Appendix T

Transportation Addendum

Appendix T.1

Transportation Addendum

MEMORANDUM

To:	Eileen Hunt Los Angeles Department of Transportation	Date:	February 27, 2020
From:	David S. Shender, P.E. Jason A. Shender Linscott, Law & Greenspan, Engineers	LLG Ref:	5-17-0315-1
Subject:	**Traffic Analysis Addendum for the Our Lady of Mt. Lebanon Project**		

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This traffic analysis addendum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide an addendum to the traffic analysis for the proposed Our Lady of Mt. Lebanon project ("the Project") located at 333 S. San Vicente Boulevard in the City of Los Angeles (the "Project Site"). LLG previously prepared a traffic impact study dated April 16, 2019 (the "approved traffic study") for the Project based on the Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines*, December 2016 (the "2016 Guidelines"). The findings of the approved traffic study were confirmed in the LADOT traffic assessment letter dated August 1, 2019. The approved traffic study concluded that, based on the 2016 Guidelines, the Project would not create a significant impact at any of the 14 study intersections analyzed in the approved traffic study.

This traffic analysis addendum has been prepared to address the following items:

- Minor Change in Project Description. The approved traffic study evaluated a Project including a proposed church component with 31,342 square feet of building floor area. LLG understands the proposed size of the church component has increased slightly to 31,439 square feet (i.e., an increase of 97 square feet). This traffic analysis addendum evaluates the relative changes in the trip generation forecast for the Project based on the minor change in the proposed floor area for the church component.

- Traffic Operations in the Alley Adjacent to the Project Site. An assessment of traffic operations has been prepared related to the public alley that abuts the north side of the Project Site. As described in the approved traffic study, vehicular access to the Project Site is proposed via the alley across from the existing vehicular access to the Westbury Terrace residential condominium building ("Westbury Terrace"). The analysis has been prepared to evaluate traffic operations in the alley following buildout and occupancy of the Project.

- Vehicle Miles Traveled (VMT) Analysis. In compliance with State law, LADOT issued a revised *Transportation Assessment Guidelines* document dated July 2019 (the "2019 Guidelines"). The 2019 Guidelines provide a new methodology and thresholds of significance for evaluating project transportation impacts related to development projects based on an analysis of

VMT. The VMT analysis for the Project has been prepared per the 2019 Guidelines and is provided herein.

- Updated List of Related Projects. The list of related projects used in the approved traffic study has been updated to reflect information current as of January 2020.

- Updated Traffic Impact Analysis. In conjunction with the updated list of related projects, updated Levels of Service (LOS) traffic impact analyses for "Future Cumulative Baseline" and "Future Cumulative with Project" conditions have been prepared using the methodologies and significant traffic impact criteria utilized by the Cities of Los Angeles, Beverly Hills, and West Hollywood when the Project entered into a Memorandum of Understanding (MOU) agreement with LADOT on May 11, 2018.

Accordingly, LLG has prepared this traffic analysis addendum to provide: (1) an analysis of traffic operations in the public alley adjacent to the Project; (2) a VMT analysis for the Project based on the 2019 Guidelines; (3) an updated list of related projects; and (4) an updated LOS traffic impact analysis.

Minor Change in the Project Description

The approved traffic study evaluated a Project including a proposed church component with 31,342 square feet of building floor area. LLG understands the proposed size of the church component has increased slightly to 31,439 square feet (i.e., an increase of 97 square feet of building floor area). ***Table 1*** attached provides the updated trip generation forecast for the Project based on the slight change in the church floor area. As shown in *Table 1*, the Project is forecast to generate 43 net new morning (AM) peak hour trips, 53 net new afternoon (PM) peak hour trips, and 651 net new daily trips.

Table 7-1 in the approved traffic study provides the trip generation forecast for the Project based on the prior assumed building floor area for the church component. As shown in Table 7-1, the trip generation forecast for the Project was calculated to be 43 net new AM peak hour trips, 53 net new PM peak hour trips, and 650 net new daily trips. When compared to the updated trip generation forecast provided in *Table 1*, the minor change in the building floor area for the church component does not result in any increase in the calculated number of weekday AM and PM peak hour vehicle trips due to the Project. Further, the minor change in the building floor area for the church will result in the forecast of one (1) additional daily vehicle trip when

compared to the forecast provided in the approved traffic study. Accordingly, it is concluded that the minor change in the proposed building floor area for the church component of the Project will not change the analysis and findings related to the relative traffic impacts of the Project as evaluated in the approved traffic study.

Alley Analysis

An analysis of the public alley that abuts the north side of the Project Site has been prepared to assess traffic operations following buildout of the Project. As described in the approved traffic study, vehicular access to the Project Site is proposed via the alley across from the existing vehicular access to the existing Westbury Terrace. The analysis has been prepared to evaluate traffic operations in the alley during the weekday morning (AM) commuter peak hour, the weekday afternoon (PM) commuter peak hour (including arriving traffic related to an event at the church), as well as the peak hour of vehicle traffic exiting the Project following an event at the church.

Existing Conditions

As noted above, the Project Site is located at 333 S. San Vicente Boulevard. The existing Project Site is currently developed with the existing Our Lady of Mt. Lebanon church facilities (the "Existing Church"), which include: a one-story, 6,848-square-foot cathedral; three ancillary church buildings with a total of 12,370 square feet of floor area, including a two-story, 2,520-square-foot rectory, a one-story, 5,426 square-foot social hall; a three-story, 4,424-square-foot building with offices and meeting rooms; and a surface parking lot. Vehicular access to the parking area serving the Existing Church is currently provide by two driveways along Burton Way and at two points along the public alley that abuts the north side of the Project Site. Access to the parking areas serving Westbury Terrace is provided via two driveways along the north side of the alley, across from the existing vehicular access points to the parking area serving the Existing Church. An aerial photo indication the location of the vehicular access points to the Existing Church and Westbury Terrace is provided in ***Figure 1***.

Proposed Project

The proposed Project includes 153 residential apartment units and 31,439 square feet of church floor area. The Project includes 397 vehicle parking spaces in a subterranean garage. The parking spaces will serve both the residential and church components of the Project. A site plan for the Project is provide in ***Figure 2***.

Vehicular access to the Project parking garage will be provided via the alley in the general location of the access to the parking area serving the Existing Church. As shown on *Figure 2*, the access to the proposed parking area will provide two lanes for inbound traffic and one lane for outbound traffic.

Upon completion of the Project, the Existing Church would resume normal operations, which include holding 25 to 30 events each year, consisting of weddings, funerals, and other church events. These events would primarily take place in the multi-purpose room, which would have a capacity of approximately 475 people. While the frequency of these events would remain the same, the size of some of these events would increase because the multi-purpose room would have a larger capacity than the existing social hall, which has a capacity of approximately 230 people. In addition, it is expected that six to eight community events would be held in the multi-purpose room each year.

While a majority of the larger events at the church/multi-purpose room are expected to occur on weekends, some events may occur on weekdays, primarily in the evening. For purposes of evaluating traffic movements within the alley related to Westbury Terrace, this traffic analysis conservatively assumes an event at the church with 475 attendees occurring on a weekday evening, with peak pre-event traffic arriving during the weekday PM commuter peak hour ("Pre-Event") and peak post-event traffic departing later in the evening (e.g., in the 9:00 – 11:00 PM timeframe).

Existing Traffic Volumes

Manual traffic counts of vehicular turning movements were conducted on Thursday, November 14, 2019 at each of the existing church and Westbury Terrace driveways along the alley during the weekday AM commuter peak period, the weekday PM commuter peak period (which would coincide with the assumed arrival of pre-event traffic for a church event), as well as during the evening hours that could coincide with vehicle traffic exiting the Project following an event at the church ("Post-Event"). Specifically, manual traffic counts of vehicles were conducted from 7:00 AM to 10:00 AM, 3:00 PM to 6:00 PM, and 9:00 PM to 11:00 PM. The highest one-hour volume of traffic was determined at each location based on the data collected. The existing traffic volumes at the driveways during the weekday AM commuter peak hour, the Pre-Event peak hour (coinciding with the weekday PM commuter peak hour), and Post-Event peak hour are shown in ***Figures 3***, ***4***, and ***5***, respectively. Summary data worksheets of the manual traffic counts at the driveways are contained in ***Appendix A***.

Figure 3 and *Figure 4* display the existing traffic volumes entering and exiting the Westbury Terrace parking garage via the alley during the weekday AM and PM commuter peak hours, respectively. During the AM peak hour, 27 vehicles were counted (7 inbound, 20 outbound) at the Westbury Terrace driveways as shown on *Figure 3*. Similarly, during the PM peak hour, 20 vehicles were counted (16 inbound, 4 outbound) at the Westbury Terrace driveways as shown on *Figure 4*. For informational purposes, the counted trip generation at the Westbury Terrace driveways was compared to the number of trips that would be forecast using applicable trip generation rates from the ITE *Trip Generation Manual*. For the 82 units at Westbury Terrace, application of the ITE trip rates (0.31 trips/unit for the AM peak hour and 0.36 trips/unit for the PM peak hour) results in a forecast of 25 trips in the AM peak hour and 29 trip in the PM peak hour for Westbury Terrace. The actual trips counted at the Westbury Terrace driveways during the commuter peak hours are generally within the range of what would be forecast using the ITE trip rates.

Project Trip Generation and Assignment

The trip generation forecast for the Project is provided in the attached *Table 1* (which has been updated from the trip generation forecast provided in the approved traffic study due to a slight change in the church floor area as previously discussed. The Project on a typical weekday is forecast to result in 48 AM peak hour trips (14 inbound trips/34 outbound trips) and 60 PM peak hour trips (35 inbound trips/25 outbound trips). Figure 7-1 from the approved traffic study provides the forecast trip distribution of Project traffic to the alley (i.e., vehicles approaching/departing to and from the east and west.).

As noted above, upon completion of the Project, events held at the Existing Church would have a capacity of approximately 475 people. For this analysis, the following assumptions have been made:

- Approximately 90% of guests (i.e., 428 guests) would arrive in a private automobile, at an average rate of 3 persons per vehicle[1]. This would result in 143 vehicles requiring parking at the site.

[1] The *Shared Parking* manual (Second Edition) published by the Urban Land Institute recommends a vehicle occupancy of three persons per car for purposes of forecasting parking demand at entertainment venues such as live theaters.

- The remaining 10% of guests (i.e., 47 guests) would arrive by other means, including Uber/Lyft, walking, etc. Guests arriving and departing by Uber/Lyft would utilize the Project's proposed passenger loading area on San Vicente Boulevard and therefore would not utilize the Project's vehicle entry/exit on the alley.

- It is conservatively assumed the 143 vehicles related to guests at a peak event would arrive and depart in a one-hour period, although it is more likely that arrivals and departures would be dispersed over a greater period of time.

Existing with Project Traffic Volumes

As previously noted, the existing traffic volumes in the alley at the Existing Church and Westbury Terrace driveways during the weekday AM, PM, and Post-Event peak hours are presented in *Figures 3*, *4*, and *5*, respectively. The forecast traffic volumes associated with the Project are then added to the existing volumes to obtain the Existing with Project traffic volumes, which are shown on ***Figures 6***, ***7***, and ***8*** for the weekday AM commuter peak hour, Pre-Event peak hour, and Post-Event peak hour, respectively. The Pre-Event and Post-Event peak hour trips in *Figures 7* and *8* include traffic associated with both the residential building, the church space and a special event in the multi-purpose room at the maximum occupancy of 475 people.

Driveway Operation Analysis

An analysis was prepared to evaluate expected operations in the alley upon buildout of the Project. The operational analysis was prepared using the existing and forecast weekday AM, PM, and Post-Event peak hour traffic counts in the alley. Motorist delay and vehicle queuing in the alley have been calculated at the Project and Westbury Terrace driveways for the Existing and Existing with Project conditions. The analysis was prepared using the unsignalized intersection methodology provided in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board. The HCM methodology allows the analysis of turning movements at the driveway, with the following specific outputs:

- Control delay (measured in vehicles/seconds): Control delay is the estimated time that the average motorist will require to wait prior to completing a specific turning movement at an intersection during the analyzed peak hour.

- Level of Service (LOS): A qualitative description of operations at an intersection, ranging from LOS A to F. LOS is defined based on calculated amount of motorist delay.

- 95th Percentile Vehicle Queue: The calculated length of vehicle queues waiting to complete a specific turning movement at an intersection during the analyzed peak hour. The 95th percent confidence level indicates that the queue will be at or below this length 95 percent of the time during the analyzed peak hour.

Control delay, LOS, and 95th Percentile Vehicle Queue calculations have been prepared for the Project driveway under Existing and Existing with Project conditions during the AM, PM, and Post-Event peak hours. ***Table 2*** provides a summary of the HCM analysis for the alley during the analyzed peak hours. The HCM data worksheets for the driveway are contained in ***Appendix B***.

Key points from the data provided in *Table 2* are as follows:

- Vehicles currently exiting the Westbury Terrace driveways onto the alley currently experience minimal delay during the commuter peak hours (average delay calculated at approximately 8.5 seconds per motorist, which corresponds with LOS A operations). Note this is generally the minimum delay value produced by the HCM analysis for motorists turning left from a minor approach or driveway. There are minimal vehicle queues related to vehicles exiting the Westbury Terrace driveways onto the alley (i.e., less than one exiting vehicle queuing into the Westbury Terrace parking areas during the commuter peak hours).

- Vehicles currently turning left into the Westbury Terrace driveways from the eastbound alley also experience minimal delay during the commuter peak hours (average delay calculated at approximately 7.3 seconds per motorists, which corresponds with LOS A operations). Note this is generally the minimum delay value produced by the HCM analysis for motorists turning left from a roadway to a minor approach or driveway. There are minimal vehicle queues related to vehicles attempting to turn left into the Westbury Terrace driveways from the alley (i.e., less than one vehicle queuing on the alley during the commuter peak hours).

- With the Project, there would be a slight increase, in some circumstances, in the calculated average delay or vehicle queuing related to motorists entering or exiting the Westbury Terrace driveways on the alley during the weekday AM commuter peak hour, the weekday Pre-Event peak hour (conservatively assumed in this analysis to coincide with the weekday commuter PM peak hour), and the Post-Event peak hour. This is due primarily to the following: (1) the relatively low volume of existing through traffic on the alley (i.e.,

vehicles traveling in the alley between Holt Avenue and San Vicente Boulevard); (2) the relatively small number of vehicles currently entering and exiting the Westbury Terrace driveways; and (3) the limited nature of conflicting traffic movements between existing vehicles entering and exiting the Westbury Terrace driveways and future vehicles entering and exiting the Project driveway. More specifically:

- AM Peak Hour. As shown in *Figure 6*, during the weekday AM peak hour, 15 cars were counted to turn right from the Westbury Terrace driveways (one car every four minutes). Future vehicles turning to or from the Project driveway would not be in conflict with the outbound right turns from Westbury Terrace because the Westbury Terrace vehicles turning right from the driveways have the assigned right-of-way over future vehicles turning to and from the Project driveway. *Figure 6* also shows five vehicles turning left from the Westbury Terrance driveways during the AM peak hour (one car every 12 minutes). The three vehicles forecast to turn left from the alley into the Project driveway (one car every 20 minutes) and the nine vehicles forecast to turn right from the Project driveway (one car every 6.5 minutes) would be the only additional conflict for vehicles turning left from the Westbury Terrace driveways during the AM peak hour. Finally, *Figure 6* shows three cars turning left from the alley into the Westbury Terrace driveways during the weekday AM peak hour (one car every 20 minutes). Future vehicles turning to or from the Project driveway will not be in conflict with this left-turn because vehicles turning left from the alley to the Westbury Terrace driveways have the assigned right-of-way over future vehicles turning to and from the Project driveway.

- Pre-Event Peak Hour. As shown in *Figure 7* (which includes cumulative traffic associated with the residential building, the church space and a special event in the multi-purpose room at the maximum occupancy of 475 people), during the weekday Pre-Event peak hour (conservatively assumed in this analysis to coincide with the weekday PM commuter peak hour), two cars were counted to turn right from the Westbury Terrace driveways (one car every 30 minutes). Future vehicles turning to or from the Project driveway will not be in conflict with the outbound right turns from Westbury Terrace because the Westbury Terrace vehicles turning right from the driveways have the assigned right-of-way over future vehicles turning to and from the Project driveway. *Figure 7* also shows two vehicles turning left from the Westbury Terrance driveways during the PM peak hour (one car

every 30 minutes). The 44 vehicles that are forecast to turn left into the Project driveway (one car every 90 seconds), and the six vehicles that are forecast to turn right from the Project driveway (one car every 10 minutes), would be the only additional conflict for the two vehicles turning left from Westbury Terrace driveways, resulting in the incremental increase in the average delay per motorist for vehicles exiting the Westbury Terrace driveways during the Pre-Event peak hour as shown in *Table 2* (from 8.6 seconds to 9.2 seconds). Additionally, *Figure 7* shows 15 cars turning left into the Westbury Terrace driveways from the alley during the weekday Pre-Event peak hour (one car every four minutes). Future vehicles turning to or from the Project driveway would not be in conflict with this left-turn because vehicles turning left from the alley to the Westbury Terrace driveways have the assigned right-of-way over future vehicles turning to and from the Project driveway. Finally, *Figure 7* shows the forecast of 134 vehicles (approximately one car every 27 seconds) entering the alley from Holt Avenue and turning right into the Project driveway. Most of these forecast right-turn vehicles are related to traffic arriving for a special event. These right-turn vehicles do not conflict, and therefore, would not cause any additional delay to existing motorists entering or exiting the Westbury Terrace driveway, whether by a left-turn or right-turn traffic movement. This is another reason why the Pre-Event traffic volumes associated with the Project do not materially change motorist delay related to inbound and outbound traffic movements at the Westbury Terrace driveways.

- Post-Event Peak Hour. As shown in *Figure 8*, during the weekday Post-Event peak hour, no cars were counted to turn left or right from the Westbury Terrace driveways. Therefore, Project vehicle traffic related to the Post-Event peak hour would not affect traffic movements exiting Westbury Terrace. *Figure 8* also shows four cars turning left into the Westbury Terrace driveways during the weekday Post-Event peak hour (one car every 15 minutes). Future vehicles turning to or from the Project driveway would not be in conflict with this left-turn because vehicles turning left from the alley to the Westbury Terrace driveways have the assigned right-of-way over future vehicles turning to and from the Project driveway.

In summary, the traffic analysis concludes that the Project would not materially change traffic operations on the alley, specifically as it relates to inbound and outbound traffic movements associated with the Westbury Terrace residential development.

VMT Calculation

In September 2013, the Governor's Office signed Senate Bill (SB) 743, starting a process that changes the way transportation impact analysis is conducted under the California Environmental Quality Act. Within the State's CEQA Guidelines, these changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies VMT as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

In July 2019, the Los Angeles City Council formally adopted VMT as the criteria for determining transportation impacts of development projects. In conjunction with the adoption of VMT, LADOT issued the 2019 Guidelines. Further, LADOT issued a memorandum dated August 9, 2019 stating that while traffic studies prepared and approved under the 2016 Guidelines will still be honored, it recommends that these projects also evaluate VMT as part of their transportation analysis. Accordingly, this VMT calculation has been prepared for the Project consistent with the 2019 Guidelines.

The VMT calculation has been prepared for the Project using Version 1.2 of the LADOT's VMT Calculator. The VMT results for the Project are contained within ***Appendix C***. It is noted that within the VMT Calculator, 'Church' is not one of the available land use types. Therefore, per the 2019 Guidelines, a custom VMT calculation has been prepared within the VMT Calculator for the church component of the Project.

Household VMT

As shown in *Appendix C*, the Project's Household VMT is calculated to be 6.2 miles per Capita. The Household VMT threshold of significance applicable to the Project (located in an area under the jurisdiction of the City's Central Area Planning Commission) is 6.0 miles per Capita. Therefore, prior to consideration of potential mitigation measures, the Project's Household VMT would be calculated to have a significant impact because it exceeds the Household VMT threshold of significance. However, the Project would implement transportation demand (TDM) strategies, which are described below, to reduce the Project's Household VMT from 6.2 to 5.8 miles, which is below the Household VMT threshold of significance. Therefore, the Project's Household VMT is considered to be less than significant.

Work VMT

As shown in *Appendix C*, the Project's Work VMT is calculated to be 2.8 miles per Employee. The threshold of significance for Work VMT applicable to the Project (based on its location in the Central APC) is 7.6 miles per Employee. Therefore, the Project's Work VMT is considered to be less than significant.

Summary of TDM Strategies

As outlined in the data sheets from the VMT Calculator provided in *Appendix C*, the VMT calculation incorporates TDM strategies, both as project features and mitigation measures. The TDM strategies are listed in Table 2.2-2 of the 2019 Guidelines. The following TDM strategies will be included as features of the Project:

- Unbundle Parking
- Promotions and Marketing
- Include Bike Parking per Los Angeles Municipal Code (LAMC)
- Pedestrian Network Improvements.

Further discussion of these TDM strategies are provided in the following paragraphs.

Unbundle Parking

This strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. This strategy is applicable to residential components of development projects.

At the time of initial opening of the development, the Project includes as a project feature a charge at least $25.00 per month per parking space for a residential unit, separate from the monthly cost to rent the residential unit. As shown in *Appendix C*, the Project receives a 3.0% VMT reduction for providing unbundled parking.

Promotions and Marketing

Marketing and promotional tools will be utilized for the Project to educate and inform residents about alternative transportation options and the effects of their travel choices. Rather than two-way communication tools or tools that would encourage an individual to consider a different mode of travel at the time the trip is taken (i.e., smartphone application, daily email, etc.), this strategy includes passive educational and promotional materials, such as posters, information boards, or a website with information that residents can choose to read at their own leisure. As shown in

Appendix C, the Project receives a 4.0% VMT reduction from the use of promotions and marketing to encourage alternative transportation options.

Include Bike Parking per LAMC

Table 12.21 A.16(a)(1)(i) of the LAMC provides the required short-term and long-term bicycle parking spaces for the residential component of the Project (153 units). The short-term bicycle parking ratios are as follows:

- Dwelling Units 1-25 (25 units): 1 space per 10 units (2 spaces);
- Dwelling Units 26-100 (75 units): 1 space per 15 units (5 spaces); and
- Dwelling Units 101-200 (53 units): 1 space per 20 units (3 spaces).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25 (25 units): 1 space per unit (25 spaces);
- Dwelling Units 26-100 (75 units): 1 space per 15 units (50 spaces); and
- Dwelling Units 101-200 (53 units): 1 space per 20 units (26 spaces).

Table 12.21 A.16(a)(2) of the LAMC provides the required short-term and long-term bicycle parking spaces for the commercial components of the Project. The short-term bicycle parking ratios are as follows:

- Church (3,000 assembly area): 1 space per 350 s.f. (9 spaces).

The long-term bicycle parking ratios are as follows:

- Church (3,000 assembly area): 1 space per 700 s.f. (4 spaces).

Based on the above, the Project is required to provide 10 short-term and 101 long-term bicycle parking spaces for the residential component. For the church component, the Project is required to provide nine short-term spaces and four long-term bicycle parking spaces. As a project feature, the Project will provide the required number of short-term and long-term bicycle parking spaces for the residential and commercial components. As shown in *Appendix C*, the Project receives a 0.625% VMT reduction for providing bike parking per the LAMC.

Pedestrian Network Improvements

This strategy involves implementation of pedestrian network improvements throughout and around the Project Site that encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network.

The Project includes pedestrian access points directly to sidewalks on the adjacent streets, including San Vicente Boulevard and Burton Way, as well as the alley which borders the Project Site to the north. Additionally, as a project feature, the Project includes the improvement of existing sidewalks or the construction of new sidewalks on the above-mentioned streets adjacent to the Project Site, as well as Holt Avenue, which borders the Project Site to the west. As shown in *Appendix C*, the Project receives a 2.0% VMT reduction for providing pedestrian network improvements.

As shown in the VMT Calculator output contained within *Appendix C*, the Project, with the above-mentioned TDM strategies, is expected to generate 580 daily vehicle trips, a daily VMT of 3,312 miles, and Household VMT per Capita of 5.8 miles and a Work VMT per Employee of 2.8 miles. The 2019 Guidelines state that the Household VMT per Capita threshold for the Central APC must be 6.0 miles or less and the Work VMT per Employee must be 7.6 miles or less. Therefore, the Project, with the implementation of the TDM strategies listed above, would not have a significant VMT impact.

Updated Related Project Analysis

The traffic analysis prepared in the approved traffic study utilized related projects lists provided by LADOT, the City of Los Angeles Department of City Planning, the City of Beverly Hills Community Development Department, and the City of West Hollywood Community Development Department. The related projects list has been updated to reflect known related projects within the Project vicinity as of January 2020. The updated list of related projects in the Project Site area is presented in ***Table 3***. The location of the related projects is shown in ***Figure 9***. The updated related projects traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 10*** and ***11***, respectively.

Based on the information provided by the respective agencies, four projects have been added to the related projects list utilized in the approved traffic study. A summary of trip generation forecast of the four additional projects is provided below:

City of Los Angeles

- 316 N. La Cienega Boulevard (LA15): 20 net new AM peak hour trips, 26 net new PM peak hour trips
- 3rd and Fairfax Project (LA16): 142 net new AM peak hour trips, 87 net new PM peak hour trips
- 656 S. San Vicente Boulevard Medical Office Project (LA17): 387 net new AM peak hour trips, 473 net new PM peak hour trips

City of Beverly Hills

- 9107 Wilshire Boulevard (BH10): -74 net new AM peak hour trips, 1 net new PM peak hour trip

City of West Hollywood

Per email correspondence with the City of West Hollywood, the related projects list utilized in the approved traffic study was confirmed as current as of the release of the NOP.[2]

As shown on *Table 3*, the related projects are expected to generate a total of 2,469 net new AM peak hour trips and 3,582 PM peak hour trips. The four projects added to the related projects list are expected to generate a net increase of 475 AM peak hour trips and a net increase of 587 PM peak hour trips (e.g., 19.24% of the total AM peak hour trips and 16.39% of the total PM peak hour trips associated with the related projects, respectively).

