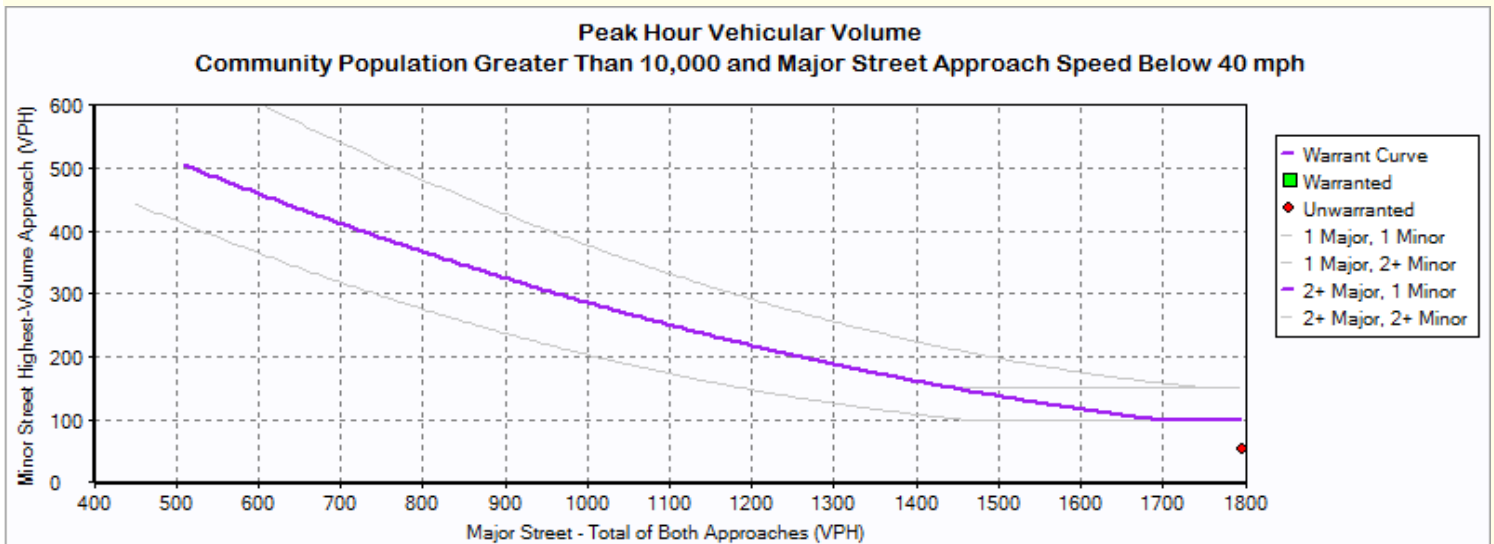
Intersection Information

| | Major Street | Minor Street |
|-----------------|--------------|--------------|
| Street Name | Virgil Ave. | Oakwood Ave. |
| Direction | NB/SB | EB/WB |
| Number of Lane: | 2 | 1 |
| Approach Speed | 30 | 30 |

Warrant 3 Met? **No**

Details

| | | | |
|---|--------------------------|------------------|--------------------------|
| Low Population: | No | | |
| Condition A Met: | No | Condition B Met: | No |
| Notes | 0 Hours met (1 required) | Notes | 0 Hours met (1 required) |
| Minor Approach Time Delay Condition Met? | Not Met | | |
| Minor Approach Volume Condition Met? | Not Met | | |
| Total Entering Intersection Volume Condition Met? | Not Met | | |



Warrant 3: Peak Hour

15: Virgil Ave. & Oakwood Ave. - Future With Street Vacation - PM Peak Hour

| Hour | Major Street Total All Approaches (vph) | Minor Street Highest Volume Approach (vph) |
|-------|---|--|
| 16:30 | 1,940 | 33 |