[2] Email correspondence transmitted to Bob Cheung, Senior Transportation Planner, City of West Hollywood Department of Public Works to confirm accuracy of related projects list.

Updated Traffic Impact Analysis

LLG has prepared updated intersection Level of Service calculations for "Future Cumulative Baseline" and "Future Cumulative with Project" conditions to evaluate the potential traffic impacts in conjunction with the updated list of related projects. The relative impact of the added traffic volumes forecast to be generated by the Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the Project.

The traffic impact analysis scenarios and significance of the potential impacts of project generated traffic were identified using the traffic impact criteria set forth by the cities of Los Angeles, Beverly Hills and West Hollywood. The individual jurisdictions' impact analysis scenarios and thresholds of significance are provided by reference in the April 16, 2019 approved traffic study.

City of Los Angeles

The updated traffic impact analysis prepared for the 10 study intersections located within or shared with the City of Los Angeles using LADOT's Critical Movement Analysis (CMA) methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 4***. A description of the CMA method and corresponding Levels of Service, as well as the CMA data worksheets for the analyzed intersections are contained in ***Appendix D***.

The "Future Cumulative Baseline" conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The Volume-to-Capacity (*v/c*) ratios at all the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 3*.

As presented in column [3] of *Table 4*, nine of the 10 study intersections located within or shared with the City of Los Angeles are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the "Future Cumulative Baseline" conditions. The following intersection is expected to operate at LOS E during the peak hours shown below under the "Future Cumulative Baseline" conditions:

- Int. No. 11: La Cienega Boulevard /Beverly Boulevard — PM Peak Hour: *v/c* = 0.955, LOS E

The updated "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 12*** and ***13***, respectively.

The "Future Cumulative with Project" conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 4*, application of the City of Los Angeles' threshold criteria to the "Future Cumulative with Project" scenario indicates that the Project would not result in a significant impact at any of the 10 study intersections. Incremental, but not significant impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative with Project" conditions. The updated "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 14*** and ***15***, respectively.

City of Beverly Hills

The updated traffic impact analysis prepared for the four study intersections located within or shared with the City of Beverly Hills using the Intersection Capacity Utilization (ICU) methodology and application of the City of Beverly Hills' significant traffic impact criteria is summarized in ***Table 5***. A description of the ICU method and corresponding Levels of Service, as well as the ICU data worksheets for the analyzed intersections are contained in ***Appendix E***.

The "Future Cumulative Baseline" conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 3*.

As presented in column [3] of *Table 5*, three of the four study intersections located within or shared with the City of Beverly Hills are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the "Future Cumulative Baseline" conditions. The following intersection is expected to operate at LOS E during the peak hours shown below under the "Future Cumulative Baseline" conditions:

- Int. No. 3: Robertson Boulevard / Wilshire Boulevard — AM Peak Hour: *v/c* = 0.916, LOS E; PM Peak Hour: *v/c* = 0.903, LOS E

The updated "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 12* and *13*, respectively.

The "Future Cumulative with Project" conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 5*, application of the City of Beverly Hills' threshold criteria to the "Future Cumulative with Project" scenario indicates that the Project would not result in a significant impact at any of the four study intersections. Incremental, but not significant impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative with Project" conditions. The updated "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 14* and *15*, respectively.

City of West Hollywood

The updated traffic impact analysis prepared for the three study intersections located within or shared with the City of West Hollywood using the HCM signalized intersection methodology and application of the City of West Hollywood's significant traffic impact criteria is summarized in ***Table 6***. A description of the HCM signalized intersection method and corresponding Levels of Service, as well as the HCM data worksheets for the analyzed intersections are contained in ***Appendix F***.

The "Future Cumulative Baseline" conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The delay values at all the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 3*.

As presented in column [3] of *Table 6*, the three study intersections located within or shared with the City of West Hollywood are expected to operate at LOS C or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the "Future Cumulative Baseline" conditions. The updated "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 12* and *13*, respectively.

The "Future Cumulative with Project" conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 6*, application of the City of West Hollywood's threshold criteria to the "Future Cumulative with Project" scenario indicates that the Project would not result in a significant impact at any of the three study intersections. Incremental, but not significant impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Future Cumulative with Project" conditions. The updated "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 14* and *15*, respectively.

Summary

The conclusions of this traffic analysis addendum for the proposed Project are as follows:

- The minor change in the proposed building floor area for the church component of the Project (i.e., 97 square feet of additional building floor area) does not alter the analysis and findings related to the relative traffic impacts of the Project as evaluated in the approved traffic study

- Vehicle traffic associated with the Project would not materially affect traffic operations on the alley, specifically as it relates to inbound and outbound traffic movements associated with Westbury Terrace, including during the peak hours when a special event occurs in the multi-purpose room.

- With implementation of recommended TDM strategies, the Project's Household VMT per Capita and Work VMT per Employee impact would be less than significant based on the applicable Central APC thresholds of significance.

- The list of related projects has been updated to reflect known information current as of January 2020.

- Updated traffic impact analyses have been prepared in conjunction with the updated related projects list. The addition of the four projects to the list of related projects does not change the findings or conclusions of the approved traffic study.

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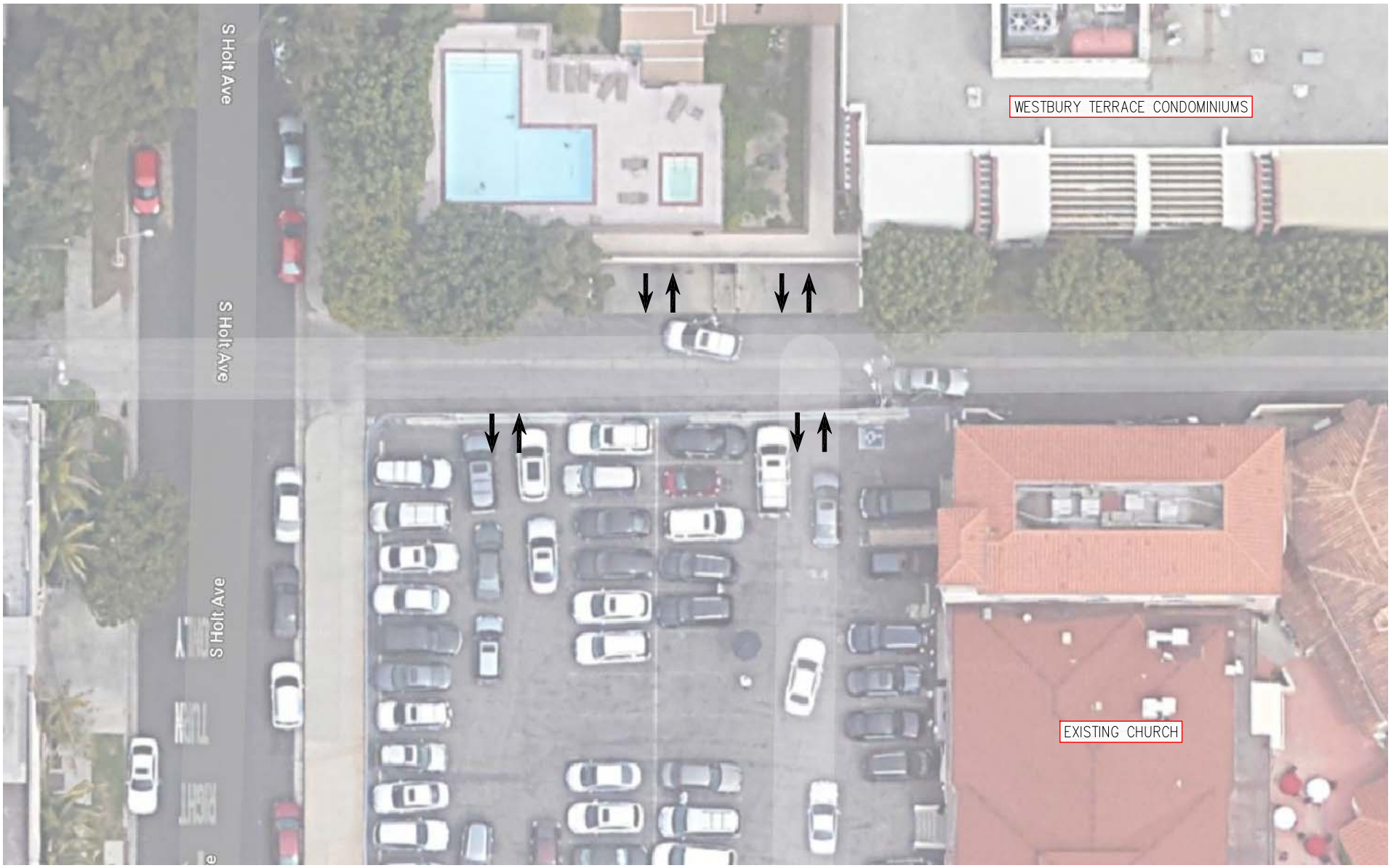

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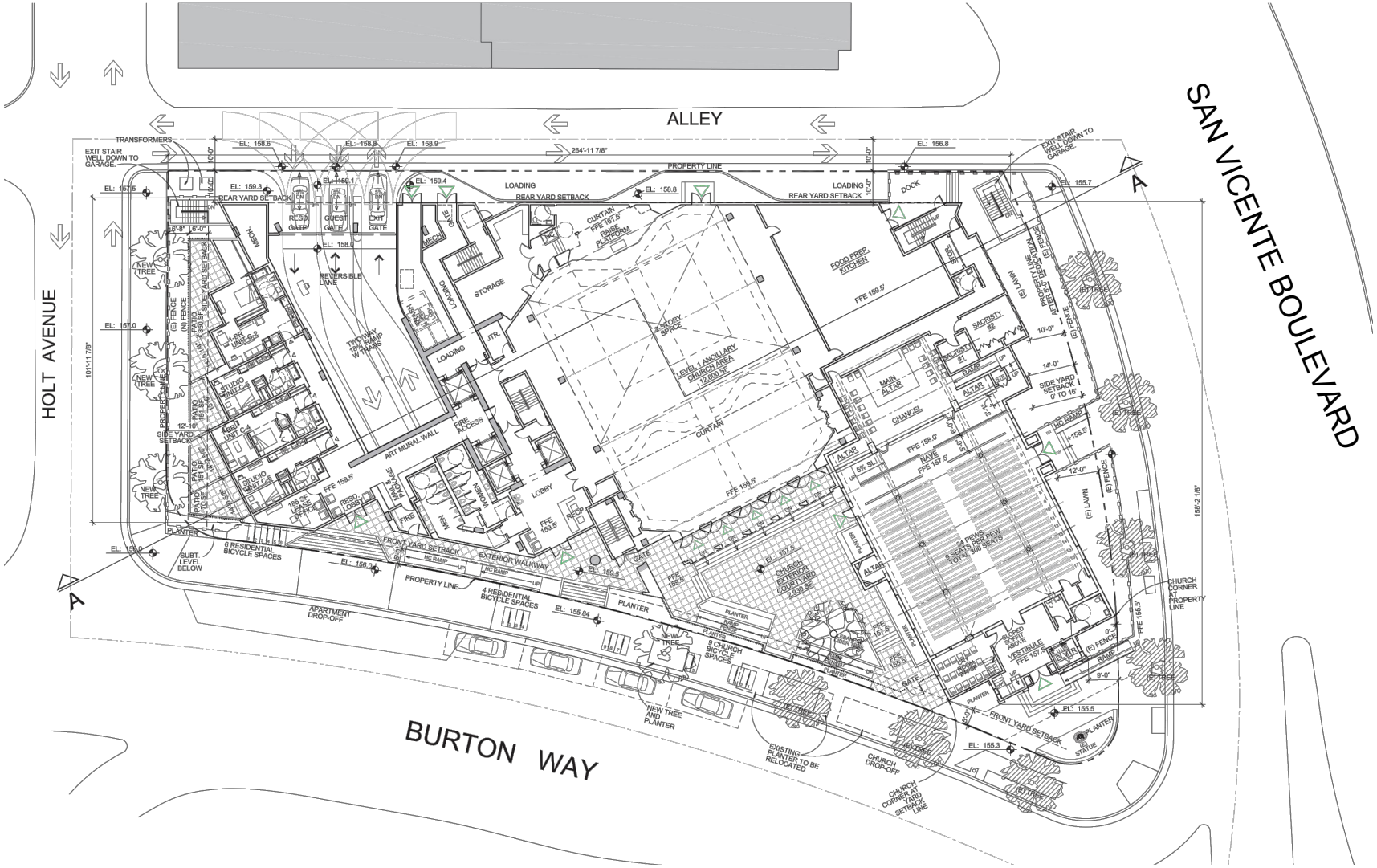
MAP SOURCE: GOOGLE MAPS

FIGURE 1
EXISTING DRIVEWAY LOCATIONS

LINSCOTT, LAW & GREENSPAN, engineers

OUR LADY OF MT. LEBANON PROJECT



MAP SOURCE: NADEL ARCHITECTURE + PLANNING

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FIGURE 2
PROJECT SITE PLAN
GROUND FLOOR PLAN

LINSCOTT, LAW & GREENSPAN, engineers

OUR LADY OF MT. LEBANON PROJECT

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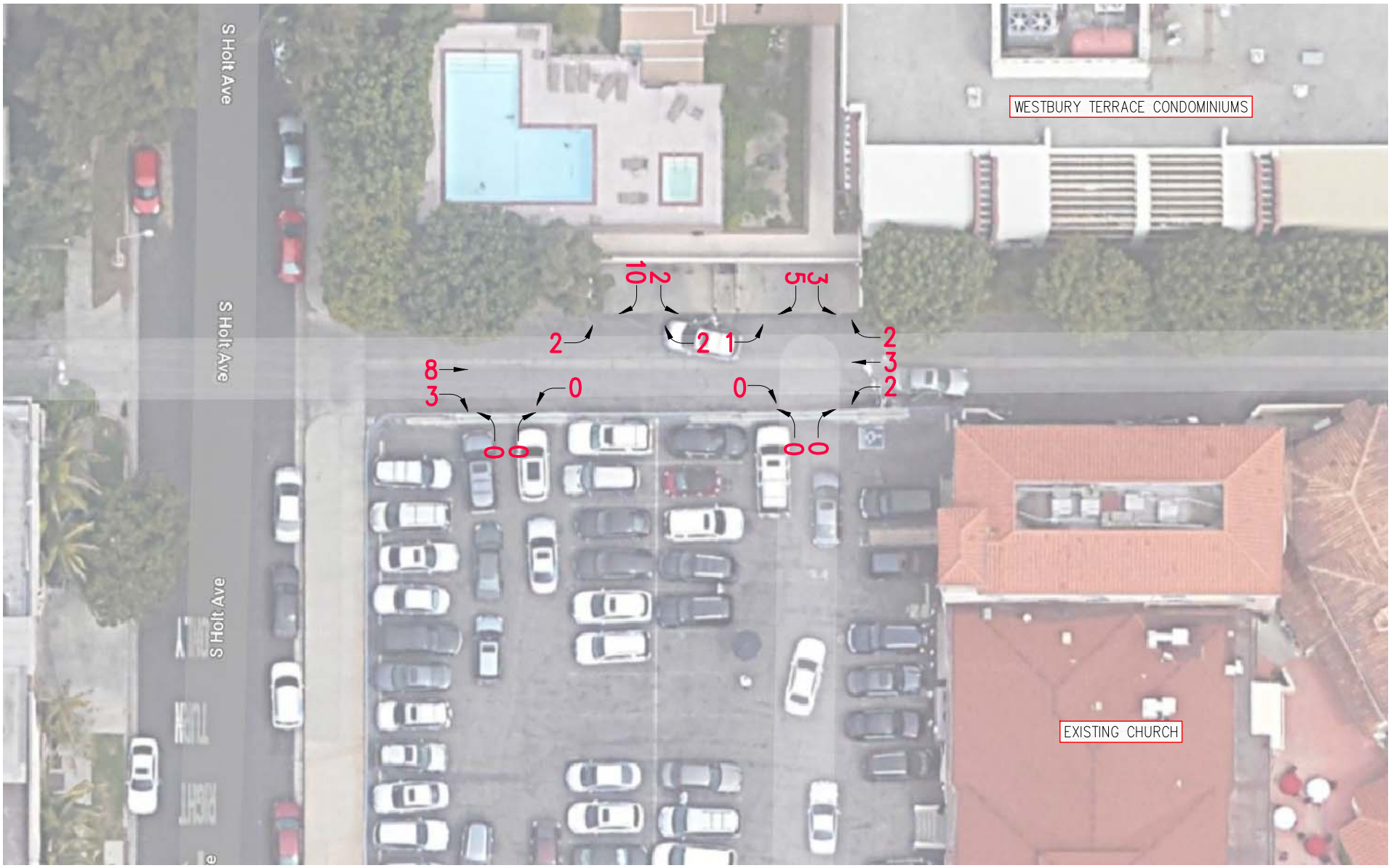

MAP SOURCE: GOOGLE MAPS

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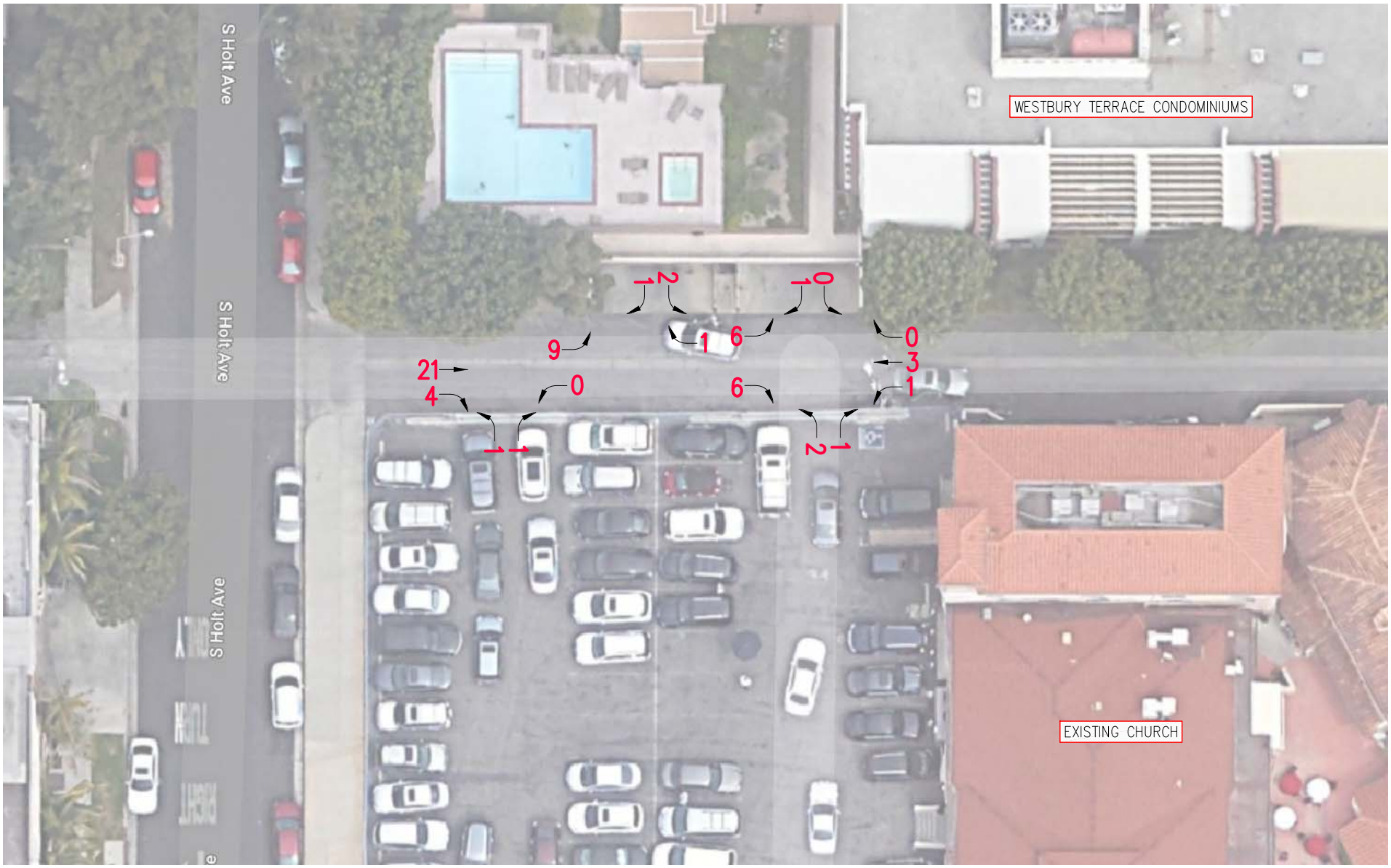
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT



MAP SOURCE: GOOGLE MAPS

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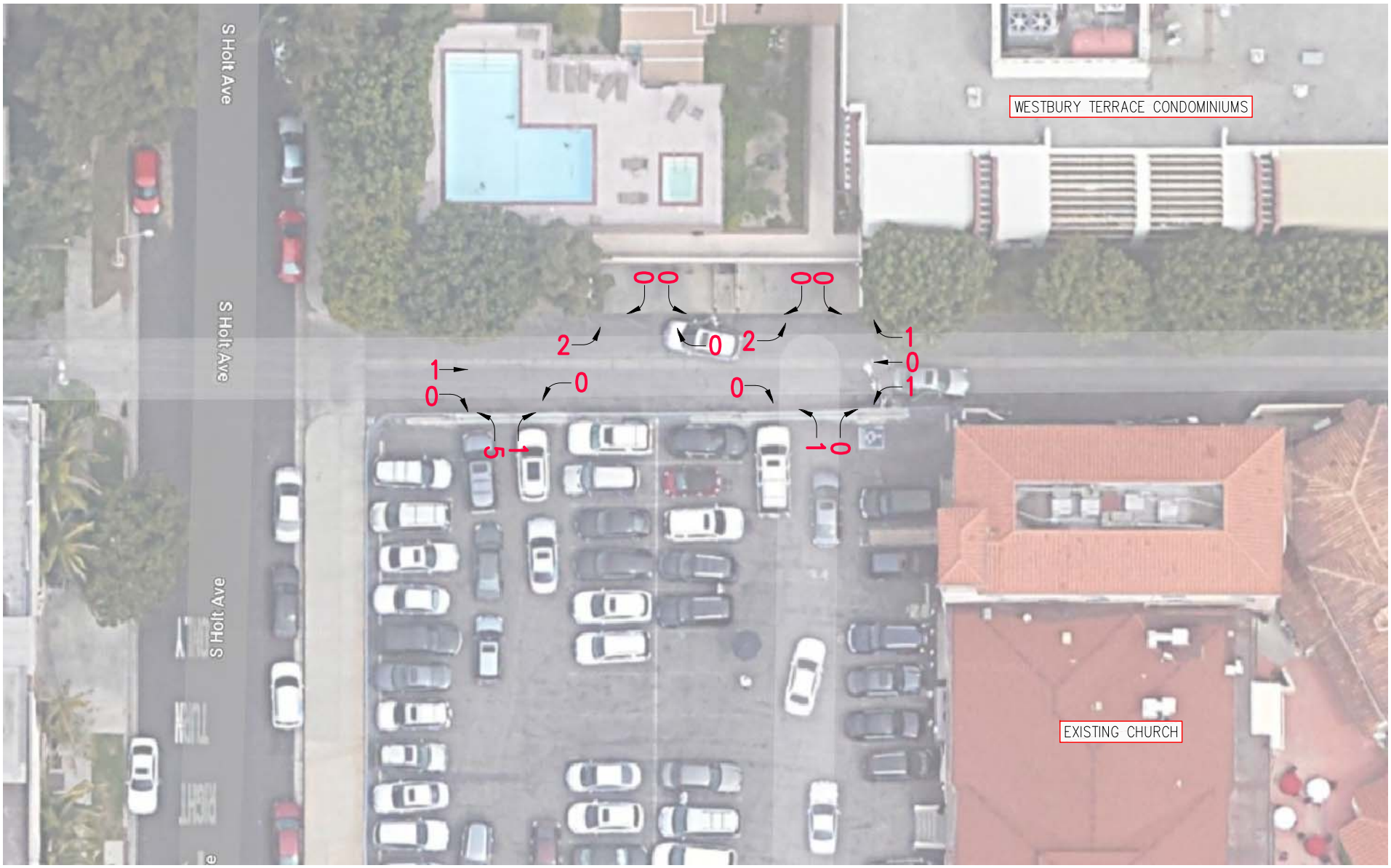
FIGURE 4
EXISTING TRAFFIC VOLUMES

WEEKDAY PRE-EVENT PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: GOOGLE MAPS

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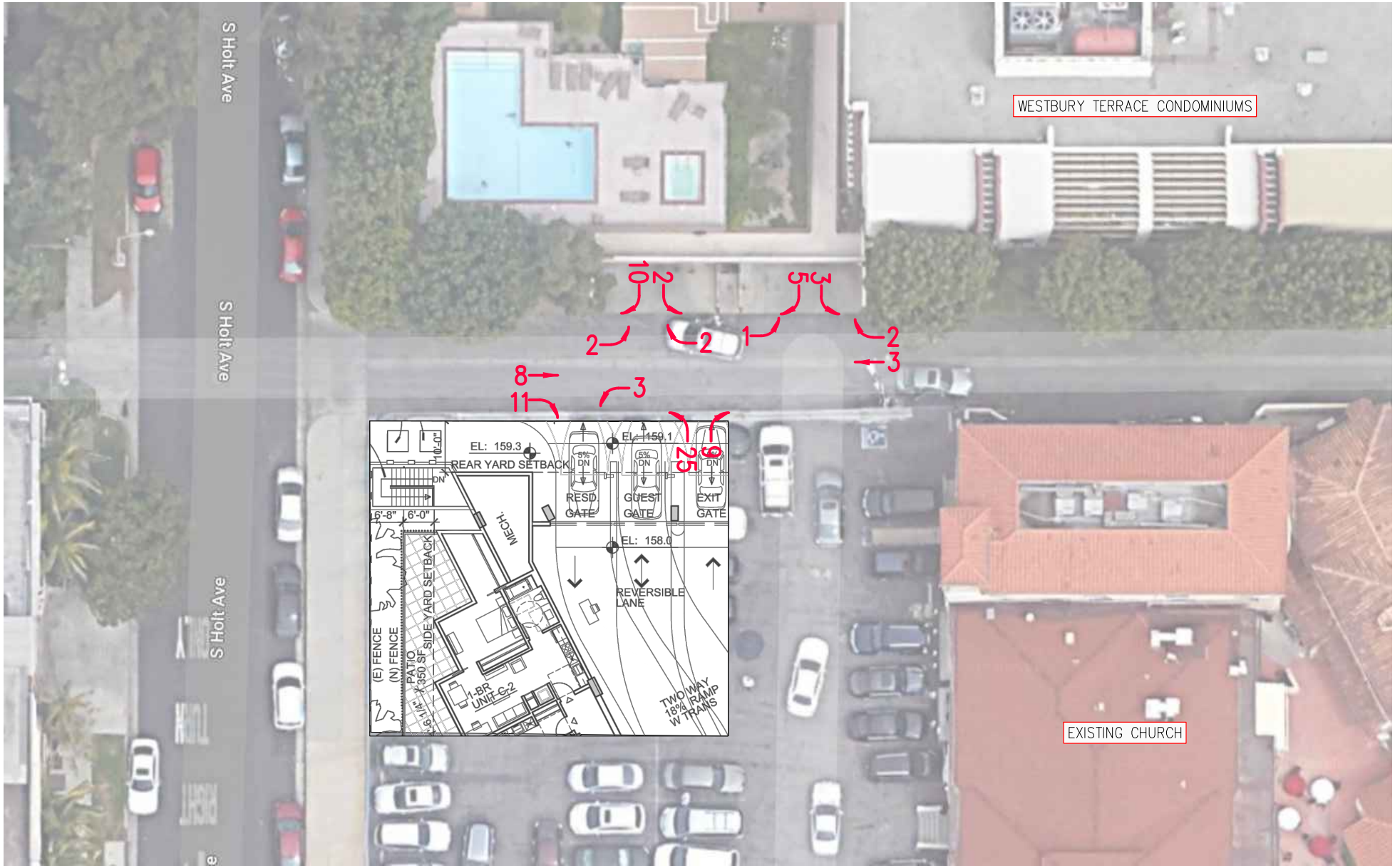
FIGURE 5
EXISTING TRAFFIC VOLUMES

WEEKDAY POST-EVENT PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



MAP SOURCE: GOOGLE MAPS

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FIGURE 6
EXISTING WITH PROJECT VOLUMES

WEEKDAY AM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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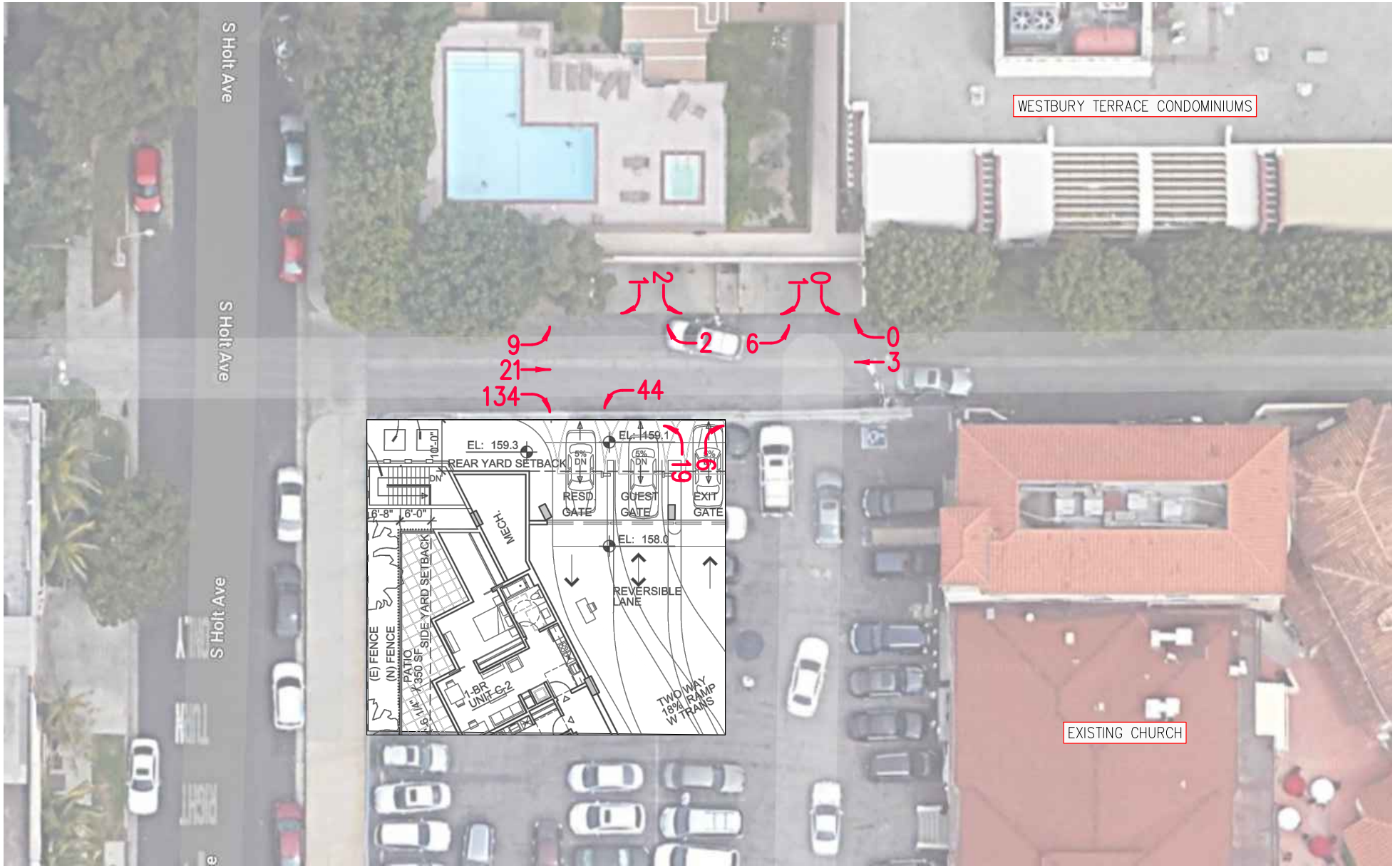

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MAP SOURCE: GOOGLE MAPS

FIGURE 7
EXISTING WITH PROJECT VOLUMES

WEEKDAY PRE-EVENT PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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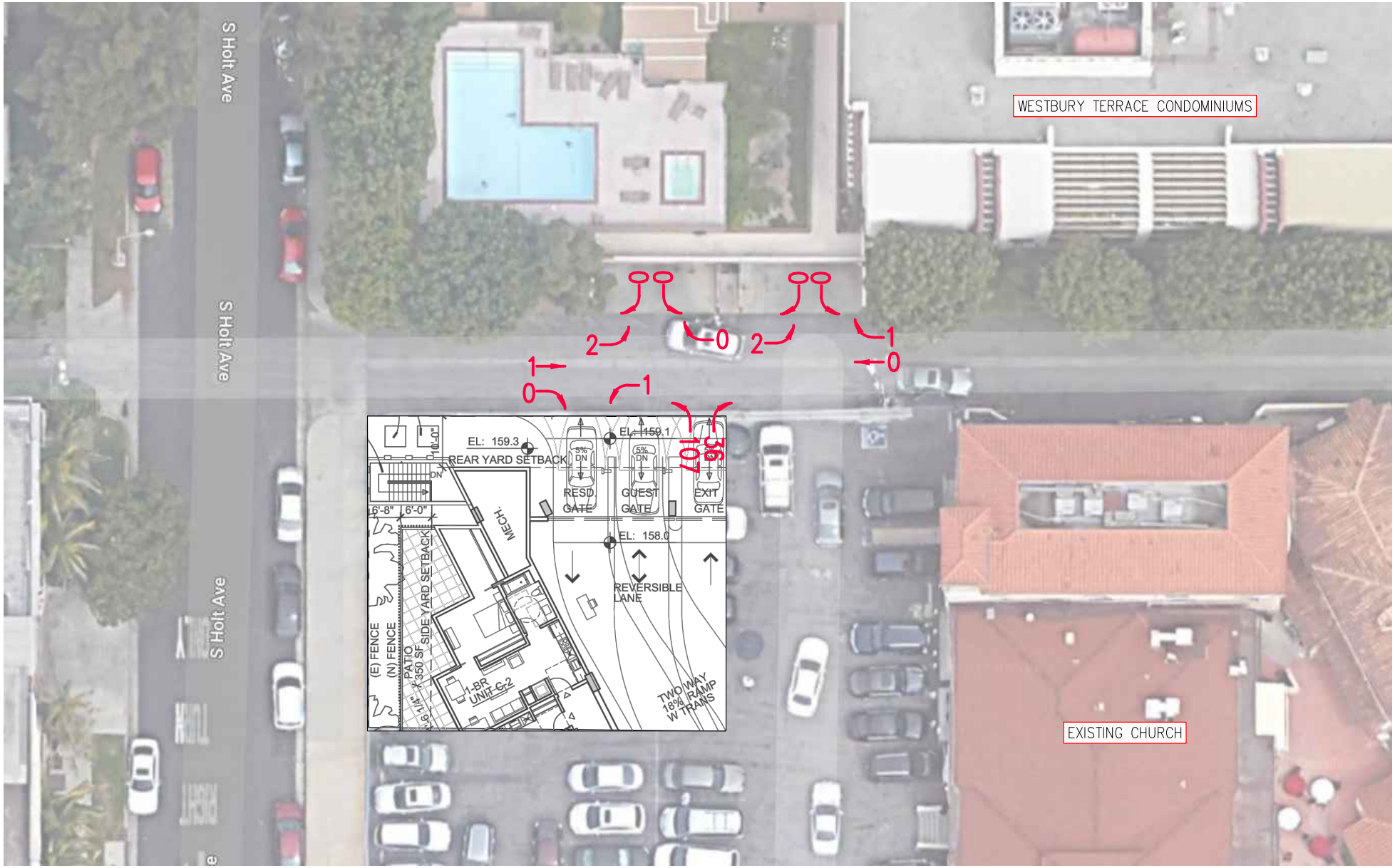

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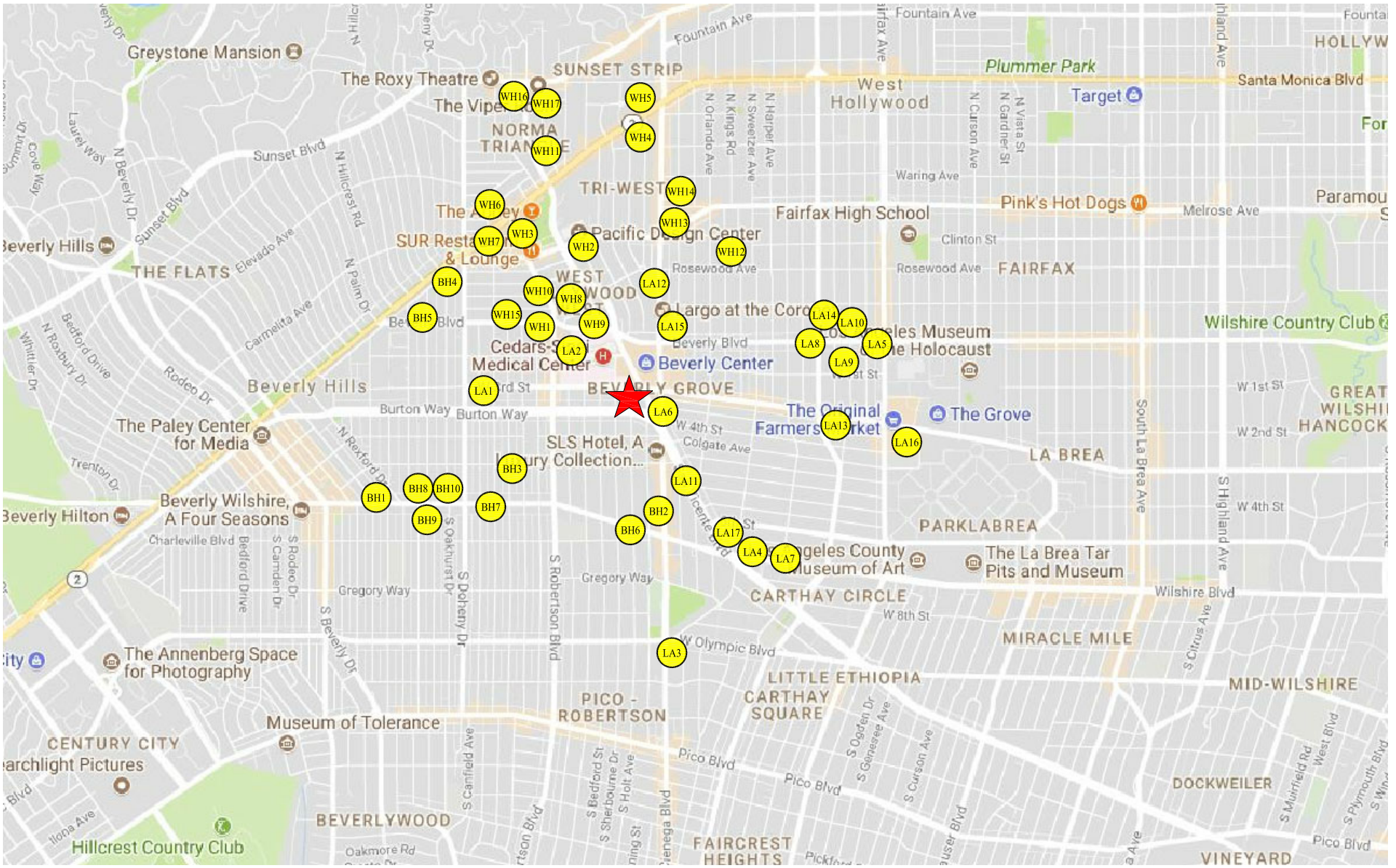
MAP SOURCE: GOOGLE MAPS

FIGURE 8
EXISTING WITH PROJECT VOLUMES

WEEKDAY POST-EVENT PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



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MAP SOURCE: GOOGLE MAPS

PROJECT SITE

(XX) RELATED PROJECT

FIGURE 9
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

OUR LADY OF MT. LEBANON PROJECT

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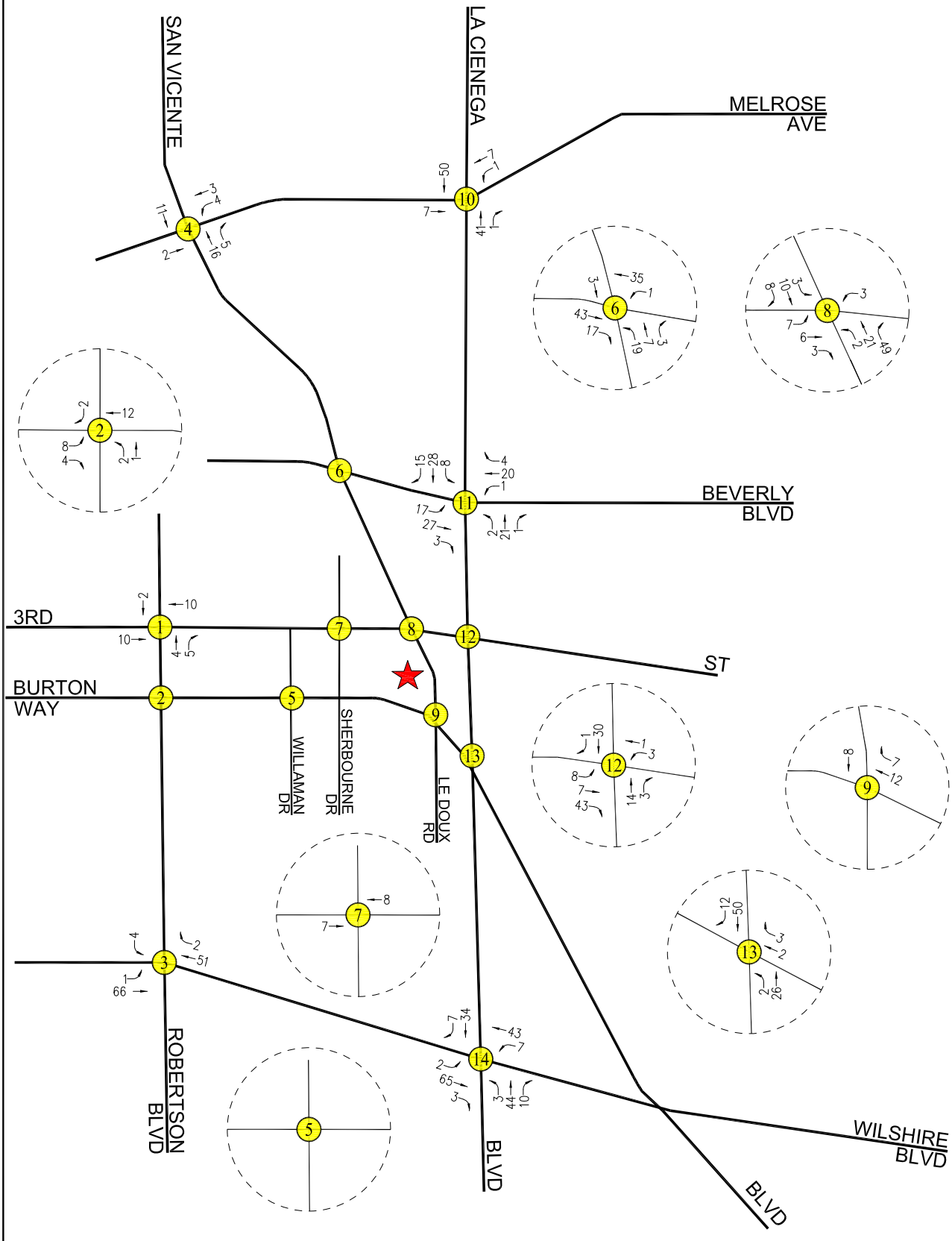

NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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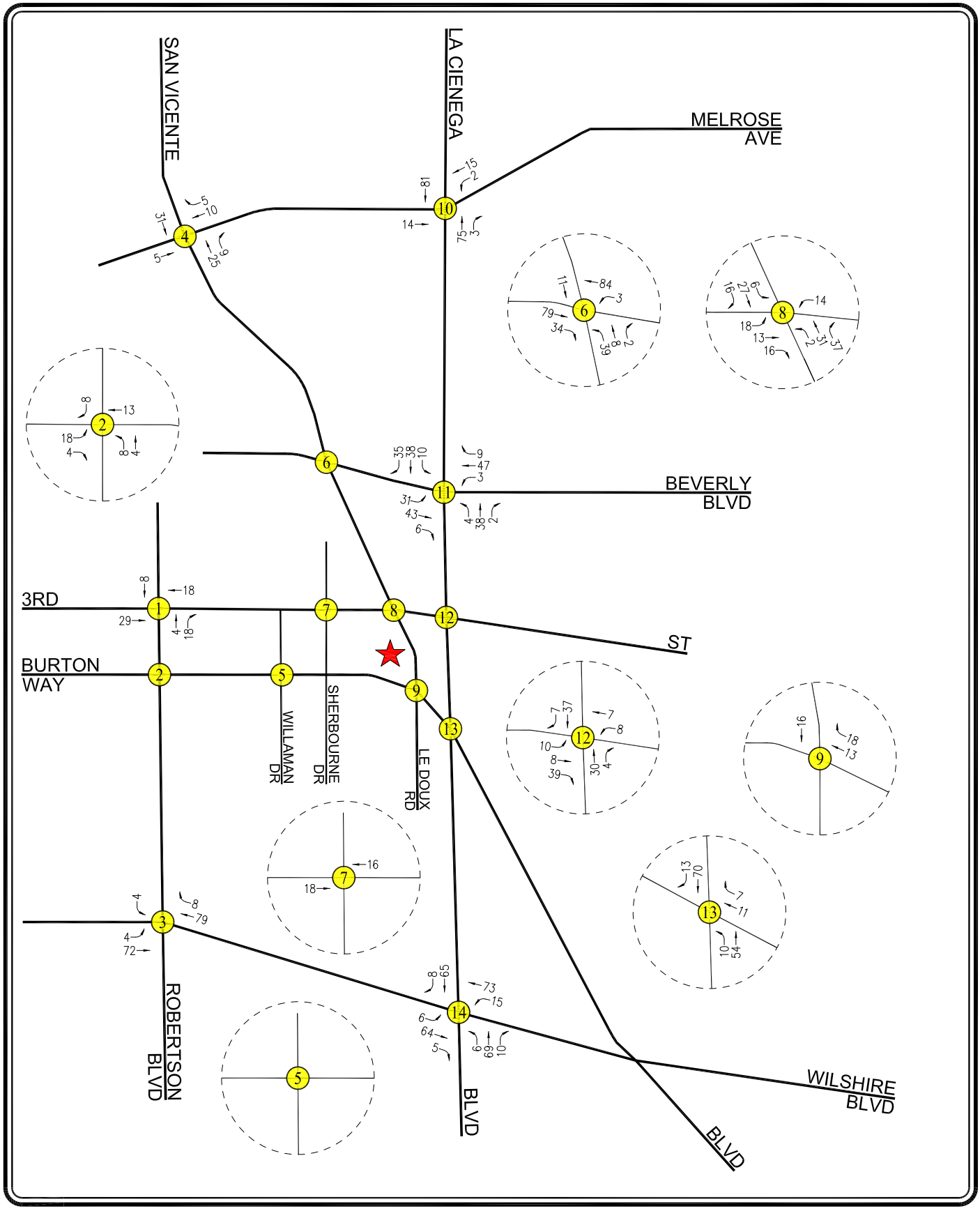

PROJECT SITE

XX STUDY INTERSECTION

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FIGURE 11
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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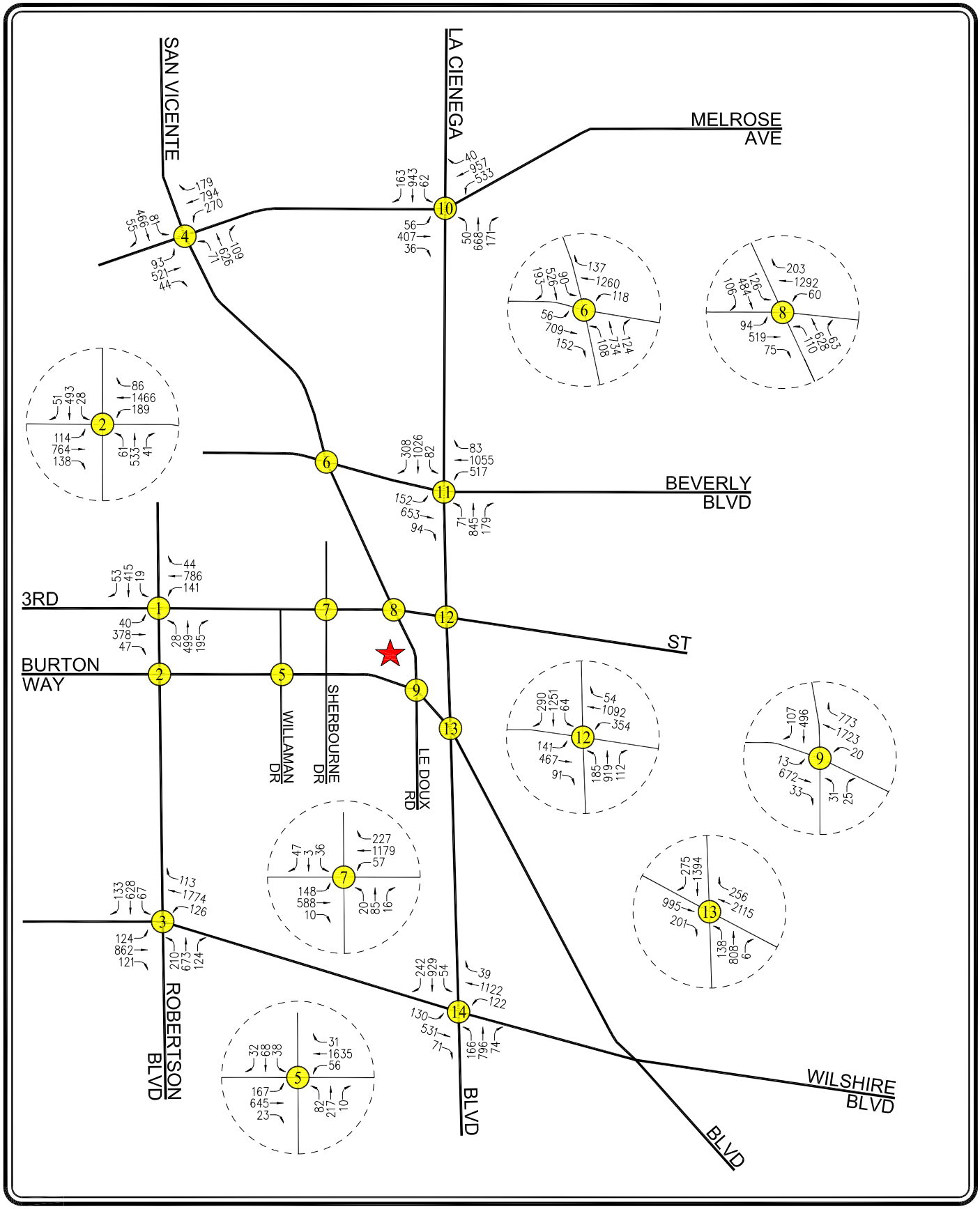

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PROJECT SITE

STUDY INTERSECTION

FIGURE 12
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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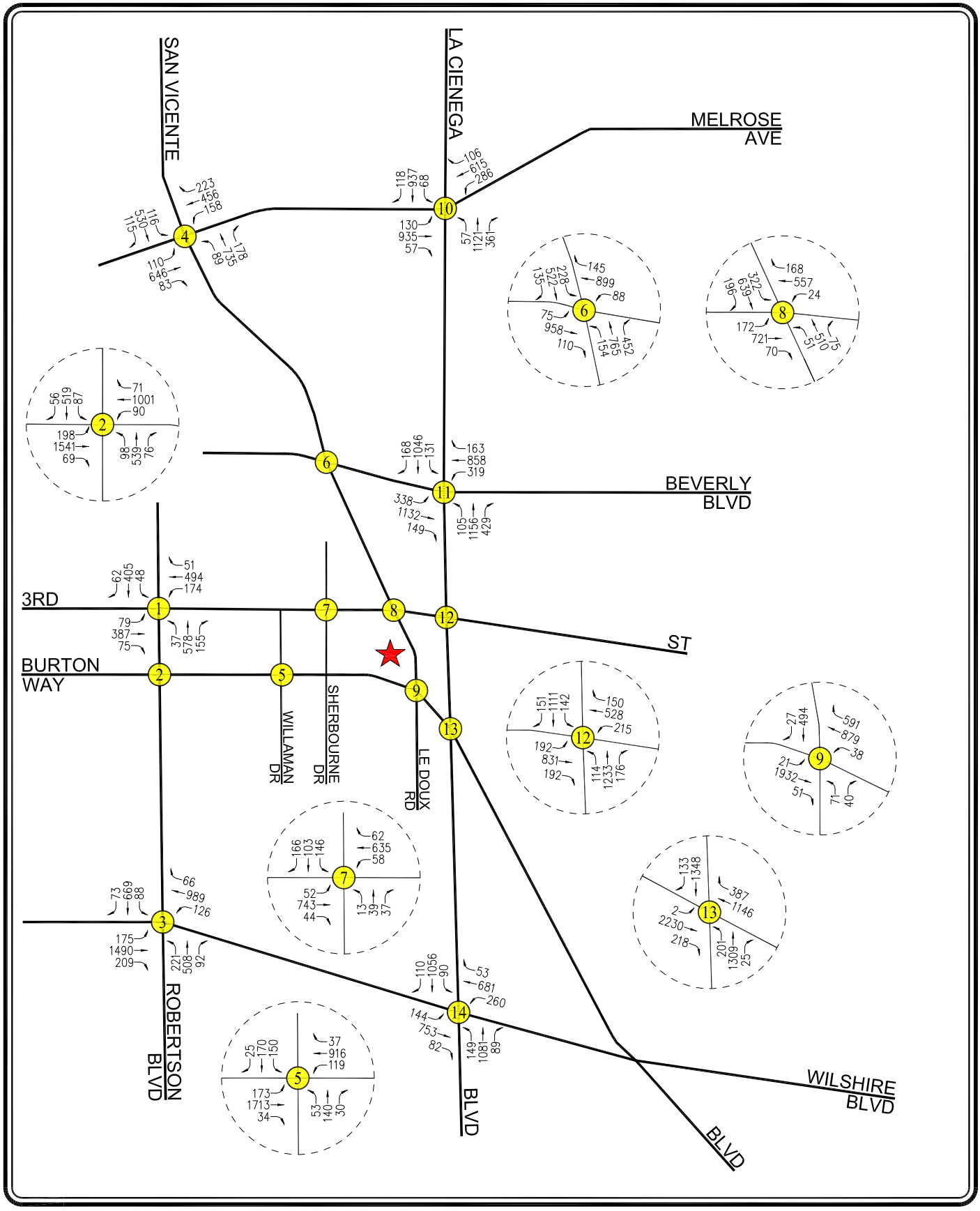

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 13
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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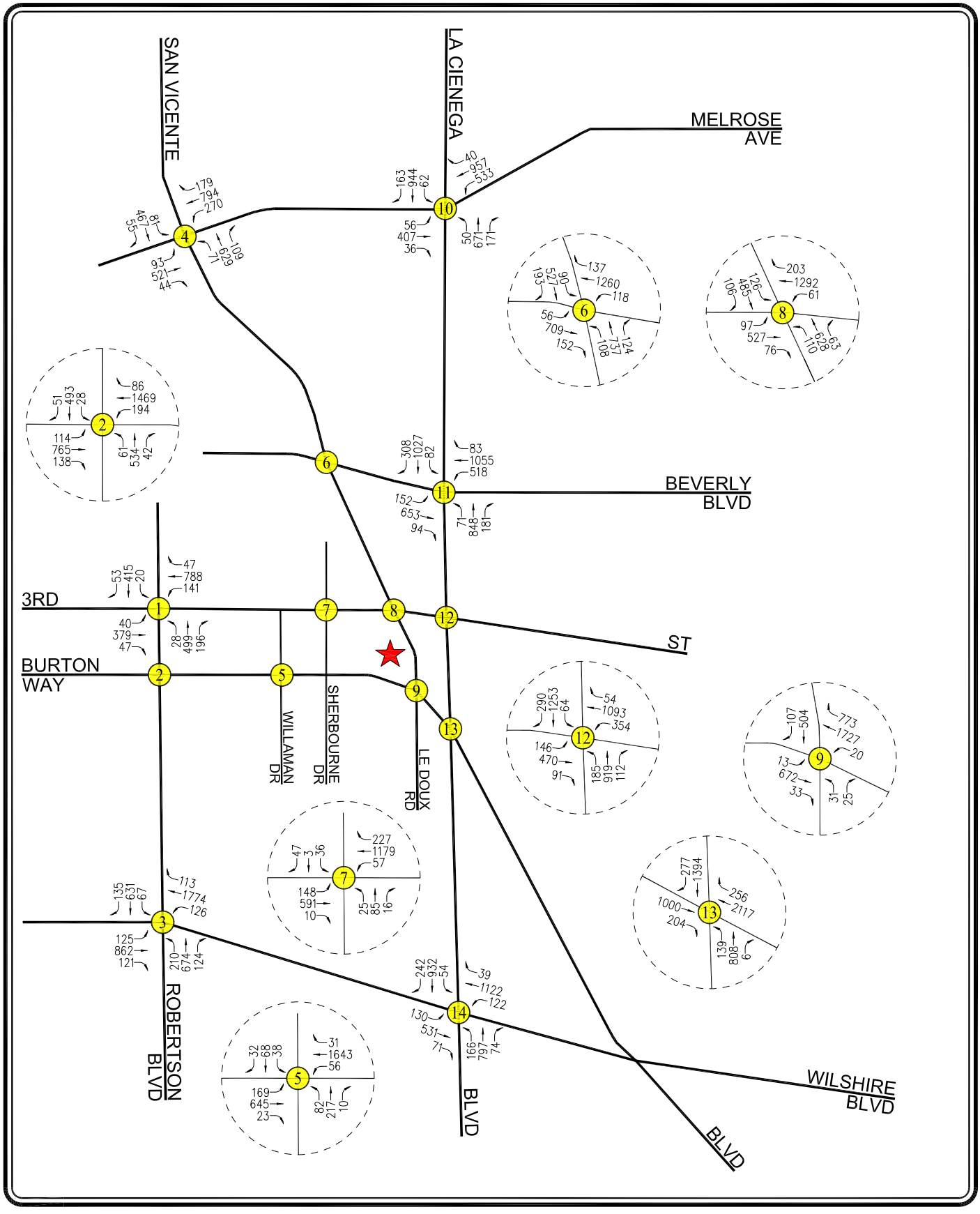

PROJECT SITE

XX STUDY INTERSECTION

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NOT TO SCALE

FIGURE 14
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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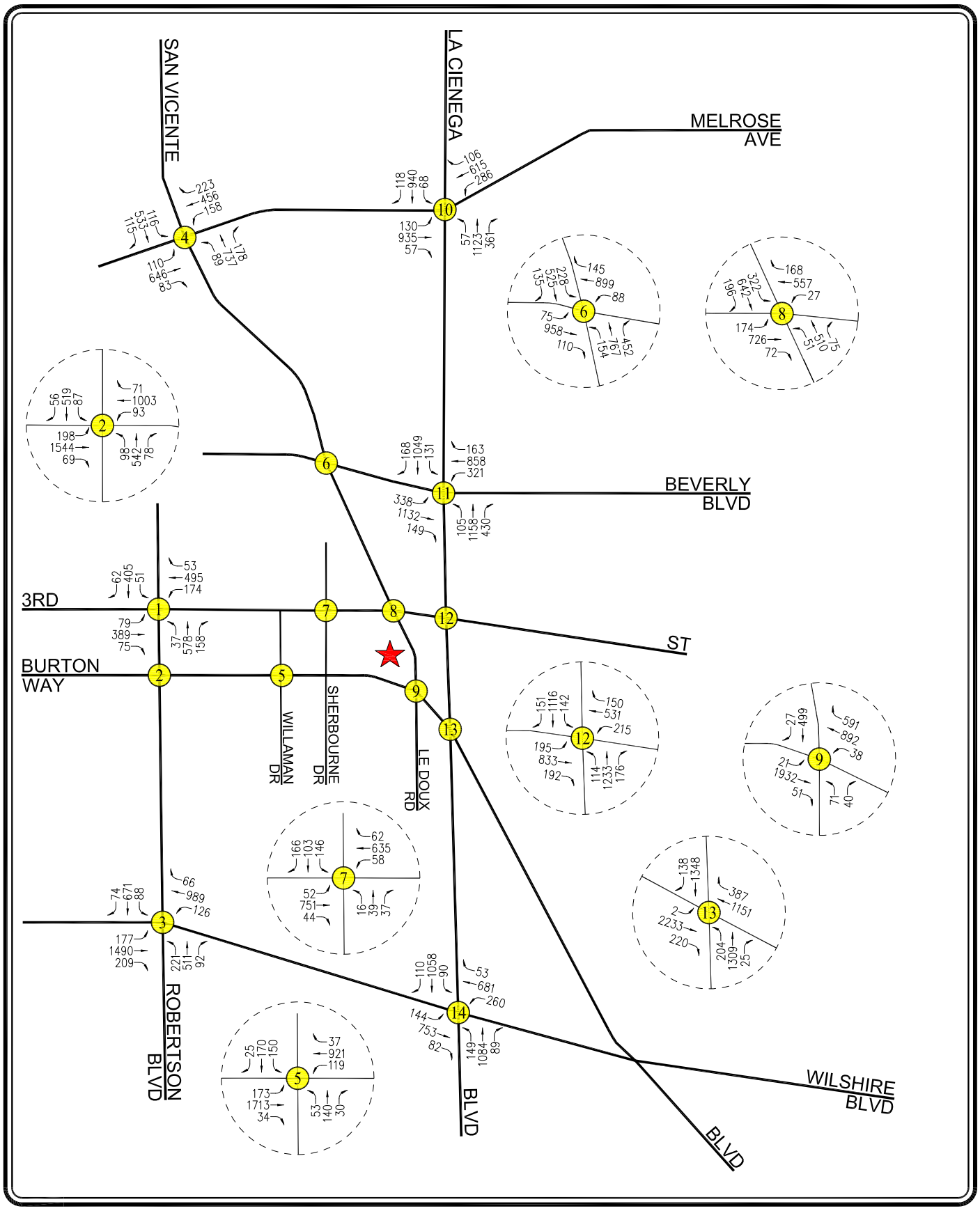

PROJECT SITE

XX STUDY INTERSECTION

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FIGURE 15
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
OUR LADY OF MT. LEBANON PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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Table 1
PROJECT TRIP GENERATION [1]

30-Jan-20

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed Project								
Apartments [3]	153 DU	681	11	36	47	34	21	55
Church [4]	31,439 SF	219	6	4	10	7	8	15
Subtotal		900	17	40	57	41	29	70
Transit Trips [5]								
Apartments (15%)		(102)	(2)	(5)	(7)	(5)	(3)	(8)
Church (15%)		(33)	(1)	(1)	(2)	(1)	(1)	(2)
Subtotal		(135)	(3)	(6)	(9)	(6)	(4)	(10)
Subtotal Project Driveway Trips		**765**	**14**	**34**	**48**	**35**	**25**	**60**
Existing Site								
Church [4]	(19,218) SF	(134)	(4)	(2)	(6)	(4)	(5)	(9)
Transit Trips [5]								
Church (15%)		20	1	0	1	1	1	2
Subtotal Existing Driveway Trips		**(114)**	**(3)**	**(2)**	**(5)**	**(3)**	**(4)**	**(7)**
NET INCREASE DRIVEWAY TRIPS		**651**	**11**	**32**	**43**	**32**	**21**	**53**

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 222 (Multifamily Housing [High-Rise]) trip generation average rates.
- Daily Trip Rate: 4.45 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.31 trips/dwelling unit; 24% inbound/76% outbound
- PM Peak Hour Trip Rate: 0.36 trips/dwelling unit; 61% inbound/39% outbound

[4] ITE Land Use Code 560 (Church) trip generation average rates.
- Daily Trip Rate: 6.95 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.33 trips/1,000 SF of floor area; 60% inbound/40% outbound
- PM Peak Hour Trip Rate: 0.49 trips/1,000 SF of floor area; 45% inbound/55% outbound

[5] The Project site is located within 1/4 mile of a Metro Rapid bus stop. The trip reduction for transit trips has been applied to all components of the project based on the "LADOT Transportation Impact Study Guidelines", December 2016 for developments within a 1/4 mile walking distance of a transit station or a RapidBus stop.

Table 2
HCM DRIVEWAY ANALYSIS [A]
WEEKDAY AM AND PM PEAK HOURS
PROPOSED PROJECT DRIVEWAY

30-Jan-20

PEAK HOUR	SITE ACCESS	TRAFFIC MOVEMENT	EXISTING			EXISTING + PROJECT		
			DELAY [B]	LOS [C]	QUEUE [D]	DELAY [B]	LOS [C]	QUEUE [D]
AM	Westbury Terrace	EB Left (Inbound)	7.3	A	0.0	7.3	A	0.0
		SB Left/Right (Outbound)	8.5	A	0.1	8.5	A	0.1
	Project	WB Left (Inbound)	7.3	A	0.0	7.3	A	0.0
		NB Left/Right (Outbound)	5.0	A	0.0	8.8	A	0.1
Pre-Event	Westbury Terrace	EB Left (Inbound)	7.3	A	0.0	7.3	A	0.0
		SB Left/Right (Outbound)	8.6	A	0.0	9.2	A	0.0
	Project	WB Left (Inbound)	7.3	A	0.0	7.6	A	0.1
		NB Left/Right (Outbound)	8.7	A	0.0	9.8	A	0.1
Post-Event	Westbury Terrace	EB Left (Inbound)	7.2	A	0.0	7.2	A	0.0
		SB Left/Right (Outbound)	5.0	A	0.0	5.0	A	0.0
	Project	WB Left (Inbound)	7.2	A	0.0	7.2	A	0.0
		NB Left/Right (Outbound)	8.6	A	0.0	9.1	A	0.5

[A] Intersection analysis based on the Highway Capacity Manual operational analysis methodologies.
[B] Control delay reported in seconds per vehicle.
[C] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[D] 95th percentile vehicle queue expressed in number of vehicles.

Table 3
RELATED PROJECTS LIST AND TRIP GENERATION [1]

04-Feb-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
City of Los Angeles													
LA1	Four Seasons Residences	Under Construction	300 S. Wetherly Drive	Condominiums	140 DU		270	3	17	20	16	6	22
LA2	Cedars-Sinai Medical Center Project West Tower	Proposed	8723 W. Alden Drive	Hospital	100 Beds		1,181	79	34	113	47	83	130
LA3	S. La Cienega Boulevard Eldercare Facility	Proposed	1022 S. La Cienega Boulevard	Assisted Living Skilled Nursing Apartments	183 Beds 22 DU (36) DU		242	14	(6)	8	6	16	22
LA4	6535 Wilshire Boulevard Mixed-Use Project	Proposed	6535 Wilshire Boulevard	Office Apartments Retail	62,000 GSF 22 DU 5,603 GSF		786	61	17	78	20	63	86
LA5	Beverly & Fairfax Mixed-Use Project	Approved	7901 W. Beverly Boulevard	Apartments Retail	71 DU 11,454 GSF		493	7	29	36	30	16	46
LA6	333 La Cienega Boulevard Project	Under Construction	333 S. La Cienega Boulevard	Apartments Supermarket Restaurant	145 DU 27,685 GSF 3,370 GSF	[3]	2,020	35	71	106	114	77	191
LA7	6399 W. Wilshire Boulevard Mixed-Use Hotel	Under Construction	6399 W. Wilshire Boulevard	Hotel Restaurant Lounge	176 Rooms 871 GSF 860 GSF		377	(64)	19	(45)	26	(48)	(22)
LA8	Unified Elder Care Facility/ Mixed-Use	Proposed	8052 W. Beverly Boulevard	Synagogue Apartments Medical Office Retail	5,000 GSF 102 DU 15,000 GSF 1,000 GSF		725	19	26	45	21	49	70
LA9	8000 W. Beverly Boulevard Mixed-Use Project	Proposed	8000 W. Beverly Boulevard	Apartments Retail	48 DU 7,400 GSF		774	21	36	57	42	17	59
LA10	Edin Park	Proposed	8001 W. Beverly Boulevard	Restaurant Office	22,600 GSF 11,358 GSF		3,248	142	118	260	157	106	263
LA11	488 S. San Vicente Boulevard Mixed-Use Project	Proposed	488 S. San Vicente Boulevard	Apartments Retail	53 DU 6,585 GSF		281	1	20	21	18	9	27
LA12	Solstice	Proposed	431 N. La Cienega Boulevard	Apartments Car Wash Retail	72 DU (7,373) GSF (5,310) GSF	[4]	(409)	(9)	10	1	(12)	(22)	(34)

Table 3 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
LA13	Third Street Mixed-Use Project	Proposed	8000 W. 3rd Street	Apartments Affordable Housing Retail	45 DU 5 DU 7,251 GSF		428	9	17	26	23	13	36
LA14	7951 W. Beverly Boulevard Mixed-Use Project	Proposed	7951 W. Beverly Boulevard	Apartments Affordable Housing Retail Restaurant	51 DU 6 DU 1,142 GSF 6,294 GSF		782	30	32	62	40	26	66
LA15	316 N. La Cienega Boulevard Mixed-Use Project	Proposed	316 N. La Cienega Boulevard	Apartments Affordable Housing Retail	44 DU 6 DU 4,096 GSF		119	5	15	20	15	11	26
LA16	3rd and Fairfax Project	Proposed	6300-6370 W. 3rd Street, 300-370 S. Fairfax Avenue, and 347 S. Ogden Drive	Apartments Retail Restaurant Supermarket	331 DU 13,412 GSF 7,500 GSF 63,085 GSF	[5]	1,609	49	93	142	66	21	87
LA17	656 S. San Vicente Medical Office Project	Proposed	650-676 S. San Vicente Boulevard	Medical Office Retail Retail	140,305 GSF 5,000 GSF (8,225) GSF	[6] [7] [7]	4,883 189 (310)	304 3 (5)	86 2 (3)	390 5 (8)	136 9 (15)	349 10 (16)	485 19 (31)
City of Beverly Hills													
BH1	Beverly Hills Media Center Project	Proposed	100 N. Crescent Drive	Office Restaurant Office	156,825 GSF 4,330 GSF (106,085) GSF	[8] [9] [8]	1,527 486 (1,033)	157 24 (106)	25 19 (17)	182 43 (123)	29 26 (20)	151 16 (102)	180 42 (122)
BH2	55 N. La Cienega Boulevard Mixed-Use Hotel Project	Proposed	55 N. La Cienega Boulevard	Hotel Retail Restaurant Restaurant	200 Rooms 10,222 GSF 3,346 GSF (13,500) GSF	[10] [7] [9] [9]	1,672 386 375 (1,514)	55 6 18 (74)	39 4 15 (60)	94 10 33 (134)	61 19 20 (82)	59 20 13 (50)	120 39 33 (132)
BH3	168 N. La Peer Drive Residential Project	Under Construction	154-168 N. La Peer Drive	Condominiums Condominiums	16 DU (6) DU	[12] [12]	117 (44)	2 (1)	5 (2)	7 (3)	6 (2)	3 (1)	9 (3)
BH4	457 N. Oakhurst Drive Residential Project	Proposed	457 N. Oakhurst Drive	Condominiums Condominiums	8 DU (2) DU	[12] [12]	59 (15)	1 0	3 (1)	4 (1)	3 (1)	1 0	4 (1)
BH5	425 N. Palm Drive Residential Project	Proposed	425 N. Palm Drive	Condominiums Condominiums	20 DU (18) DU	[12] [12]	146 (132)	2 (2)	7 (6)	9 (8)	7 (6)	4 (4)	11 (10)
BH6	Gardenhouse Mixed-Use Project	Under Construction	8600 Wilshire Boulevard	Apartments Retail	18 DU 6,355 GSF	[12] [7]	132 240	2 4	6 2	8 6	6 12	4 12	10 24
BH7	9000 Wilshire Boulevard Office Project	Approved	9000 Wilshire Boulevard	Retail Office	(4,820) GSF 31,702 GSF	[7] [8]	(182) 309	(3) 32	(2) 5	(5) 37	(9) 6	(9) 30	(18) 36

Table 3 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
BH8	9145 Wilshire Boulevard Project	Proposed	9145 Wilshire Boulevard	Religious Facility	8,269 GSF	[13]	240	13	7	20	14	10	24
BH9	9200 Wilshire Boulevard Mixed-Use Project	Approved	9200 Wilshire Boulevard	Apartments Retail	54 DU 14,000 GSF	[12] [7]	395 529	6 8	19 5	25 13	19 25	11 28	30 53
BH10	9107 Wilshire Boulevard Hotel Project	Approved	9107 Wilshire Boulevard	Hotel Restaurant Office	154 Rooms 7,433 GSF (129,822) GSF	[14]	646	(84)	10	(74)	62	(61)	1
City of West Hollywood													
WH1	8816 Beverly Boulevard Mixed-Use Project	Proposed	8816 Beverly Boulevard	Apartments Retail Restaurant Office	10 DU 19,493 GSF 1,860 GSF 25,575 GSF	[15]	959	47	18	65	31	54	85
WH2	8650 Melrose Avenue Mixed-Use Project	Proposed	8650 Melrose Avenue	Apartments Retail	7 DU 14,571 GSF	[12] [7]	51 550	1 9	2 5	3 14	3 27	1 29	4 56
WH3	Robertson Lane Hotel	Approved	645-681 Roberston Boulevard & 648-668 La Peer Drive	Hotel Restaurant Specialtay Retail Design Showroom Nightclub	241 Rooms 22,615 GSF 18,130 GSF 10,325 GSF 3,780 GSF	[16]	2,390	77	51	128	80	77	157
WH4	Sprouts - 8550 Santa Monica Boulevard Project	Under Construction	8550 Santa Monica Boulevard	Grocery Store Restaurant Office Health/Fitness Club Specialty Retail	25,000 GSF 1,319 GSF 3,998 GSF 8,000 GSF 4,000 GSF	[17]	1,989	48	29	77	92	89	181
WH5	8555 Santa Monica Boulevard Mixed-Use Project	Proposed	8555 Santa Monica Boulevard	Apartments Live-Work Condominiums Office Specialty Retail Restaurant	97 DU 12 DU 6,080 GSF 19,400 GSF 2,820 GSF	[18]	809	11	40	51	42	24	66
WH6	9001 Santa Monica Boulevard Mixed-Use Project	Proposed	9001 Santa Monica Boulevard	Condominiums Retail Restaurant	42 DU 9,850 GSF 9,800 GSF	[16]	829	16	(8)	8	31	16	47

Table 3 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
WH7	Melrose Triangle	Under Construction	9040-9048 Santa Monica Boulevard	General Retail Art Gallery Design Showroom Restaurant Apartments General Office	45,112 GSF 16,404 GSF 12,303 GSF 8,202 GSF 76 DU 137,064 GSF	[19]	3,578	193	67	260	123	180	303
WH8	8763 Rosewood Avenue Mixed-Use Project	Proposed	8763 Rosewood Avenue	Retail	4,945 GSF	[7]	187	3	2	5	9	10	19
WH9	8713 Beverly Boulevard Mixed-Use Project	Proposed	8713 Beverly Boulevard	Apartments Office Retail Gallery	30 DU 3,416 GSF 5,475 GSF 500 GSF	[15]	303	9	15	24	22	20	42
WH10	417 Robertson Boulevard Showroom Project	Proposed	417 Robertson Boulevard	Retail	7,558 GSF	[7]	285	4	3	7	14	15	29
WH11	829 Larrabee Street Residential Project	Proposed	829 Larrabee Street	Apartments	13 DU	[12]	95	1	5	6	4	3	7
WH12	511 N. Flores Street Residential Project	Proposed	511 N. Flores Street	Apartments	10 DU	[12]	73	1	4	5	4	2	6
WH13	600 N. La Cienega Boulevard Mixed-Use Project	Proposed	600 N. La Cienega Boulevard	Apartments Showroom Mechanical Retail Restaurant	5 DU 15,727 GSF 2,776 GSF 5,355 GSF 7,094 GSF	[12] [7] [7] [7] [9]	37 594 105 202 796	0 9 2 3 39	2 6 1 2 32	2 15 3 5 71	2 29 5 10 43	1 31 6 10 26	3 60 11 20 69
WH14	624 N. La Cienega Boulevard Mixed-Use Project	Proposed	624 N. La Cienega Boulevard	Apartments Retail	6 DU 54,209 GSF	[12] [7]	44 2,046	1 32	2 19	3 51	2 99	1 108	3 207
WH15	8899 Beverly Boulevard Mixed-Use Project	Approved	8899 Beverly Boulevard	Apartments Condominiums Townhomes Office Retail Restaurant	12 DU 56 DU 13 DU 10,562 GSF 19,875 GSF 4,394 GSF	[20]	(129)	(69)	21	(48)	17	(54)	(37)

Table 3 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
WH16	8950 Sunset Boulevard Hotel Project	Proposed	8950 Sunset Boulevard	Hotel	165 Rooms	[21]	2,539	63	49	112	121	89	210
				Apartments	4 DU								
				Specialty Dining	7,697 GSF								
				Restaurant	5,578 GSF								
				Whiskey Bar	2,002 GSF								
				Day Spa	9,230 GSF								
				3-Meal Restaurant	2,505 GSF								
				Lounge	3,685 GSF								
WH17	The Arts Club	Proposed	8920 Sunset Boulevard	Private Club	7,000 Members	[22]	1,961	103	19	122	68	91	159
				Museum	2,192 GSF								
				Office	46,009 GSF								
				Specialty Retail	11,933 GSF								
TOTAL							42,320	1,367	1,102	2,469	1,832	1,750	3,582

[1] Source: City of Los Angeles Department of Transportation Related Projects List, City of Beverly Hills Community Development Deparment Related Project List, and City of West Hollywood Community Development Department Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: 333 La Cienega Boulevard Traffic Study, prepared by The Mobility Group, March 2015.
[4] Source: Traffic Analysis Addendum - Proposed Residential Project at 431 N. La Cienega Boulevard, prepared by Linscott, Law & Greenspan, Engineers, May 2018
[5] Source: Traffic Assessment for the 6300 W. 3rd Street Mixed-Use Project, prepared by Linscott, Law & Greenspan, Engineers, July 17, 2019.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[8] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[9] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
[10] ITE Land Use Code 310 (Hotel) trip generation average rates.
[11] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[12] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
[13] ITE Land Use Code 561 (Synagogue) trip generation average rates.
[14] Source: Revised Traffic Assessment for the Proposed Hotel Project at 9107 Wilshire Boulevard, prepared by Linscott, Law & Greenspan, Engineers, September 24, 2019.
[15] Source: Draft Transportation Study for the 8713 Beverly Boulevard Mixed-Use Project, prepared by Fehr & Peers, January 2016.
[16] Source: Traffic Impact Study for Robertson Lane Hotel Project, prepared by KOA Corporation, January 2017.
[17] Source: Transportation Study for the Sprouts - 8550 Santa Monica Boulevard Project, prepared by Fehr & Peers, June 2014.
[18] Source: Transportation Analysis Report for the 8555 Santa Monica Boulevard Mixed-Use Project, prepared by Fehr & Peers, January 2018.
[19] Source: Revised Traffic Impact Analysis for the Melrose Triangle Project, prepared by LSA Associates, Inc., December 2013.
[20] Source: Draft Transportation Study for the 8899 Beverly Boulevard Project, prepared by Gibson Transportation Consulting, Inc., November 2013.
[21] Source: Traffic Impact Assessment for the 8950 Sunset Boulevard Hotel Project, prepared by Linscott, Law & Greenspan, Engineers, September 2014.
[22] Source: Transportation Study for The Arts Club West Hollywood Project, prepared by Gibson Transportation Consulting, Inc., September 2017.

Table 4
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

11-Feb-20

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
1	Robertson Boulevard /	AM	0.625	B	0.628	B	0.003	NO	0.679	B	0.682	B	0.003	NO
	3rd Street	PM	0.622	B	0.627	B	0.005	NO	0.691	B	0.695	B	0.004	NO
2	Robertson Boulevard /	AM	0.688	B	0.689	B	0.001	NO	0.748	C	0.748	C	0.000	NO
	Burton Way	PM	0.734	C	0.736	C	0.002	NO	0.796	C	0.799	C	0.003	NO
5	Willaman Drive /	AM	0.599	A	0.602	B	0.003	NO	0.643	B	0.647	B	0.004	NO
	Burton Way	PM	0.619	B	0.619	B	0.000	NO	0.664	B	0.664	B	0.000	NO
6	San Vicente Boulevard /	AM	0.669	B	0.670	B	0.001	NO	0.731	C	0.733	C	0.002	NO
	Beverly Boulevard	PM	0.695	B	0.695	B	0.000	NO	0.775	C	0.775	C	0.000	NO
7	Sherbourne Drive /	AM	0.459	A	0.463	A	0.004	NO	0.497	A	0.500	A	0.003	NO
	3rd Street	PM	0.447	A	0.451	A	0.004	NO	0.487	A	0.491	A	0.004	NO
8	San Vicente Boulevard /	AM	0.697	B	0.699	B	0.002	NO	0.776	C	0.778	C	0.002	NO
	3rd Street	PM	0.586	A	0.587	A	0.001	NO	0.667	B	0.668	B	0.001	NO

Table 4 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
CITY OF LOS ANGELES INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]
9	San Vicente Boulevard-Le Doux Road /	AM	0.527	A	0.531	A	0.004	NO	0.572	A	0.575	A	0.003	NO
	Burton Way	PM	0.576	A	0.578	A	0.002	NO	0.624	B	0.625	B	0.001	NO
11	La Cienega Boulevard /	AM	0.651	B	0.652	B	0.001	NO	0.720	C	0.720	C	0.000	NO
	Beverly Boulevard	PM	0.859	D	0.860	D	0.001	NO	0.955	E	0.957	E	0.002	NO
12	La Cienega Boulevard /	AM	0.798	C	0.803	D	0.005	NO	0.867	D	0.872	D	0.005	NO
	3rd Street	PM	0.692	B	0.693	B	0.001	NO	0.757	C	0.758	C	0.001	NO
13	La Cienega Boulevard /	AM	0.654	B	0.655	B	0.001	NO	0.715	C	0.717	C	0.002	NO
	San Vicente Boulevard	PM	0.663	B	0.667	B	0.004	NO	0.735	C	0.738	C	0.003	NO

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

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

Table 5
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS
CITY OF BEVERLY HILLS INTERSECTIONS

11-Feb-20

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING DELAY OR V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT DELAY OR V/C	LOS	CHANGE IN DELAY OR V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT DELAY OR V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT DELAY OR V/C	LOS	CHANGE IN DELAY OR V/C [(4)-(3)]	SIGNIF. IMPACT [a]
2	Robertson Boulevard / Burton Way	AM	0.802	D	0.802	D	0.000	NO	0.855	D	0.855	D	0.000	NO
		PM	0.843	D	0.845	D	0.002	NO	0.898	D	0.900	D	0.002	NO
3	Robertson Boulevard / Wilshire Boulevard	AM	0.858	D	0.861	D	0.003	NO	0.916	E	0.918	E	0.002	NO
		PM	0.842	D	0.843	D	0.001	NO	0.903	E	0.904	E	0.001	NO
13	La Cienega Boulevard / San Vicente Boulevard	AM	0.807	D	0.808	D	0.001	NO	0.864	D	0.866	D	0.002	NO
		PM	0.815	D	0.819	D	0.004	NO	0.883	D	0.886	D	0.003	NO
14	La Cienega Boulevard / Wilshire Boulevard	AM	0.713	C	0.714	C	0.001	NO	0.771	C	0.772	C	0.001	NO
		PM	0.694	B	0.694	B	0.000	NO	0.773	C	0.773	C	0.000	NO

[a] According to the City of Beverly Hills' "Traffic Thresholds of Significance", Adopted October 2010, an impact is considered significant if the final volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Final V/C	Project-Related Increase in V/C
D	> 0.800 - 0.900	equal to or greater than 0.030
E/F	> 0.900	equal to or greater than 0.020

Table 6
SUMMARY OF DELAY VALUES
AND LEVELS OF SERVICE [A]
AM AND PM PEAK HOURS
CITY OF WEST HOLLYWOOD INTERSECTIONS

11-Feb-20

NO.	INTERSECTION	INTERSECTION TYPE	PEAK HOUR	[1] YEAR 2018 EXISTING DELAY [B]	[1] LOS [C]	[2] YEAR 2018 EXISTING PLUS PROPOSED PROJECT DELAY	[2] LOS	[2] CHANGE DELAY [(2)-(1)]	[2] SIGNIF. IMPACT [D]	[3] YEAR 2024 FUTURE DELAY [B]	[3] LOS [C]	[4] YEAR 2024 FUTURE PLUS PROPOSED PROJECT DELAY	[4] LOS	[4] CHANGE DELAY [(4)-(3)]	[4] SIGNIF. IMPACT [D]
4	San Vicente Boulevard / Melrose Avenue	Commercial Corridor	AM	18.6	B	18.6	B	0.0	NO	19.6	B	19.7	B	0.1	NO
			PM	18.4	B	18.4	B	0.0	NO	19.0	B	19.0	B	0.0	NO
6	San Vicente Boulevard / Beverly Boulevard	Commercial Corridor	AM	24.0	C	24.0	C	0.0	NO	25.3	C	28.5	C	3.2	NO
			PM	26.5	C	26.5	C	0.0	NO	31.5	C	31.5	C	0.0	NO
10	La Cienega Boulevard / Melrose Avenue	Commercial Corridor	AM	20.4	C	20.4	C	0.0	NO	22.0	C	22.0	C	0.0	NO
			PM	21.7	C	21.7	C	0.0	NO	23.9	C	23.9	C	0.0	NO

[A] Intersection analysis based on the Highway Capacity Manual 2010 operational analysis methodologies, per the City of West Hollywood.

[B] Control delay reported in seconds per vehicle.

[C] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[D] According to the City of West Hollywood, a transportation impact on an intersection shall be deemed significant in accordance with the following criteria:

	Project Related Increase in Delay		
LOS	Commercial Corridor	Signalized	Two-Way Stop
D	12 seconds	8 seconds	5 seconds
E	8 seconds	5 seconds	5 seconds
F	8 seconds	5 seconds	5 seconds

APPENDIX A

MANUAL TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

321 San Vicente Blvd/333 San Vicente Blvd & East of S Holt Ave

Peak Hour Turning Movement Count

ID: 19-05683-001-004
City: Los Angeles

Day: Thursday
Date: 11/14/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	04:45 PM - 05:45 PM
PM	09:00 PM - 10:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	03:00 PM - 06:00 PM
PM	09:00 PM - 11:00 PM

SOUTHBOUND — 321 San Vicente Blvd/333 San Vicente Blvd

AM	8	2	2	0	4
NOON	1	0	2	0	10
PM	0	0	0	0	2

EASTBOUND — East of S Holt Ave

AM	NOON	PM	
18	8	6	
0	0	0	0
2	9	2	0
9	27	3	1
3	4	0	0

WESTBOUND — East of S Holt Ave

PM	NOON	AM	
0	1	2	0
1	6	10	1
0	0	0	0
0	0	0	0
4	30	11	

NORTHBOUND — San Vicente Blvd/333 San Vicente B

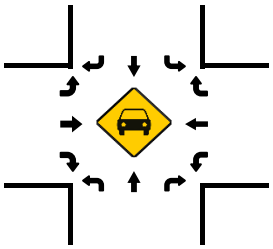
PM	0	0	5	0	1
NOON	4	0	1	0	1
AM	5	0	0	0	0

	0	0	1	0

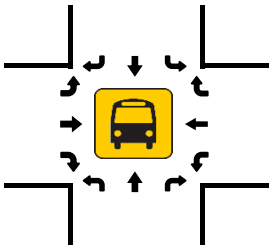
	0	1	0	0

CONTROL			
No Control			
TEV	38	52	12
	AM	NOON	PM
PHF	0.73	0.87	0.75

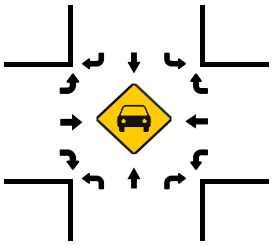
Total Vehicles (AM)



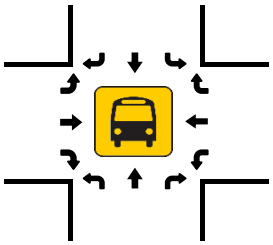
Total Vehicles (AM)



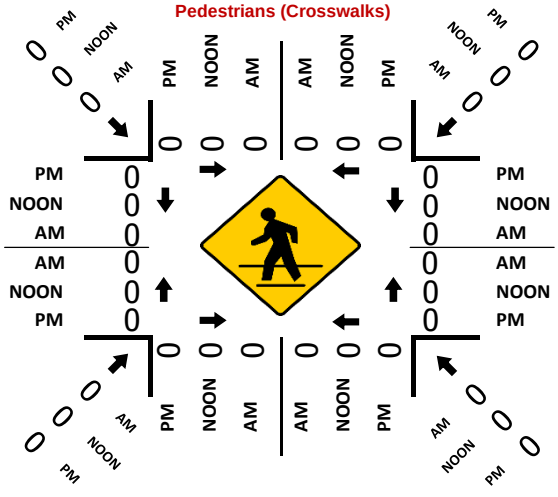
Total Vehicles (NOON)



Total Vehicles (NOON)



Pedestrians (Crosswalks)



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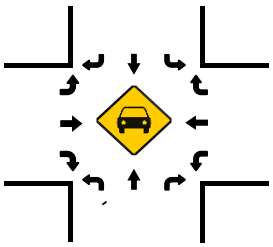
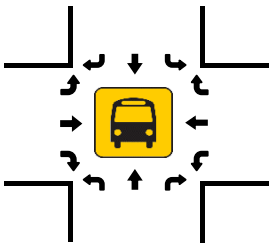


Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: 321 San Vicente Blvd/333 San Vicente Blvd & East of S Holt Ave
City: Los Angeles
Control: No Control

Project ID: 19-05683-001-004
Date: 11/14/2019

Total

NS/EW Streets:	321 San Vicente Blvd/333 San Vicente Blvd				321 San Vicente Blvd/333 San Vicente Blvd				East of S Holt Ave				East of S Holt Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	4
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	5
7:30 AM	0	0	0	0	0	0	2	0	1	3	0	0	1	2	0	0	9
7:45 AM	0	0	0	0	0	0	2	0	0	5	1	0	0	2	0	0	10
8:00 AM	0	0	0	0	1	0	2	0	0	3	0	0	0	0	1	0	7
8:15 AM	0	0	0	0	0	0	2	0	2	0	1	0	0	2	1	0	8
8:30 AM	0	0	0	0	1	2	2	0	0	1	1	0	0	6	0	0	13
8:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	4
9:00 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	4	0	0	7
9:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
9:30 AM	1	0	0	0	1	0	3	0	0	2	0	0	0	2	0	0	9
9:45 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	4	2	20	0	4	15	6	0	1	25	4	0	82
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	15.38%	7.69%	76.92%	0.00%	16.00%	60.00%	24.00%	0.00%	3.33%	83.33%	13.33%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	2	2	8	0	2	9	3	0	0	10	2	0	38
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.250	1.000	0.000	0.250	0.450	0.750	0.000	0.000	0.417	0.500	0.000	0.731
							0.600				0.583				0.500		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	1	0	3	4	0	0	0	5	0	0	13
3:15 PM	0	0	0	0	0	0	0	0	2	5	0	0	0	3	0	0	10
3:30 PM	0	0	0	0	0	0	2	0	1	4	0	0	0	0	0	0	7
3:45 PM	0	0	0	0	0	2	2	0	1	7	0	0	0	2	0	0	14
4:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	5	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	3	5	1	0	0	0	1	0	10
4:30 PM	0	0	0	0	0	0	2	0	2	3	0	0	0	0	0	0	7
4:45 PM	0	0	1	0	0	0	0	0	3	6	0	0	0	2	0	0	12
5:00 PM	0	0	0	0	1	0	1	0	1	8	2	0	0	1	1	0	15
5:15 PM	0	0	0	0	0	0	0	0	4	5	1	0	0	1	0	0	11
5:30 PM	1	0	0	0	1	0	0	0	1	8	1	0	0	2	0	0	14
5:45 PM	0	0	0	0	0	0	1	0	2	2	1	0	0	4	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	2	2	9	0	26	60	6	0	0	25	2	0	134
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	15.38%	15.38%	69.23%	0.00%	28.26%	65.22%	6.52%	0.00%	0.00%	92.59%	7.41%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	0	1	0	2	0	1	0	9	27	4	0	0	6	1	0	52
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.500	0.000	0.250	0.000	0.563	0.844	0.500	0.000	0.000	0.750	0.250	0.000	0.867
			0.500				0.375				0.909				0.875		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
9:00 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
9:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:30 PM	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4
9:45 PM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
10:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
10:30 PM	1	0	0	0	0	0	0	0	1	2	0	0	0	2	0	0	6
10:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	1	0	0	0	0	0	6	5	1	0	0	3	2	0	24
APPROACH %'s :	85.71%	0.00%	14.29%	0.00%					50.00%	41.67%	8.33%	0.00%	0.00%	60.00%	40.00%	0.00%	
PEAK HR :	09:00 PM - 10:00 PM																TOTAL
PEAK HR VOL :	5	0	1	0	0	0	0	0	2	3	0	0	0	1	0	0	12
PEAK HR FACTOR :	0.417	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.750
			0.500								0.417				0.250		

Prepared by National Data & Surveying Services

321 San Vicente Blvd/333 San Vicente Blvd & West of San Vicente Blvd

Peak Hour Turning Movement Count

ID: 19-05683-002-003
City: Los Angeles

Day: Thursday
Date: 11/14/2019

PEAK HOURS	
AM	07:15 AM - 08:15 AM
NOON	04:45 PM - 05:45 PM
PM	09:00 PM - 10:00 PM

COUNT PERIODS	
AM	07:00 AM - 10:00 AM
NOON	03:00 PM - 06:00 PM
PM	09:00 PM - 11:00 PM

SOUTHBOUND — 321 San Vicente Blvd/333 San Vicente Blvd

	L	T	R	U	Total
AM	5	0	3	0	3
NOON	1	0	0	0	6
PM	0	0	0	0	3

EASTBOUND — West of San Vicente Blvd

	L	T	R	U
AM	0	0	0	0
NOON	1	6	2	0
PM	11	18	2	1
	0	6	0	0

	AM	NOON	PM
	10	7	1

WESTBOUND — West of San Vicente Blvd

	L	T	R	U
AM	1	0	2	0
NOON	0	4	5	1
PM	1	1	2	0
	0	0	0	0

	AM	NOON	PM
	2	19	14

NORTHBOUND — San Vicente Blvd/333 San Vicente B

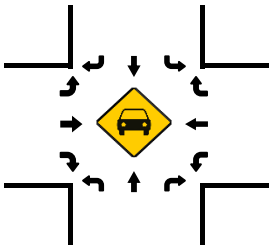
	L	T	R	U	Total
PM	1	0	1	0	0
NOON	7	0	2	0	1
AM	2	0	0	0	0

CONTROL

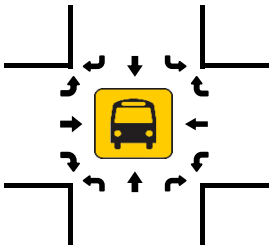
No Control

		AM	NOON	PM
TEV		29	39	7
PHF		0.73	0.81	0.58

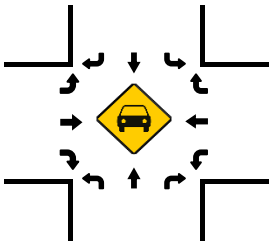
Total Vehicles (AM)



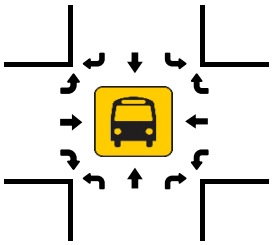
Total Vehicles (AM)



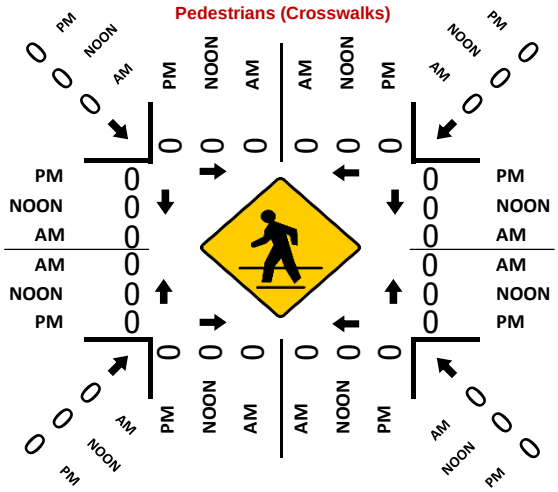
Total Vehicles (NOON)



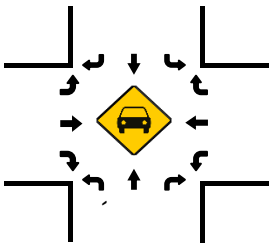
Total Vehicles (NOON)



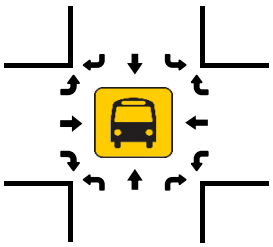
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: 321 San Vicente Blvd/333 San Vicente Blvd & West of San Vicente Blvd
City: Los Angeles
Control: No Control

Project ID: 19-05683-002-003
Date: 11/14/2019

Total

NS/EW Streets:	321 San Vicente Blvd/333 San Vicente Blvd				321 San Vicente Blvd/333 San Vicente Blvd				West of San Vicente Blvd				West of San Vicente Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3
7:30 AM	0	0	0	0	1	0	2	0	1	2	0	0	0	2	1	0	9
7:45 AM	0	0	0	0	1	0	1	0	0	5	0	0	1	1	1	0	10
8:00 AM	0	0	0	0	1	0	0	0	0	4	0	0	1	1	0	0	7
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	6	0	0	8
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	5
9:00 AM	0	0	0	0	0	0	2	0	0	0	1	0	0	2	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:30 AM	0	0	0	0	0	2	1	0	1	2	0	0	2	1	0	0	9
9:45 AM	0	0	0	0	1	0	1	0	0	1	0	0	1	1	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	4	4	10	0	2	15	2	0	7	20	4	0	69
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	22.22%	22.22%	55.56%	0.00%	10.53%	78.95%	10.53%	0.00%	22.58%	64.52%	12.90%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	5	0	1	11	0	0	2	5	2	0	29
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.625	0.000	0.250	0.550	0.000	0.000	0.500	0.625	0.500	0.000	0.725
	0.000				0.667				0.600				0.750				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	2	0	0	0	0	0	0	1	2	1	0	0	5	0	0	11
3:15 PM	0	0	0	0	0	0	1	0	0	3	2	0	1	2	0	0	9
3:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
3:45 PM	0	0	0	0	0	0	0	0	1	5	1	0	0	2	0	0	9
4:00 PM	0	2	0	0	0	0	0	0	0	3	0	0	0	5	0	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	3	2	0	1	1	1	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4
4:45 PM	0	0	1	0	0	0	1	0	3	3	1	0	0	1	0	0	10
5:00 PM	1	0	0	0	0	0	0	0	1	7	1	0	0	1	0	0	11
5:15 PM	0	0	0	0	0	0	0	0	1	3	1	0	0	1	0	0	6
5:30 PM	1	0	0	0	0	0	0	0	1	5	3	0	1	1	0	0	12
5:45 PM	0	0	0	0	0	0	2	0	1	1	0	0	1	2	1	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	1	0	0	0	4	0	9	42	12	0	5	21	3	0	103
APPROACH %'s :	28.57%	57.14%	14.29%	0.00%	0.00%	0.00%	100.00%	0.00%	14.29%	66.67%	19.05%	0.00%	17.24%	72.41%	10.34%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	1	0	6	18	6	0	1	4	0	0	39
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.643	0.500	0.000	0.250	1.000	0.000	0.000	0.813
	0.750				0.250				0.833				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
9:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
9:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3
9:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	1	0	2	4	0	0	1	2	1	0	13
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	33.33%	66.67%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%	
PEAK HR :	09:00 PM - 10:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	2	2	0	0	1	0	1	0	7
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.250	0.000	0.250	0.000	0.583
	0.250								1.000				0.500				

APPENDIX B

HCM AND LEVELS OF SERVICE EXPLANATION
HCM UNSIGNALIZED INTERSECTION DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

HCS7 Two-Way Stop-Control Report

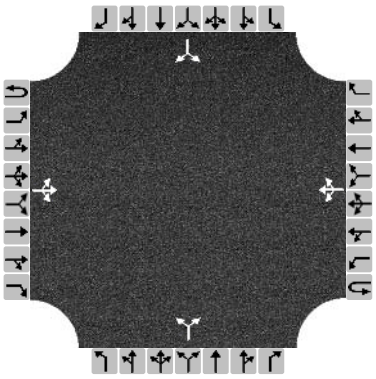
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	12/12/2019
Analysis Year	2019
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	Our Lady of Mt. Lebanon

Site Information

Intersection	Res. Dwy-Church Dwy/Alley
Jurisdiction	City of Los Angeles
East/West Street	Alley
North/South Street	Res. Dwy-Church Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume, V (veh/h)		3	9	3		2	5	4		0		0		5		15
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				2					0				20	
Capacity, c (veh/h)		1602				1598					0				1046	
v/c Ratio		0.00				0.00									0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0									0.1	
Control Delay (s/veh)		7.3				7.3					5.0				8.5	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)		1.5				1.3				5.0				8.5		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

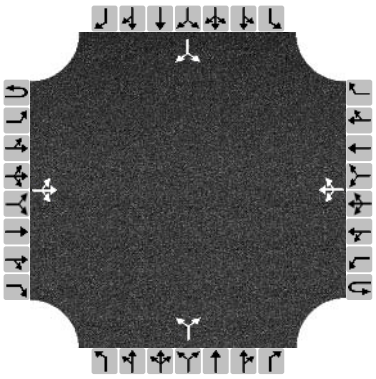
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/15/2020
Analysis Year	2019
Time Analyzed	Existing - Pre-Event
Intersection Orientation	East-West
Project Description	Our Lady of Mt. Lebanon

Site Information

Intersection	Res. Dwy-Church Dwy/Alley
Jurisdiction	City of Los Angeles
East/West Street	Alley
North/South Street	Res. Dwy-Church Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume, V (veh/h)		15	15	10		1	3	1		3		2		2		2
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				1					5				4	
Capacity, c (veh/h)		1609				1581					975				997	
v/c Ratio		0.01				0.00					0.01				0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0				0.0	
Control Delay (s/veh)		7.3				7.3					8.7				8.6	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	2.8				1.5				8.7				8.6			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

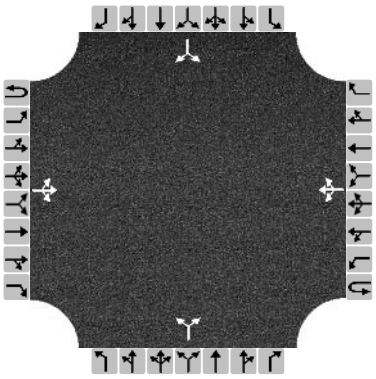
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	12/12/2019
Analysis Year	2019
Time Analyzed	Existing - Post-Event
Intersection Orientation	East-West
Project Description	Our Lady of Mt. Lebanon

Site Information

Intersection	Res. Dwy-Church Dwy/Alley
Jurisdiction	City of Los Angeles
East/West Street	Alley
North/South Street	Res. Dwy-Church Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume, V (veh/h)		4	1	0		1	0	1		6		1		0		0
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				1					7				0	
Capacity, c (veh/h)		1613				1613					1010				0	
v/c Ratio		0.00				0.00					0.01					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0					
Control Delay (s/veh)		7.2				7.2					8.6				5.0	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	5.8				3.6				8.6				5.0			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

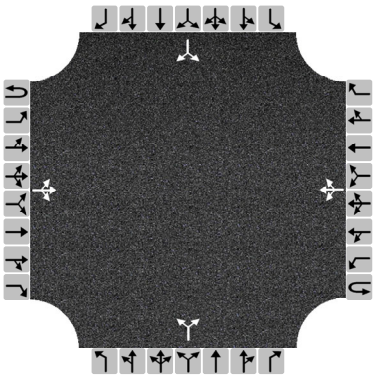
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/30/2020
Analysis Year	2019
Time Analyzed	Existing + Project - AM
Intersection Orientation	East-West
Project Description	Our Lady of Mt. Lebanon

Site Information

Intersection	Res. Dwy-Church Dwy/Alley
Jurisdiction	City of Los Angeles
East/West Street	Alley
North/South Street	Res. Dwy-Church Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume, V (veh/h)		3	9	11		3	5	4		25		9		5		15
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				3					34				20	
Capacity, c (veh/h)		1602				1588					972				1039	
v/c Ratio		0.00				0.00					0.03				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.1	
Control Delay (s/veh)		7.3				7.3					8.8				8.5	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)	1.0				1.8				8.8				8.5			
Approach LOS									A				A			

HCS7 Two-Way Stop-Control Report

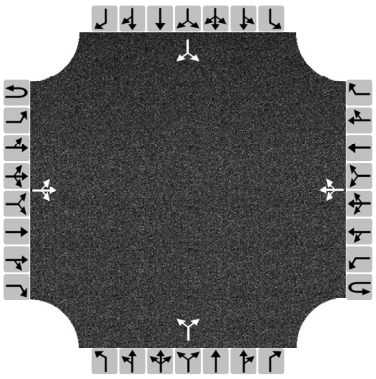
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/30/2020
Analysis Year	2019
Time Analyzed	Ex+ Proj - Pre-Event
Intersection Orientation	East-West
Project Description	Our Lady of Mt. Lebanon

Site Information

Intersection	Res. Dwy-Church Dwy/Alley
Jurisdiction	City of Los Angeles
East/West Street	Alley
North/South Street	Res. Dwy-Church Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume, V (veh/h)		15	15	134		44	3	1		19		6		2		2
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				44					25				4	
Capacity, c (veh/h)		1609				1425					774				863	
v/c Ratio		0.01				0.03					0.03				0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.1				0.0	
Control Delay (s/veh)		7.3				7.6					9.8				9.2	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)		0.7				7.0				9.8				9.2		
Approach LOS										A				A		

HCS7 Two-Way Stop-Control Report

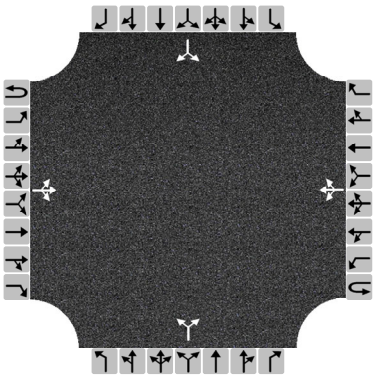
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/30/2020
Analysis Year	2019
Time Analyzed	Ex + Proj - Post-Event
Intersection Orientation	East-West
Project Description	Our Lady of Mt. Lebanon

Site Information

Intersection	Res. Dwy-Church Dwy/Alley
Jurisdiction	City of Los Angeles
East/West Street	Alley
North/South Street	Res. Dwy-Church Dwy
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LR				LR	
Volume, V (veh/h)		4	1	0		1	0	1		107		36		0		0
Percent Heavy Vehicles (%)		3				3				3		3		3		3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1		6.2		7.1		6.2
Critical Headway (sec)		4.13				4.13				7.13		6.23		7.13		6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3		3.5		3.3
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33		3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		4				1					143				0	
Capacity, c (veh/h)		1613				1613					1019				0	
v/c Ratio		0.00				0.00					0.14					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.5					
Control Delay (s/veh)		7.2				7.2					9.1				5.0	
Level of Service, LOS		A				A					A				A	
Approach Delay (s/veh)		5.8				3.6				9.1				5.0		
Approach LOS										A				A		

APPENDIX C

LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Our Lady of Mt. Lebanon

Scenario: Proposed Project

Address: 333 S SAN VICENTE BLVD, 90048

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	153	DU
(custom) Church | Retail/Non-Retail	Non-Retai	LU type
(custom) Church | Residents	0	Person
(custom) Church | Employees	6	Person
(custom) Church | Daily	186	Trips
(custom) Church | HBW-Attraction Split	5	Percent
(custom) Church | HBO-Attraction Split	75	Percent
(custom) Church | NHB-Attraction Split	10	Percent
(custom) Church | HBW-Production Split	0	Percent
(custom) Church | HBO-Production Split	0	Percent
(custom) Church | NHB-Production Split	10	Percent

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements

☐ Proposed Prj ☐ Mitigation

25 percent of streets within project with traffic calming improvements

100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements

☑ Proposed Prj ☐ Mitigation

within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
618 Daily Vehicle Trips	**580** Daily Vehicle Trips
3,516 Daily VMT	**3,312** Daily VMT
6.2 Household VMT per Capita	**5.8** Household VMT per Capita
2.8 Work VMT per Employee	**2.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

1/15/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	153	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Church	186	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

Analysis Results

Total Employees: 6
Total Population: 345

Proposed Project		*With Mitigation*	
618	**Daily Vehicle Trips**	**580**	**Daily Vehicle Trips**
3,516	**Daily VMT**	**3,312**	**Daily VMT**
6.2	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
2.8	**Work VMT per Employee**	**2.8**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	Yes	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	*$0*	$25
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*3%*	*9%*	*3%*	*7%*	*3%*	*9%*	*3%*	*7%*	*3%*	*7%*	*3%*	*3%*
MAX. TDM EFFECT	*3%*	*9%*	*3%*	*7%*	*3%*	*9%*	*3%*	*7%*	*3%*	*7%*	*3%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	207	-34.3%	136	6.0	1,242	816
Home Based Other Production	555	-47.7%	290	4.8	2,664	1,392
Non-Home Based Other Production	19	-10.5%	17	6.3	120	107
Home-Based Work Attraction	9	-77.8%	2	8.6	77	17
Home-Based Other Attraction	240	-48.3%	124	7.1	1,704	880
Non-Home Based Other Attraction	74	-13.5%	64	6.2	459	397

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.6%	133	795	-9.3%	123	740
Home Based Other Production	-2.6%	283	1,356	-9.3%	263	1,262
Non-Home Based Other Production	-2.6%	17	104	-6.5%	16	100
Home-Based Work Attraction	-2.6%	2	17	-6.5%	2	16
Home-Based Other Attraction	-2.6%	121	857	-6.5%	116	823
Non-Home Based Other Attraction	-2.6%	62	387	-6.5%	60	371

MXD VMT Methodology Per Capita & Per Employee

Total Population: 345
Total Employees: 6
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,151**	**2,002**
Total Home Based Work Attraction VMT	**17**	**16**
Total Home Based VMT Per Capita	**6.2**	**5.8**
Total Work Based VMT Per Employee	**2.8**	**2.8**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Jason Shender
Title:	Transportation Planner II
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	1/15/2020

APPENDIX D

CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

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

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

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

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

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

Critical Movement Analysis Characteristics

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

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

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

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

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

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

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA01	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	466	0	**645**	0	466	**646**	4	499	0	**694**	0	499	0	**695**	0	499	0	**695**
	Through-Right		1							1				1				1	
	Right	179	0	0	1	180	0	5	195	0	0	1	196	0	0	0	196	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	1	**18**	1	19	**19**	0	19	1	**19**	1	20	1	**20**	0	20	1	**20**
	Left-Through		0							0				0				0	
	Through	389	0	439	0	389	439	2	415	0	468	0	415	0	468	0	415	0	468
	Through-Right		1							1				1				1	
	Right	50	0	0	0	50	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	1	**38**	0	38	**38**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	347	1	196	1	348	196	10	378	1	213	1	379	1	213	0	379	1	213
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	133	1	133	0	133	133	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	731	1	**386**	2	733	**389**	10	786	1	**415**	2	788	1	**418**	0	788	1	**418**
	Through-Right		1							1				1				1	
	Right	41	0	41	3	44	44	0	44	0	44	3	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		663	*North-South:*		665	*North-South:*			713	*North-South:*			715	*North-South:*			715
		East-West:		424	*East-West:*		427	*East-West:*			455	*East-West:*			458	*East-West:*			458
		SUM:		1087	*SUM:*		1092	*SUM:*			1168	*SUM:*			1173	*SUM:*			1173
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.728				0.779				0.782				0.782
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.625**			**0.628**				**0.679**				**0.682**				**0.682**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA01	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	541	0	**670**	0	541	**673**	4	578	0	**733**	0	578	0	**736**	0	578	0	**736**
	Through-Right		1							1				1				1	
	Right	129	0	0	3	132	0	18	155	0	0	3	158	0	0	0	158	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	**45**	3	48	**48**	0	48	1	**48**	3	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	374	0	432	0	374	432	8	405	0	467	0	405	0	467	0	405	0	467
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	0	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	74	1	74	0	74	74	0	79	1	79	0	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	337	1	**204**	2	339	**205**	29	387	1	**231**	2	389	1	**232**	0	389	1	**232**
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	164	1	**164**	0	164	**164**	0	174	1	**174**	0	174	1	**174**	0	174	1	**174**
	Left-Through		0							0				0				0	
	Through	448	1	248	1	449	250	18	494	1	273	1	495	1	274	0	495	1	274
	Through-Right		1							1				1				1	
	Right	48	0	48	2	50	50	0	51	0	51	2	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		715	*North-South:*		721	*North-South:*			781	*North-South:*			787	*North-South:*			787
		East-West:		368	*East-West:*		369	*East-West:*			405	*East-West:*			406	*East-West:*			406
		SUM:		1083	*SUM:*		1090	*SUM:*			1186	*SUM:*			1193	*SUM:*			1193
VOLUME/CAPACITY *(V/C)* RATIO:				0.722			0.727				0.791				0.795				0.795
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.622**			**0.627**				**0.691**				**0.695**				**0.695**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA02	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	56	1	**56**	0	56	**56**	2	61	1	**61**	0	61	1	**61**	0	61	1	**61**
	Left-Through		0							0				0				0	
	Through	501	1	501	1	502	502	1	533	1	533	1	534	1	534	0	534	1	534
	Through-Right		0							0				0				0	
	Right	39	1	0	1	40	0	0	41	1	0	1	42	1	0	0	42	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	1	26	0	26	26	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	464	0	**510**	0	464	**510**	0	493	0	**544**	0	493	0	**544**	0	493	0	**544**
	Through-Right		1							1				1				1	
	Right	46	0	0	0	46	0	2	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	100	1	**100**	0	100	**100**	8	114	1	**114**	0	114	1	**114**	0	114	1	**114**
	Left-Through		0							0				0				0	
	Through	720	3	240	1	721	240	0	764	3	255	1	765	3	255	0	765	3	255
	Through-Right		0							0				0				0	
	Right	126	1	98	0	126	98	4	138	1	108	0	138	1	108	0	138	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	5	183	183	0	189	1	189	5	194	1	194	0	194	1	194
	Left-Through		0							0				0				0	
	Through	1370	3	**457**	3	1373	**458**	12	1466	3	**489**	3	1469	3	**490**	0	1469	3	**490**
	Through-Right		0							0				0				0	
	Right	81	1	68	0	81	68	0	86	1	72	0	86	1	72	0	86	1	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		566	*North-South:*		566	*North-South:*			605	*North-South:*			605	*North-South:*			605
		East-West:		557	*East-West:*		558	*East-West:*			603	*East-West:*			604	*East-West:*			604
		SUM:		1123	*SUM:*		1124	*SUM:*			1208	*SUM:*			1209	*SUM:*			1209
VOLUME/CAPACITY *(V/C)* RATIO:				0.788			0.789				0.848				0.848				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.688**			**0.689**				**0.748**				**0.748**				**0.748**
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Robertson Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA02	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	85	1	**85**	0	85	**85**	8	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	504	1	504	3	507	507	4	539	1	539	3	542	1	542	0	542	1	542
	Through-Right		0							0				0				0	
	Right	72	1	30	2	74	30	0	76	1	31	2	78	1	32	0	78	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	82	0	82	82	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	489	0	**534**	0	489	**534**	0	519	0	**575**	0	519	0	**575**	0	519	0	**575**
	Through-Right		1							1				1				1	
	Right	45	0	0	0	45	0	8	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	170	1	170	0	170	170	18	198	1	198	0	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	1452	3	**484**	3	1455	**485**	0	1541	3	**514**	3	1544	3	**515**	0	1544	3	**515**
	Through-Right		0							0				0				0	
	Right	61	1	19	0	61	19	4	69	1	20	0	69	1	20	0	69	1	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	**85**	3	88	**88**	0	90	1	**90**	3	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	931	3	310	2	933	311	13	1001	3	334	2	1003	3	334	0	1003	3	334
	Through-Right		0							0				0				0	
	Right	67	1	26	0	67	26	0	71	1	28	0	71	1	28	0	71	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		619	*North-South:*		619	*North-South:*			673	*North-South:*			673	*North-South:*			673
		East-West:		569	*East-West:*		573	*East-West:*			604	*East-West:*			608	*East-West:*			608
		SUM:		1188	*SUM:*		1192	*SUM:*			1277	*SUM:*			1281	*SUM:*			1281
VOLUME/CAPACITY *(V/C)* RATIO:				0.834			0.836				0.896				0.899				0.899
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.734**			**0.736**				**0.796**				**0.799**				**0.799**
LEVEL OF SERVICE (LOS):				C			C				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Willaman Drive	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA05	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3			3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	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			2
Override Capacity			0			0			0				0			0			0

	MOVEMENT	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	77	0	77	0	77	77	0	82	0	82	0	82	0	82	0	82	0	82
	Left-Through		0							0				0				0	
	Through	204	0	290	0	204	290	0	217	0	309	0	217	0	309	0	217	0	309
	Through-Right		0							0				0				0	
	Right	9	0	0	0	9	0	0	10	0	0	0	10	0	0	0	10	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	0	36	0	36	36	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	64	0	130	0	64	130	0	68	0	138	0	68	0	138	0	68	0	138
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	0	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	157	1	157	2	159	159	0	167	1	167	2	169	1	169	0	169	1	169
	Left-Through		0							0				0				0	
	Through	608	3	203	0	608	203	0	645	3	215	0	645	3	215	0	645	3	215
	Through-Right		0							0				0				0	
	Right	22	1	22	0	22	22	0	23	1	23	0	23	1	23	0	23	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	53	0	53	53	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	1540	3	513	8	1548	516	0	1635	3	545	8	1643	3	548	0	1643	3	548
	Through-Right		0							0				0				0	
	Right	29	1	29	0	29	29	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		326	North-South:		326	North-South:			347	North-South:			347	North-South:			347
		East-West:		670	East-West:		675	East-West:			712	East-West:			717	East-West:			717
		SUM:		996	SUM:		1001	SUM:			1059	SUM:			1064	SUM:			1064
VOLUME/CAPACITY (V/C) RATIO:				0.699			0.702				0.743				0.747				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.599			0.602				0.643				0.647				0.647
LEVEL OF SERVICE (LOS):				A			B				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Willaman Drive	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA05	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	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
	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	
		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	
NORTHBOUND	Left	50	0	**50**	0	50	**50**	0	53	0	**53**	0	53	0	**53**	0	53	0	**53**
	Left-Through		0							0				0				0	
	Through	132	0	210	0	132	210	0	140	0	223	0	140	0	223	0	140	0	223
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	141	0	141	0	141	141	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through		0							0				0				0	
	Through	160	0	**325**	0	160	**325**	0	170	0	**345**	0	170	0	**345**	0	170	0	**345**
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	163	1	163	5	168	168	0	173	1	173	5	178	1	178	0	178	1	178
	Left-Through		0							0				0				0	
	Through	1614	3	**538**	0	1614	**538**	0	1713	3	**571**	0	1713	3	**571**	0	1713	3	**571**
	Through-Right		0							0				0				0	
	Right	32	1	32	0	32	32	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	**112**	0	112	**112**	0	119	1	**119**	0	119	1	**119**	0	119	1	**119**
	Left-Through		0							0				0				0	
	Through	863	3	288	5	868	289	0	916	3	305	5	921	3	307	0	921	3	307
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	0	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		375	*North-South:*		375	*North-South:*			398	*North-South:*			398	*North-South:*			398
		East-West:		650	*East-West:*		650	*East-West:*			690	*East-West:*			690	*East-West:*			690
		SUM:		1025	*SUM:*		1025	*SUM:*			1088	*SUM:*			1088	*SUM:*			1088
	VOLUME/CAPACITY *(V/C)* RATIO:			0.719			0.719				0.764				0.764				0.764
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.619**			**0.619**				**0.664**				**0.664**				**0.664**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **Δ*v/c* after mitigation:** 0.000

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Sherbourne Drive	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA07	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	19	0	19	5	24	24	0	20	0	20	5	25	0	25	0	25	0	25
	Left-Through		0							0				0				0	
	Through	80	0	**114**	0	80	**119**	0	85	0	**121**	0	85	0	**126**	0	85	0	**126**
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	0	**34**	0	34	**34**	0	36	0	**36**	0	36	0	**36**	0	36	0	**36**
	Left-Through		0							0				0				0	
	Through	3	0	81	0	3	81	0	3	0	86	0	3	0	86	0	3	0	86
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	139	1	**139**	0	139	**139**	0	148	1	**148**	0	148	1	**148**	0	148	1	**148**
	Left-Through		0							0				0				0	
	Through	547	1	278	3	550	280	7	588	1	299	3	591	1	301	0	591	1	301
	Through-Right		1							1				1				1	
	Right	9	0	9	0	9	9	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54	0	54	54	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1103	2	**552**	0	1103	**552**	8	1179	2	**590**	0	1179	2	**590**	0	1179	2	**590**
	Through-Right		0							0				0				0	
	Right	214	1	214	0	214	214	0	227	1	227	0	227	1	227	0	227	1	227
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		148	*North-South:*		153	*North-South:*			157	*North-South:*			162	*North-South:*			162
		East-West:		691	*East-West:*		691	*East-West:*			738	*East-West:*			738	*East-West:*			738
		SUM:		839	*SUM:*		844	*SUM:*			895	*SUM:*			900	*SUM:*			900
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.563				0.597				0.600				0.600
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.459**			**0.463**				**0.497**				**0.500**				**0.500**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Sherbourne Drive	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA07	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	12	0	**12**	3	15	**15**	0	13	0	**13**	3	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	37	0	84	0	37	87	0	39	0	89	0	39	0	92	0	39	0	92
	Through-Right		0							0				0				0	
	Right	35	0	0	0	35	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	138	0	138	0	138	138	0	146	0	146	0	146	0	146	0	146	0	146
	Left-Through		0							0				0				0	
	Through	97	0	**391**	0	97	**391**	0	103	0	**415**	0	103	0	**415**	0	103	0	**415**
	Through-Right		0							0				0				0	
	Right	156	0	0	0	156	0	0	166	0	0	0	166	0	0	0	166	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	49	1	49	0	49	49	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	683	1	**362**	8	691	**366**	18	743	1	**394**	8	751	1	**398**	0	751	1	**398**
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	**55**	0	55	**55**	0	58	1	**58**	0	58	1	**58**	0	58	1	**58**
	Left-Through		0							0				0				0	
	Through	583	2	292	0	583	292	16	635	2	318	0	635	2	318	0	635	2	318
	Through-Right		0							0				0				0	
	Right	58	1	58	0	58	58	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		403	North-South:		406	North-South:			428	North-South:			431	North-South:			431
		East-West:		417	East-West:		421	East-West:			452	East-West:			456	East-West:			456
		SUM:		820	SUM:		827	SUM:			880	SUM:			887	SUM:			887
VOLUME/CAPACITY (V/C) RATIO:				0.547			0.551				0.587				0.591				0.591
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.447**			**0.451**				**0.487**				**0.491**				**0.491**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA08	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	102	1	102	0	102	102	2	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	572	1	**293**	0	572	**293**	21	628	1	**346**	0	628	1	**346**	0	628	1	**346**
	Through-Right		1							1				1				1	
	Right	13	0	13	0	13	13	49	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	1	**116**	0	116	**116**	3	126	1	**126**	0	126	1	**126**	0	126	1	**126**
	Left-Through		0							0				0				0	
	Through	447	2	224	1	448	224	10	484	2	242	1	485	2	243	0	485	2	243
	Through-Right		0							0				0				0	
	Right	92	1	51	0	92	50	8	106	1	59	0	106	1	58	0	106	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	82	1	**82**	3	85	**85**	7	94	1	**94**	3	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	483	2	242	8	491	246	6	519	2	260	8	527	2	264	0	527	2	264
	Through-Right		0							0				0				0	
	Right	68	1	17	1	69	18	3	75	1	20	1	76	1	21	0	76	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	1	54	1	55	55	3	60	1	60	1	61	1	61	0	61	1	61
	Left-Through		0							0				0				0	
	Through	1217	1	**704**	0	1217	**704**	0	1292	1	**748**	0	1292	1	**748**	0	1292	1	**748**
	Through-Right		1							1				1				1	
	Right	191	0	191	0	191	191	0	203	0	203	0	203	0	203	0	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		409	North-South:		409	North-South:			472	North-South:			472	North-South:			472
		East-West:		786	East-West:		789	East-West:			842	East-West:			845	East-West:			845
		SUM:		1195	SUM:		1198	SUM:			1314	SUM:			1317	SUM:			1317
VOLUME/CAPACITY (V/C) RATIO:				0.797			0.799				0.876				0.878				0.878
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.697**			**0.699**				**0.776**				**0.778**				**0.778**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA08	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	EB--	0	WB-- 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			2	
Override Capacity			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	46	1	46	0	46	46	2	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	451	1	**244**	0	451	**244**	31	510	1	**293**	0	510	1	**293**	0	510	1	**293**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	37	75	0	75	0	75	0	75	0	75	0	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	298	1	**298**	0	298	**298**	6	322	1	**322**	0	322	1	**322**	0	322	1	**322**
	Left-Through		0							0				0				0	
	Through	577	2	289	3	580	290	27	639	2	320	3	642	2	321	0	642	2	321
	Through-Right		0							0				0				0	
	Right	170	1	98	0	170	97	16	196	1	110	0	196	1	109	0	196	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	145	1	**145**	2	147	**147**	18	172	1	**172**	2	174	1	**174**	0	174	1	**174**
	Left-Through		0							0				0				0	
	Through	667	2	334	5	672	336	13	721	2	361	5	726	2	363	0	726	2	363
	Through-Right		0							0				0				0	
	Right	51	1	28	2	53	30	16	70	1	45	2	72	1	47	0	72	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	1	9	3	12	12	14	24	1	24	3	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	525	1	**342**	0	525	**342**	0	557	1	**363**	0	557	1	**363**	0	557	1	**363**
	Through-Right		1							1				1				1	
	Right	158	0	158	0	158	158	0	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		542	*North-South:*		542	*North-South:*			615	*North-South:*			615	*North-South:*			615
		East-West:		487	*East-West:*		489	*East-West:*			535	*East-West:*			537	*East-West:*			537
		SUM:		1029	*SUM:*		1031	*SUM:*			1150	*SUM:*			1152	*SUM:*			1152
VOLUME/CAPACITY *(V/C)* RATIO:				0.686			0.687				0.767				0.768				0.768
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.586**			**0.587**				**0.667**				**0.668**				**0.668**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard-Le Doux Road	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA09	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	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			2	
Override Capacity			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	29	1	**29**	0	29	**29**	0	31	1	**31**	0	31	1	**31**	0	31	1	**31**
	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	24	1	15	0	24	15	0	25	1	15	0	25	1	15	0	25	1	15
	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	0
	Left-Through		0							0				0				0	
	Through	460	1	**281**	8	468	**285**	8	496	1	**302**	8	504	1	**306**	0	504	1	**306**
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	0	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	12	0	**0**	0	12	**0**	0	13	0	**0**	0	13	0	**0**	0	13	0	**0**
	Left-Through		0							0				0				0	
	Through	633	2	221	0	633	221	0	672	2	235	0	672	2	235	0	672	2	235
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	19	0	19	19	0	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0							0				0				0	
	Through	1612	2	**584**	4	1616	**585**	12	1723	2	**624**	4	1727	2	**625**	0	1727	2	**625**
	Through-Right		1							1				1				1	
	Right	722	1	0	0	722	0	7	773	1	0	0	773	1	0	0	773	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		310	North-South:		314	North-South:			333	North-South:			337	North-South:			337
		East-West:		584	East-West:		585	East-West:			624	East-West:			625	East-West:			625
		SUM:		894	SUM:		899	SUM:			957	SUM:			962	SUM:			962
VOLUME/CAPACITY (V/C) RATIO:				0.627			0.631				0.672				0.675				0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.527**			**0.531**				**0.572**				**0.575**				**0.575**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	San Vicente Boulevard-Le Doux Road	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA09	East-West Street:	Burton Way	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			3			3			3			3			3			3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	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			2	
Override Capacity			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	67	1	**67**	0	67	**67**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	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	38	1	20	0	38	20	0	40	1	21	0	40	1	21	0	40	1	21
	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	0
	Left-Through		0							0				0				0	
	Through	450	1	**238**	5	455	**240**	16	494	1	**261**	5	499	1	**263**	0	499	1	**263**
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through		0							0				0				0	
	Through	1820	2	**623**	0	1820	**623**	0	1932	2	**661**	0	1932	2	**661**	0	1932	2	**661**
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	1	**36**	0	36	**36**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	816	2	339	13	829	342	13	879	2	368	13	892	2	371	0	892	2	371
	Through-Right		1							1				1				1	
	Right	540	1	0	0	540	0	18	591	1	0	0	591	1	0	0	591	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		305	*North-South:*		307	*North-South:*			332	*North-South:*			334	*North-South:*			334
		East-West:		659	*East-West:*		659	*East-West:*			699	*East-West:*			699	*East-West:*			699
		SUM:		964	*SUM:*		966	*SUM:*			1031	*SUM:*			1033	*SUM:*			1033
VOLUME/CAPACITY *(V/C)* RATIO:				0.676			0.678				0.724				0.725				0.725
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.576**			**0.578**				**0.624**				**0.625**				**0.625**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA11	East-West Street:	Beverly Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			4			4			4			4			4			4	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB-- 0		NB-- 3	SB-- 0		NB-- 3	SB-- 0		NB-- 3	SB-- 0		NB-- 3	SB-- 0		NB-- 3	SB-- 0		
	EB-- 3	WB-- 3		EB-- 3	WB-- 3		EB-- 3	WB-- 3		EB-- 3	WB-- 3		EB-- 3	WB-- 3		EB-- 3	WB-- 3		
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			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	65	1	**65**	0	65	**65**	2	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	Left-Through		0							0				0				0	
	Through	776	2	388	3	779	390	21	845	2	423	3	848	2	424	0	848	2	424
	Through-Right		0							0				0				0	
	Right	168	1	0	2	170	0	1	179	1	0	2	181	1	0	0	181	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	70	1	70	0	70	70	8	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	940	2	**405**	1	941	**406**	28	1026	2	**445**	1	1027	2	**445**	0	1027	2	**445**
	Through-Right		1							1				1				1	
	Right	276	0	276	0	276	276	15	308	0	308	0	308	0	308	0	308	0	308
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	2	70	0	127	70	17	152	2	**84**	0	152	2	84	0	152	2	84
	Left-Through		0							0				0				0	
	Through	590	2	**295**	0	590	**295**	27	653	2	327	0	653	2	**327**	0	653	2	**327**
	Through-Right		0							0				0				0	
	Right	86	1	21	0	86	21	3	94	1	23	0	94	1	23	0	94	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	486	2	**267**	1	487	**268**	1	517	2	284	1	518	2	**285**	0	518	2	**285**
	Left-Through		0							0				0				0	
	Through	975	2	488	0	975	488	20	1055	2	**528**	0	1055	2	528	0	1055	2	528
	Through-Right		0							0				0				0	
	Right	74	1	4	0	74	4	4	83	1	1	0	83	1	1	0	83	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		470	North-South:		471	North-South:			516	North-South:			516	North-South:			516
		East-West:		562	East-West:		563	East-West:			612	East-West:			612	East-West:			612
		SUM:		1032	SUM:		1034	SUM:			1128	SUM:			1128	SUM:			1128
VOLUME/CAPACITY (V/C) RATIO:				0.751			0.752				0.820				0.820				0.820
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.651**			**0.652**				**0.720**				**0.720**				**0.720**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA11	East-West Street:	Beverly Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	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
	No. of Phases			4			4			4				4				4	
	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-- 3 SB-- 0 EB-- 3 WB-- 3			NB-- 3 SB-- 0 EB-- 3 WB-- 3			NB-- 3 SB-- 0 EB-- 3 WB-- 3				NB-- 3 SB-- 0 EB-- 3 WB-- 3				NB-- 3 SB-- 0 EB-- 3 WB-- 3			
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	95	1	95	0	95	95	4	105	1	105	0	105	1	105	0	105	1	105
	Left-Through		0							0				0				0	
	Through	1053	2	**527**	2	1055	**528**	38	1156	2	**578**	2	1158	2	**579**	0	1158	2	**579**
	Through-Right		0							0				0				0	
	Right	402	1	238	1	403	238	2	429	1	254	1	430	1	253	0	430	1	253
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	**114**	0	114	**114**	10	131	1	**131**	0	131	1	**131**	0	131	1	**131**
	Left-Through		0							0				0				0	
	Through	950	2	358	3	953	359	38	1046	2	405	3	1049	2	406	0	1049	2	406
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	35	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	289	2	159	0	289	159	31	338	2	186	0	338	2	186	0	338	2	186
	Left-Through		0							0				0				0	
	Through	1026	2	**513**	0	1026	**513**	43	1132	2	**566**	0	1132	2	**566**	0	1132	2	**566**
	Through-Right		0							0				0				0	
	Right	135	1	40	0	135	40	6	149	1	44	0	149	1	44	0	149	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	298	2	**164**	2	300	**165**	3	319	2	**175**	2	321	2	**177**	0	321	2	**177**
	Left-Through		0							0				0				0	
	Through	764	2	382	0	764	382	47	858	2	429	0	858	2	429	0	858	2	429
	Through-Right		0							0				0				0	
	Right	145	1	31	0	145	31	9	163	1	32	0	163	1	32	0	163	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		641	*North-South:*		642	*North-South:*			709	*North-South:*			710	*North-South:*			710
		East-West:		677	*East-West:*		678	*East-West:*			741	*East-West:*			743	*East-West:*			743
		SUM:		1318	*SUM:*		1320	*SUM:*			1450	*SUM:*			1453	*SUM:*			1453
	VOLUME/CAPACITY *(V/C)* RATIO:			0.959			0.960				1.055				1.057				1.057
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.859**			**0.860**				**0.955**				**0.957**				**0.957**
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA12	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	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
	No. of Phases			4			4			4				4					4
	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
NORTHBOUND	Left	174	2	**96**	0	174	**96**	0	185	2	**102**	0	185	2	**102**	0	185	2	**102**
	Left-Through		0							0				0				0	
	Through	853	2	319	0	853	319	14	919	2	344	0	919	2	344	0	919	2	344
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	3	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	2	33	0	60	33	0	64	2	35	0	64	2	35	0	64	2	35
	Left-Through		0							0				0				0	
	Through	1150	2	**474**	2	1152	**475**	30	1251	2	**514**	2	1253	2	**514**	0	1253	2	**514**
	Through-Right		1							1				1				1	
	Right	272	0	272	0	272	272	1	290	0	290	0	290	0	290	0	290	0	290
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	125	1	**125**	5	130	**130**	8	141	1	**141**	5	146	1	**146**	0	146	1	**146**
	Left-Through		0							0				0				0	
	Through	433	2	217	3	436	218	7	467	2	234	3	470	2	235	0	470	2	235
	Through-Right		0							0				0				0	
	Right	45	1	0	0	45	0	43	91	1	40	0	91	1	40	0	91	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	331	1	331	0	331	331	3	354	1	354	0	354	1	354	0	354	1	354
	Left-Through		0							0				0				0	
	Through	1028	1	**540**	1	1029	**540**	1	1092	1	**573**	1	1093	1	**574**	0	1093	1	**574**
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		570	*North-South:*		571	*North-South:*			616	*North-South:*			616	*North-South:*			616
		East-West:		665	*East-West:*		670	*East-West:*			714	*East-West:*			720	*East-West:*			720
		SUM:		1235	*SUM:*		1241	*SUM:*			1330	*SUM:*			1336	*SUM:*			1336
	VOLUME/CAPACITY *(V/C)* RATIO:			0.898			0.903				0.967				0.972				0.972
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.798**			**0.803**				**0.867**				**0.872**				**0.872**
	LEVEL OF SERVICE (LOS):			**C**			**D**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA12	East-West Street:	3rd Street	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	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
	No. of Phases			4			4			4				4				4	
	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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	107	2	59	0	107	59	0	114	2	63	0	114	2	63	0	114	2	63
	Left-Through		0							0				0				0	
	Through	1133	2	**432**	0	1133	**432**	30	1233	2	**470**	0	1233	2	**470**	0	1233	2	**470**
	Through-Right		1							1				1				1	
	Right	162	0	162	0	162	162	4	176	0	176	0	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	2	**74**	0	134	**74**	0	142	2	**78**	0	142	2	**78**	0	142	2	**78**
	Left-Through		0							0				0				0	
	Through	1012	2	383	5	1017	384	37	1111	2	421	5	1116	2	422	0	1116	2	422
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	7	151	0	151	0	151	0	151	0	151	0	151
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	171	1	171	3	174	174	10	192	1	192	3	195	1	195	0	195	1	195
	Left-Through		0							0				0				0	
	Through	775	2	**388**	2	777	**389**	8	831	2	**416**	2	833	2	**417**	0	833	2	**417**
	Through-Right		0							0				0				0	
	Right	144	1	115	0	144	115	39	192	1	161	0	192	1	161	0	192	1	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	195	1	**195**	0	195	**195**	8	215	1	**215**	0	215	1	**215**	0	215	1	**215**
	Left-Through		0							0				0				0	
	Through	491	1	316	3	494	318	7	528	1	339	3	531	1	341	0	531	1	341
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		506	*North-South:*		506	*North-South:*			548	*North-South:*			548	*North-South:*			548
		East-West:		583	*East-West:*		584	*East-West:*			631	*East-West:*			632	*East-West:*			632
		SUM:		1089	*SUM:*		1090	*SUM:*			1179	*SUM:*			1180	*SUM:*			1180
	VOLUME/CAPACITY *(V/C)* RATIO:			0.792			0.793				0.857				0.858				0.858
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.692**			**0.693**				**0.757**				**0.758**				**0.758**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA13	East-West Street:	San Vicente Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			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	
	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			2	
Override Capacity			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	128	1	**128**	1	129	**129**	2	138	1	**138**	1	139	1	**139**	0	139	1	**139**
	Left-Through		0							0				0				0	
	Through	737	2	248	0	737	248	26	808	2	271	0	808	2	271	0	808	2	271
	Through-Right		1							1				1				1	
	Right	6	0	6	0	6	6	0	6	0	6	0	6	0	6	0	6	0	6
	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	0
	Left-Through		0							0				0				0	
	Through	1266	2	**505**	0	1266	**505**	50	1394	2	**556**	0	1394	2	**557**	0	1394	2	**557**
	Through-Right		1							1				1				1	
	Right	248	0	248	2	250	250	12	275	0	275	2	277	0	277	0	277	0	277
	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	**0**
	Left-Through		0							0				0				0	
	Through	937	4	234	5	942	236	0	995	4	249	5	1000	4	250	0	1000	4	250
	Through-Right		0							0				0				0	
	Right	189	1	125	3	192	128	0	201	1	132	3	204	1	135	0	204	1	135
	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	0
	Left-Through		0							0				0				0	
	Through	1991	4	**498**	2	1993	**498**	2	2115	4	**529**	2	2117	4	**529**	0	2117	4	**529**
	Through-Right		0							0				0				0	
	Right	238	1	238	0	238	238	3	256	1	256	0	256	1	256	0	256	1	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		633	North-South:		634	North-South:			694	North-South:			696	North-South:			696
		East-West:		498	East-West:		498	East-West:			529	East-West:			529	East-West:			529
		SUM:		1131	SUM:		1132	SUM:			1223	SUM:			1225	SUM:			1225
VOLUME/CAPACITY (V/C) RATIO:				0.754			0.755				0.815				0.817				0.817
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.654**			**0.655**				**0.715**				**0.717**				**0.717**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Cienega Boulevard	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	NDS	Date:	2/4/2020
CMA13	East-West Street:	San Vicente Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:	JAS	Project:	Our Lady of Mt. Lebanon Project

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	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	180	1	**180**	3	183	**183**	10	201	1	**201**	3	204	1	**204**	0	204	1	**204**
Left-Through		0							0				0				0	
Through	1182	2	402	0	1182	402	54	1309	2	445	0	1309	2	445	0	1309	2	445
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
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	0
Left-Through		0							0				0				0	
Through	1204	2	**439**	0	1204	**441**	70	1348	2	**494**	0	1348	2	**495**	0	1348	2	**495**
Through-Right		1							1				1				1	
Right	113	0	113	5	118	118	13	133	0	133	5	138	0	138	0	138	0	138
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
Left-Through		0							0				0				0	
Through	2101	4	**525**	3	2104	**526**	0	2230	4	**558**	3	2233	4	**558**	0	2233	4	**558**
Through-Right		0							0				0				0	
Right	205	1	115	2	207	116	0	218	1	118	2	220	1	118	0	220	1	118
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	**0**
Left-Through		0							0				0				0	
Through	1069	4	267	5	1074	269	11	1146	4	287	5	1151	4	288	0	1151	4	288
Through-Right		0							0				0				0	
Right	358	1	358	0	358	358	7	387	1	387	0	387	1	387	0	387	1	387
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		619	*North-South:*		624	*North-South:*			695	*North-South:*			699	*North-South:*			699
	East-West:		525	*East-West:*		526	*East-West:*			558	*East-West:*			558	*East-West:*			558
	SUM:		1144	*SUM:*		1150	*SUM:*			1253	*SUM:*			1257	*SUM:*			1257
VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.767				0.835				0.838				0.838
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.667**				**0.735**				**0.738**				**0.738**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

	NB--	SB--	EB--	WB--	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
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?	0	0	0	0	0	0	0	0	0
					0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?					2	2	2	2	2
Override Capacity					0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

APPENDIX E

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

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

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

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

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

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

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

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

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

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

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

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

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Burton Way

N-S St: Robertson Boulevard
E-W St: Burton Way
Project: 5-17-0315-1/ Our Lady of Mt. Lebanon
File: ICU-2

Peak hr: AM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 02/11/2020
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	56	1600	0.035 *	0	56	1600	0.035 *	2	61	1600	0.038 *	0	61	1600	0.038 *
Nb Thru	501	1600	0.313	1	502	1600	0.314	1	533	1600	0.333	1	534	1600	0.334
Nb Right	39	1600	0.024	1	40	1600	0.025	0	41	1600	0.026	1	42	1600	0.026
Sb Left	26	1600	0.016	0	26	1600	0.016	0	28	1600	0.017	0	28	1600	0.017
Sb Thru	464	1600	0.319 *	0	464	1600	0.319 *	0	493	1600	0.340 *	0	493	1600	0.340 *
Sb Right	46	0	-	0	46	0	-	2	51	0	-	0	51	0	-
Eb Left	100	1600	0.063 *	0	100	1600	0.063 *	8	114	1600	0.071 *	0	114	1600	0.071 *
Eb Thru	720	4800	0.150	1	721	4800	0.150	0	764	4800	0.159	1	765	4800	0.159
Eb Right	126	1600	0.079	0	126	1600	0.079	4	138	1600	0.086	0	138	1600	0.086
Wb Left	178	1600	0.111	5	183	1600	0.114	0	189	1600	0.118	5	194	1600	0.121
Wb Thru	1370	4800	0.285 *	3	1373	4800	0.286 *	12	1466	4800	0.305 *	3	1469	4800	0.306 *
Wb Right	81	1600	0.051	0	81	1600	0.051	0	86	1600	0.054	0	86	1600	0.054
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.802				0.802				0.855				0.855
LOS			D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Burton Way

N-S St: Robertson Boulevard
E-W St: Burton Way
Project: 5-17-0315-1/ Our Lady of Mt. Lebanon
File: ICU-2

Peak hr: PM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 02/11/2020
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	85	1600	0.053 *	0	85	1600	0.053 *	8	98	1600	0.061 *	0	98	1600	0.061 *
Nb Thru	504	1600	0.315	3	507	1600	0.317	4	539	1600	0.337	3	542	1600	0.339
Nb Right	72	1600	0.045	2	74	1600	0.046	0	76	1600	0.048	2	78	1600	0.049
Sb Left	82	1600	0.051	0	82	1600	0.051	0	87	1600	0.054	0	87	1600	0.054
Sb Thru	489	1600	0.334 *	0	489	1600	0.334 *	0	519	1600	0.359 *	0	519	1600	0.359 *
Sb Right	45	0	-	0	45	0	-	8	56	0	-	0	56	0	-
Eb Left	170	1600	0.106	0	170	1600	0.106	18	198	1600	0.124	0	198	1600	0.124
Eb Thru	1452	4800	0.303 *	3	1455	4800	0.303 *	0	1541	4800	0.321 *	3	1544	4800	0.322 *
Eb Right	61	1600	0.038	0	61	1600	0.038	4	69	1600	0.043	0	69	1600	0.043
Wb Left	85	1600	0.053 *	3	88	1600	0.055 *	0	90	1600	0.056 *	3	93	1600	0.058 *
Wb Thru	931	4800	0.194	2	933	4800	0.194	13	1001	4800	0.209	2	1003	4800	0.209
Wb Right	67	1600	0.042	0	67	1600	0.042	0	71	1600	0.044	0	71	1600	0.044
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.843				0.845				0.898				0.900
LOS			D				D				D				D

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Wilshire Boulevard

N-S St:	Robertson Boulevard	Peak hr:	AM	Date:	02/11/2020
E-W St:	Wilshire Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-3	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	198	1600	0.124 *	0	198	1600	0.124 *	0	210	1600	0.131 *	0	210	1600	0.131 *
Nb Thru	634	3200	0.235	1	635	3200	0.235	0	673	3200	0.249	1	674	3200	0.249
Nb Right	117	0	-	0	117	0	-	0	124	0	-	0	124	0	-
Sb Left	59	1600	0.037	0	59	1600	0.037	4	67	1600	0.042	0	67	1600	0.042
Sb Thru	592	3200	0.224 *	3	595	3200	0.226 *	0	628	3200	0.238 *	3	631	3200	0.239 *
Sb Right	125	0	-	2	127	0	-	0	133	0	-	2	135	0	-
Eb Left	116	1600	0.073 *	1	117	1600	0.073 *	1	124	1600	0.077 *	1	125	1600	0.078 *
Eb Thru	750	4800	0.180	0	750	4800	0.180	66	862	4800	0.205	0	862	4800	0.205
Eb Right	114	0	-	0	114	0	-	0	121	0	-	0	121	0	-
Wb Left	119	1600	0.074	0	119	1600	0.074	0	126	1600	0.079	0	126	1600	0.079
Wb Thru	1623	4800	0.338 *	0	1623	4800	0.338 *	51	1774	4800	0.370 *	0	1774	4800	0.370 *
Wb Right	105	1600	0.066	0	105	1600	0.066	2	113	1600	0.071	0	113	1600	0.071
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.858				0.861				0.916				0.918
LOS			D				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Robertson Boulevard @ Wilshire Boulevard

N-S St: Robertson Boulevard
E-W St: Wilshire Boulevard
Project: 5-17-0315-1 / Our Lady of Mt. Lebanon
File: ICU-3

Peak hr: PM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 02/11/2020
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	208	1600	0.130 *	0	208	1600	0.130 *	0	221	1600	0.138 *	0	221	1600	0.138 *
Nb Thru	479	3200	0.177	3	482	3200	0.178	0	508	3200	0.187	3	511	3200	0.188
Nb Right	87	0	-	0	87	0	-	0	92	0	-	0	92	0	-
Sb Left	79	1600	0.049	0	79	1600	0.049	4	88	1600	0.055	0	88	1600	0.055
Sb Thru	630	3200	0.218 *	2	632	3200	0.219 *	0	669	3200	0.232 *	2	671	3200	0.233 *
Sb Right	69	0	-	1	70	0	-	0	73	0	-	1	74	0	-
Eb Left	161	1600	0.101	2	163	1600	0.102	4	175	1600	0.109	2	177	1600	0.110
Eb Thru	1336	4800	0.319 *	0	1336	4800	0.319 *	72	1490	4800	0.354 *	0	1490	4800	0.354 *
Eb Right	197	0	-	0	197	0	-	0	209	0	-	0	209	0	-
Wb Left	119	1600	0.074 *	0	119	1600	0.074 *	0	126	1600	0.079 *	0	126	1600	0.079 *
Wb Thru	857	4800	0.179	0	857	4800	0.179	79	989	4800	0.206	0	989	4800	0.206
Wb Right	55	1600	0.034	0	55	1600	0.034	8	66	1600	0.041	0	66	1600	0.041
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.842				0.843				0.903				0.904
LOS			D				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ San Vicente Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	AM	Date:	02/11/2020
E-W St:	San Vicente Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-13	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	128	1600	0.080 *	1	129	1600	0.081 *	2	138	1600	0.086 *	1	139	1600	0.087 *
Nb Thru	737	4800	0.155	0	737	4800	0.155	26	808	4800	0.170	0	808	4800	0.170
Nb Right	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1266	4800	0.315 *	0	1266	4800	0.316 *	50	1394	4800	0.348 *	0	1394	4800	0.348 *
Sb Right	248	0	-	2	250	0	-	12	275	0	-	2	277	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	937	6400	0.146	5	942	6400	0.147	0	995	6400	0.155	5	1000	6400	0.156
Eb Right	189	1600	0.118	3	192	1600	0.120	0	201	1600	0.126	3	204	1600	0.128
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1991	6400	0.311 *	2	1993	6400	0.311 *	2	2115	6400	0.330 *	2	2117	6400	0.331 *
Wb Right	238	1600	0.149	0	238	1600	0.149	3	256	1600	0.160	0	256	1600	0.160
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.807				0.808				0.864				0.866
LOS			D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ San Vicente Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	PM	Date:	02/11/2020
E-W St:	San Vicente Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-13	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	180	1600	0.113 *	3	183	1600	0.114 *	10	201	1600	0.126 *	3	204	1600	0.127 *
Nb Thru	1182	4800	0.251	0	1182	4800	0.251	54	1309	4800	0.278	0	1309	4800	0.278
Nb Right	24	0	-	0	24	0	-	0	25	0	-	0	25	0	-
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	1204	4800	0.274 *	0	1204	4800	0.275 *	70	1348	4800	0.308 *	0	1348	4800	0.310 *
Sb Right	113	0	-	5	118	0	-	13	133	0	-	5	138	0	-
Eb Left	2	0	0.000	0	2	0	0.000	0	2	0	0.000	0	2	0	0.000
Eb Thru	2101	6400	0.329 *	3	2104	6400	0.329 *	0	2230	6400	0.349 *	3	2233	6400	0.349 *
Eb Right	205	1600	0.128	2	207	1600	0.129	0	218	1600	0.136	2	220	1600	0.138
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	1069	6400	0.167	5	1074	6400	0.168	11	1146	6400	0.179	5	1151	6400	0.180
Wb Right	358	1600	0.224	0	358	1600	0.224	7	387	1600	0.242	0	387	1600	0.242
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.815				0.819				0.883				0.886
LOS			D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ Wilshire Boulevard

N-S St:	La Cienega Boulevard	Peak hr:	AM	Date:	02/11/2020
E-W St:	Wilshire Boulevard	Annual Growth:	1%	Date of Count:	2018
Project:	5-17-0315-1 / Our Lady of Mt. Lebanon			Projection Year:	2024
File:	ICU-14	CITY OF BEVERLY HILLS			

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	154	1600	0.096 *	0	154	1600	0.096 *	3	166	1600	0.104 *	0	166	1600	0.104 *
Nb Thru	708	4800	0.160	1	709	4800	0.160	44	796	4800	0.181	1	797	4800	0.181
Nb Right	60	0	-	0	60	0	-	10	74	0	-	0	74	0	-
Sb Left	51	1600	0.032	0	51	1600	0.032	0	54	1600	0.034	0	54	1600	0.034
Sb Thru	843	4800	0.222 *	3	846	4800	0.222 *	34	929	4800	0.244 *	3	932	4800	0.245 *
Sb Right	221	0	-	0	221	0	-	7	242	0	-	0	242	0	-
Eb Left	121	1600	0.076 *	0	121	1600	0.076 *	2	130	1600	0.081 *	0	130	1600	0.081 *
Eb Thru	439	4800	0.105	0	439	4800	0.105	65	531	4800	0.125	0	531	4800	0.125
Eb Right	64	0	-	0	64	0	-	3	71	0	-	0	71	0	-
Wb Left	108	1600	0.068	0	108	1600	0.068	7	122	1600	0.076	0	122	1600	0.076
Wb Thru	1016	4800	0.219 *	0	1016	4800	0.219 *	43	1122	4800	0.242 *	0	1122	4800	0.242 *
Wb Right	37	0	-	0	37	0	-	0	39	0	-	0	39	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.713				0.714				0.771				0.772
LOS			C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

La Cienega Boulevard @ Wilshire Boulevard

N-S St: La Cienega Boulevard
E-W St: Wilshire Boulevard
Project: 5-17-0315-1 / Our Lady of Mt. Lebanon
File: ICU-14

Peak hr: PM
Annual Growth: 1%

CITY OF BEVERLY HILLS

Date: 02/11/2020
Date of Count: 2018
Projection Year: 2024

	2018 EXIST. TRAFFIC			2018 W/PROJECT SITE TRAFFIC				2024 WITHOUT PROJECT				2024 W/PROJECT			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	135	1600	0.084 *	0	135	1600	0.084 *	6	149	1600	0.093 *	0	149	1600	0.093 *
Nb Thru	953	4800	0.214	3	956	4800	0.215	69	1081	4800	0.244	3	1084	4800	0.244
Nb Right	74	0	-	0	74	0	-	10	89	0	-	0	89	0	-
Sb Left	85	1600	0.053	0	85	1600	0.053	0	90	1600	0.056	0	90	1600	0.056
Sb Thru	934	4800	0.215 *	2	936	4800	0.215 *	65	1056	4800	0.243 *	2	1058	4800	0.243 *
Sb Right	96	0	-	0	96	0	-	8	110	0	-	0	110	0	-
Eb Left	130	1600	0.081	0	130	1600	0.081	6	144	1600	0.090	0	144	1600	0.090
Eb Thru	649	4800	0.150 *	0	649	4800	0.150 *	64	753	4800	0.174 *	0	753	4800	0.174 *
Eb Right	73	0	-	0	73	0	-	5	82	0	-	0	82	0	-
Wb Left	231	1600	0.144 *	0	231	1600	0.144 *	15	260	1600	0.162 *	0	260	1600	0.162 *
Wb Thru	573	4800	0.130	0	573	4800	0.130	73	681	4800	0.153	0	681	4800	0.153
Wb Right	50	0	-	0	50	0	-	0	53	0	-	0	53	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.694				0.694				0.773				0.773
LOS			B				B				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by NDS
2 Capacity expressed in veh/hour of green

APPENDIX F

HCM AND LEVELS OF SERVICE EXPLANATION
HCM SIGNALIZED INTERSECTION DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

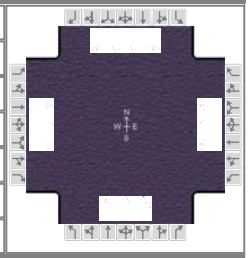
LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

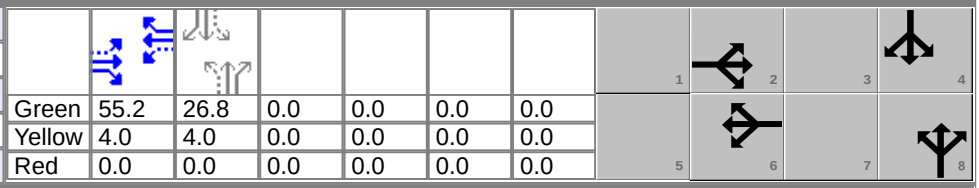
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	489	41	251	745	169	67	575	98	76	429	52

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	55.2	26.8	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

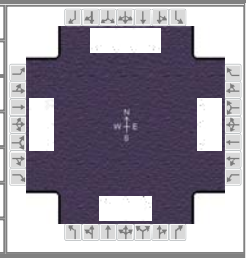
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		59.2		59.2		30.8		30.8
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						16.1		24.4
Green Extension Time (g_e), s		0.0		0.0		3.0		2.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.26

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	88	268	262	251	745	169	67	344	329	76	429	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	727	1900	1848	887	1900	1610	974	1900	1803	777	1809	1610
Queue Service Time (g_s), s	7.9	5.7	5.7	16.0	22.4	4.1	5.3	14.0	14.1	8.4	8.5	2.1
Cycle Queue Clearance Time (g_c), s	30.4	5.7	5.7	21.8	22.4	4.1	13.7	14.0	14.1	22.4	8.5	2.1
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Capacity (*c*), veh/h	344	1166	1134	567	1166	988	278	565	536	190	1076	479
Volume-to-Capacity Ratio (*X*)	0.256	0.230	0.231	0.442	0.639	0.171	0.241	0.610	0.613	0.400	0.399	0.109
Back of Queue (*Q*), ft/ln (95 th percentile)	65.3	98.5	96.8	146	344.8	60.2	54.9	255.4	246.3	70.7	159.1	35.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	3.9	3.9	5.8	13.8	2.4	2.2	10.2	9.9	2.8	6.4	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.7	7.8	7.8	12.7	11.0	7.5	30.7	27.1	27.2	36.8	25.2	23.0
Incremental Delay (d_2), s/veh	1.8	0.5	0.5	2.5	2.7	0.4	0.2	0.4	0.4	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.5	8.3	8.3	15.2	13.7	7.9	30.8	27.5	27.6	37.3	25.3	23.0
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	10.3	B		13.2	B		27.9	C		26.7	C	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.00	A	2.41	B	1.10	A	0.95	A

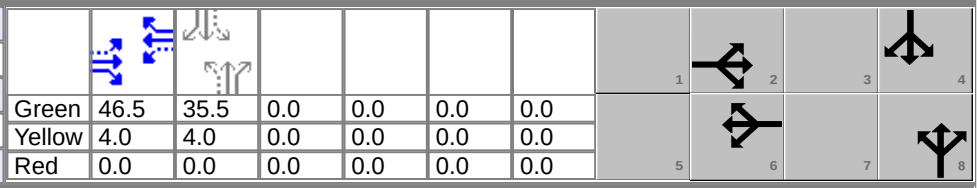
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	604	78	139	425	210	84	669	159	109	470	108

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



							1	2	3	4
Green	46.5	35.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	0.0	0.0	0.0	0.0	0.0	0.0				

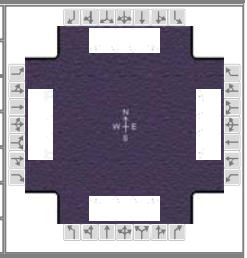
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		50.5		50.5		39.5		39.5
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						17.9		31.6
Green Extension Time (g_e), s		0.0		0.0		4.4		4.1
Phase Call Probability						1.00		1.00
Max Out Probability						0.01		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	347	335	139	425	210	84	428	400	109	470	108
Adjusted Saturation Flow Rate (*s*), veh/h/ln	978	1900	1823	771	1900	1610	938	1900	1773	673	1809	1610
Queue Service Time (g_s), s	6.6	9.7	9.7	11.7	12.5	6.5	6.2	15.9	15.9	13.7	8.2	3.9
Cycle Queue Clearance Time (g_c), s	19.2	9.7	9.7	21.4	12.5	6.5	14.3	15.9	15.9	29.6	8.2	3.9
Green Ratio (*g/C*)	0.52	0.52	0.52	0.52	0.52	0.52	0.39	0.39	0.39	0.39	0.39	0.39
Capacity (*c*), veh/h	452	987	947	397	987	836	363	745	695	225	1418	631
Volume-to-Capacity Ratio (*X*)	0.230	0.352	0.353	0.351	0.431	0.251	0.232	0.575	0.576	0.485	0.332	0.171
Back of Queue (*Q*), ft/ln (95 th percentile)	71.6	182.4	176.6	100.8	225.3	104.4	60.1	274.8	260.7	98.4	147.6	63.4
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	7.3	7.1	4.0	9.0	4.2	2.4	11.0	10.4	3.9	5.9	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	19.3	12.7	12.7	19.1	13.4	12.0	24.1	21.5	21.5	33.1	19.1	17.8
Incremental Delay (d_2), s/veh	1.2	1.0	1.0	2.4	1.4	0.7	0.1	0.3	0.3	0.6	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.5	13.7	13.8	21.5	14.8	12.7	24.2	21.7	21.8	33.7	19.2	17.9
Level of Service (LOS)	C	B	B	C	B	B	C	C	C	C	B	B
Approach Delay, s/veh / LOS	14.6	B		15.4	B		22.0	C		21.3	C	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.40	B	2.27	B	2.10	B
Bicycle LOS Score / LOS	1.14	A	1.76	B	1.24	A	1.05	A

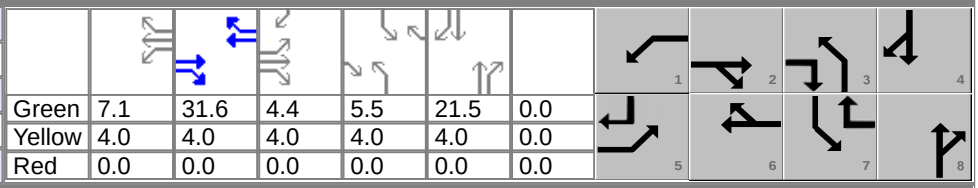
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	627	127	110	1154	129	84	685	114	85	493	182

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.1	31.6	4.4	5.5	21.5	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

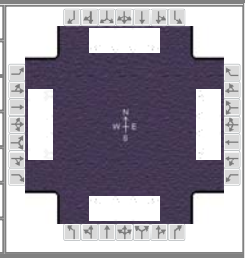
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.4	44.0	11.1	46.6	9.5	25.5	9.5	25.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.6		7.4		6.1	18.0	6.2	12.8
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.1	3.5	0.0	3.7
Phase Call Probability	0.73		0.94		0.88	1.00	0.88	1.00
Max Out Probability	1.00		0.00		0.00	0.04	0.37	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	627	127	110	1154	129	84	685	114	85	493	182
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.6	10.5	3.8	5.4	22.2	3.6	4.1	16.0	5.2	4.2	10.8	8.2
Cycle Queue Clearance Time (g_c), s	2.6	10.5	3.8	5.4	22.2	3.6	4.1	16.0	5.2	4.2	10.8	8.2
Green Ratio (*g/C*)	0.05	0.44	0.51	0.08	0.47	0.53	0.06	0.24	0.24	0.06	0.24	0.29
Capacity (*c*), veh/h	89	1607	813	142	1714	861	110	864	385	110	863	463
Volume-to-Capacity Ratio (*X*)	0.598	0.390	0.156	0.775	0.673	0.150	0.763	0.793	0.296	0.774	0.571	0.393
Back of Queue (*Q*), ft/ln (95 th percentile)	53.4	190.9	61.5	111.1	348.6	30.9	86.3	277.3	88.5	87.7	202	96.5
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	7.6	2.5	4.4	13.9	1.2	3.5	11.1	3.5	3.5	8.1	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	16.8	12.0	40.7	18.3	1.2	41.6	32.2	28.1	41.7	30.2	1.4
Incremental Delay (d_2), s/veh	2.4	0.7	0.4	3.4	2.1	0.4	4.1	0.6	0.2	4.3	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.3	17.5	12.4	44.1	20.4	1.6	45.7	32.8	28.2	46.0	30.4	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	18.5	B		20.6	C		33.4	C		25.3	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.15	A	1.64	B	1.22	A	1.11	A

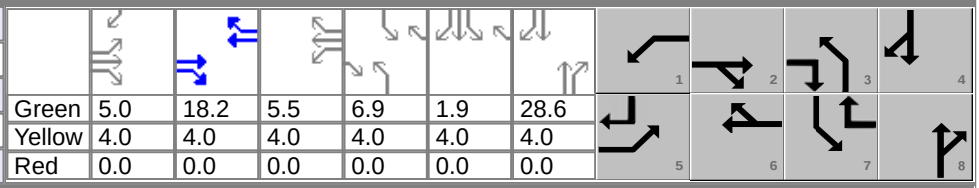
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	828	72	80	768	137	108	713	424	215	481	127

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	18.2	5.5	6.9	1.9	28.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

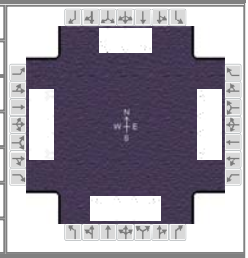
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.0	31.2	9.5	31.7	10.9	32.6	16.8	38.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.5		5.9		7.3	24.0	12.4	10.5
Green Extension Time (g_e), s	0.1	0.0	0.4	0.0	0.1	4.6	0.4	4.8
Phase Call Probability	0.83		0.86		0.93	1.00	1.00	1.00
Max Out Probability	0.00		1.00		0.02	0.02	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	71	828	72	80	768	137	108	713	424	215	481	127
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.5	4.3
Cycle Queue Clearance Time (g_c), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.5	4.3
Green Ratio (*g/C*)	0.06	0.30	0.38	0.06	0.31	0.45	0.08	0.32	0.32	0.14	0.38	0.44
Capacity (*c*), veh/h	100	1094	610	110	1113	724	138	1149	511	256	1385	706
Volume-to-Capacity Ratio (*X*)	0.709	0.757	0.118	0.729	0.690	0.189	0.783	0.621	0.829	0.838	0.347	0.180
Back of Queue (*Q*), ft/ln (95 th percentile)	72.5	330.1	28.8	88.4	298.7	76.8	109.6	258.2	267.6	205.7	154.4	68
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	13.2	1.2	3.5	11.9	3.1	4.4	10.3	10.7	8.2	6.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	28.4	2.2	41.5	27.4	14.9	40.8	26.1	3.3	37.6	19.8	15.4
Incremental Delay (d_2), s/veh	3.4	4.9	0.4	8.5	3.5	0.6	3.6	0.2	1.4	2.8	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.2	33.3	2.6	50.0	30.9	15.5	44.5	26.3	4.7	40.4	19.8	15.5
Level of Service (LOS)	D	C	A	D	C	B	D	C	A	D	B	B
Approach Delay, s/veh / LOS	31.9	C		30.3	C		20.5	C		24.5	C	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.42	B
Bicycle LOS Score / LOS	1.29	A	1.30	A	1.51	B	1.17	A

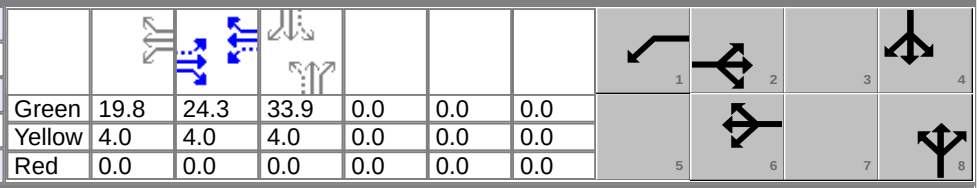
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	377	34	501	895	38	47	591	160	58	841	154

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.8	24.3	33.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

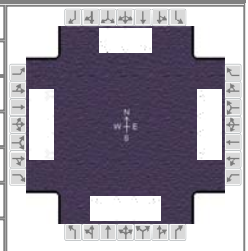
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		28.3	23.8	52.1		37.9		37.9
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			18.8			29.3		22.7
Green Extension Time (g_e), s		0.0	1.0	0.0		4.8		5.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.08		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	377	34	501	895	38	47	591	160	58	511	484
Adjusted Saturation Flow Rate (*s*), veh/h/ln	632	1809	1610	1810	1809		575	1809	1610	839	1900	1797
Queue Service Time (g_s), s	6.0	7.6	1.4	16.8	13.7		6.8	11.0	6.2	5.0	20.7	20.7
Cycle Queue Clearance Time (g_c), s	6.2	7.6	1.4	16.8	13.7		27.3	11.0	6.2	15.8	20.7	20.7
Green Ratio (*g/C*)	0.27	0.27	0.27	0.51	0.53		0.38	0.38	0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	249	978	435	666	1936		165	1360	605	294	714	675
Volume-to-Capacity Ratio (*X*)	0.212	0.385	0.078	0.752	0.462		0.284	0.435	0.264	0.197	0.716	0.716
Back of Queue (*Q*), ft/ln (95 th percentile)	45.6	150.3	25.5	262.7	226		42.6	196.8	100.2	43.9	342.8	327.6
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.0	1.0	10.5	9.0		1.7	7.9	4.0	1.8	13.7	13.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.3	26.7	24.5	15.8	12.9		35.6	21.0	19.5	26.8	24.0	24.0
Incremental Delay (d_2), s/veh	1.9	1.1	0.4	0.7	0.8		0.3	0.1	0.1	0.1	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.2	27.9	24.8	16.5	13.7	0.0	35.9	21.0	19.6	26.9	24.5	24.5
Level of Service (LOS)	C	C	C	B	B	A	D	C	B	C	C	C
Approach Delay, s/veh / LOS	27.7	C		14.3	B		21.6	C		24.6	C	
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.87	A	1.67	B	1.15	A	1.36	A

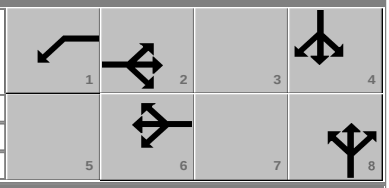
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Existing.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	868	54	268	565	100	54	985	337	64	806	111

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.7	30.1	37.2	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

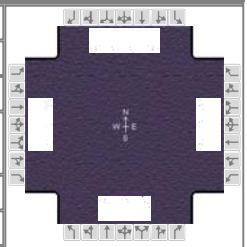
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		34.1	14.7	48.8		41.2		41.2
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			10.2			25.9		30.7
Green Extension Time (g_e), s		0.0	0.5	0.0		7.2		6.7
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.15		0.23

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	122	868	54	268	565	100	54	985	337	64	468	449
Adjusted Saturation Flow Rate (*s*), veh/h/ln	859	1809	1610	1810	1809		619	1809	1610	580	1900	1819
Queue Service Time (g_s), s	9.9	18.9	2.1	8.2	8.3		6.7	19.8	14.0	9.0	17.3	17.3
Cycle Queue Clearance Time (g_c), s	10.0	18.9	2.1	8.2	8.3		23.9	19.8	14.0	28.7	17.3	17.3
Green Ratio (*g/C*)	0.33	0.33	0.33	0.48	0.50		0.41	0.41	0.41	0.41	0.41	0.41
Capacity (*c*), veh/h	368	1214	541	375	1804		217	1492	664	192	783	750
Volume-to-Capacity Ratio (*X*)	0.332	0.715	0.100	0.714	0.313		0.249	0.660	0.508	0.333	0.598	0.598
Back of Queue (*Q*), ft/ln (95 th percentile)	97.6	326	36.4	145.2	147.1		44.2	312	215.8	56.1	291.8	281.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	13.0	1.5	5.8	5.9		1.8	12.5	8.6	2.2	11.7	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.2	26.1	20.5	18.6	13.4		29.9	21.4	19.7	32.9	20.6	20.6
Incremental Delay (d_2), s/veh	2.4	3.6	0.4	1.0	0.5		0.2	0.2	0.2	0.4	0.3	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.6	29.7	20.9	19.5	13.9	0.0	30.1	21.5	19.9	33.3	20.9	20.9
Level of Service (LOS)	C	C	C	B	B	A	C	C	B	C	C	C
Approach Delay, s/veh / LOS	28.8	C		14.0	B		21.5	C		21.7	C	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.35	A	1.26	A	1.62	B	1.30	A

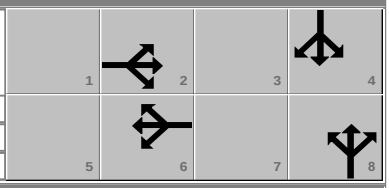
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	489	41	251	745	169	67	578	98	76	430	52

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.1	26.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	

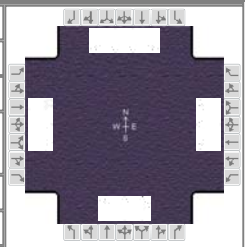
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		59.1		59.1		30.9		30.9
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						16.1		24.5
Green Extension Time (g_e), s		0.0		0.0		3.0		2.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.27

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	88	268	262	251	745	169	67	346	330	76	430	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	727	1900	1848	887	1900	1610	973	1900	1804	775	1809	1610
Queue Service Time (g_s), s	7.9	5.7	5.8	16.0	22.5	4.1	5.3	14.1	14.1	8.4	8.5	2.1
Cycle Queue Clearance Time (g_c), s	30.5	5.7	5.8	21.9	22.5	4.1	13.8	14.1	14.1	22.5	8.5	2.1
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.30	0.30	0.30	0.30	0.30	0.30
Capacity (*c*), veh/h	343	1164	1133	566	1164	987	279	567	538	190	1079	480
Volume-to-Capacity Ratio (*X*)	0.256	0.230	0.231	0.443	0.640	0.171	0.240	0.611	0.613	0.400	0.399	0.108
Back of Queue (*Q*), ft/ln (95 th percentile)	65.6	98.8	97.2	146.7	345.6	60.4	54.9	256	246.9	70.7	159.2	35.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	4.0	3.9	5.9	13.8	2.4	2.2	10.2	9.9	2.8	6.4	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.8	7.9	7.9	12.8	11.1	7.5	30.6	27.1	27.1	36.7	25.2	22.9
Incremental Delay (d_2), s/veh	1.8	0.5	0.5	2.5	2.7	0.4	0.2	0.4	0.4	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	22.6	8.3	8.3	15.3	13.8	7.9	30.8	27.5	27.5	37.3	25.2	22.9
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	10.4	B		13.3	B		27.8	C		26.7	C	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.23	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.00	A	2.41	B	1.10	A	0.95	A

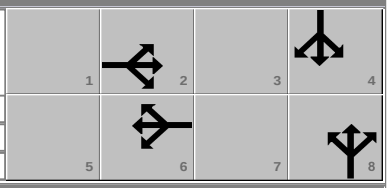
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	604	78	139	425	210	84	671	159	109	473	108

Signal Information					EB		WB		NB		SB	
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	46.4	35.6	0.0	0.0	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0		



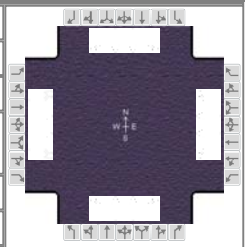
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		50.4		50.4		39.6		39.6
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						18.0		31.6
Green Extension Time (g_e), s		0.0		0.0		4.5		4.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.01		0.07

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	104	347	335	139	425	210	84	429	401	109	473	108
Adjusted Saturation Flow Rate (*s*), veh/h/ln	978	1900	1823	771	1900	1610	935	1900	1773	671	1809	1610
Queue Service Time (g_s), s	6.7	9.7	9.7	11.7	12.5	6.5	6.2	15.9	16.0	13.7	8.2	3.9
Cycle Queue Clearance Time (g_c), s	19.2	9.7	9.7	21.5	12.5	6.5	14.4	15.9	16.0	29.6	8.2	3.9
Green Ratio (*g/C*)	0.52	0.52	0.52	0.52	0.52	0.52	0.40	0.40	0.40	0.40	0.40	0.40
Capacity (*c*), veh/h	451	985	945	396	985	835	362	746	696	225	1420	632
Volume-to-Capacity Ratio (*X*)	0.231	0.353	0.354	0.351	0.431	0.252	0.232	0.575	0.576	0.485	0.333	0.171
Back of Queue (*Q*), ft/ln (95 th percentile)	71.7	183.3	177.1	101	225.7	104.7	60.2	274.9	260.9	98.3	148.3	63.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	7.3	7.1	4.0	9.0	4.2	2.4	11.0	10.4	3.9	5.9	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	19.4	12.8	12.8	19.1	13.4	12.0	24.1	21.4	21.4	33.0	19.1	17.8
Incremental Delay (d_2), s/veh	1.2	1.0	1.0	2.4	1.4	0.7	0.1	0.3	0.3	0.6	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.6	13.8	13.8	21.6	14.8	12.7	24.2	21.7	21.7	33.6	19.1	17.8
Level of Service (LOS)	C	B	B	C	B	B	C	C	C	C	B	B
Approach Delay, s/veh / LOS	14.7	B		15.5	B		21.9	C		21.2	C	
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.25	B	2.40	B	2.27	B	2.10	B
Bicycle LOS Score / LOS	1.14	A	1.76	B	1.24	A	1.06	A

HCS7 Signalized Intersection Results Summary

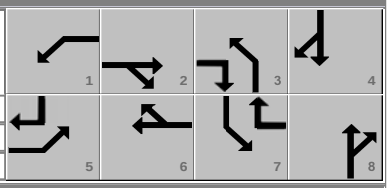
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	627	127	110	1154	129	84	688	114	85	494	182

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.1	31.5	4.4	5.5	21.6	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



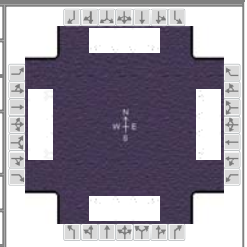
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.4	43.9	11.1	46.6	9.5	25.6	9.5	25.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.6		7.4		6.1	18.1	6.2	12.8
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.1	3.5	0.0	3.7
Phase Call Probability	0.73		0.94		0.88	1.00	0.88	1.00
Max Out Probability	1.00		0.00		0.00	0.04	0.37	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	627	127	110	1154	129	84	688	114	85	494	182
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.6	10.5	3.8	5.4	22.2	3.7	4.1	16.1	5.2	4.2	10.8	8.2
Cycle Queue Clearance Time (g_c), s	2.6	10.5	3.8	5.4	22.2	3.7	4.1	16.1	5.2	4.2	10.8	8.2
Green Ratio (*g/C*)	0.05	0.44	0.50	0.08	0.47	0.53	0.06	0.24	0.24	0.06	0.24	0.29
Capacity (*c*), veh/h	89	1604	812	142	1711	859	110	867	386	110	866	464
Volume-to-Capacity Ratio (*X*)	0.598	0.391	0.156	0.775	0.675	0.150	0.763	0.793	0.295	0.774	0.570	0.392
Back of Queue (*Q*), ft/ln (95 th percentile)	53.4	190.9	61.6	111.1	349.7	30.9	86.3	278	88.4	87.7	202.1	96.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	7.6	2.5	4.4	14.0	1.2	3.5	11.1	3.5	3.5	8.1	3.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	16.9	12.0	40.7	18.4	1.2	41.6	32.1	28.0	41.7	30.1	1.4
Incremental Delay (d_2), s/veh	2.4	0.7	0.4	3.4	2.1	0.4	4.1	0.6	0.2	4.3	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.3	17.6	12.4	44.1	20.5	1.6	45.7	32.8	28.2	46.0	30.4	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	18.5	B		20.6	C		33.4	C		25.2	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.15	A	1.64	B	1.22	A	1.12	A

HCS7 Signalized Intersection Results Summary

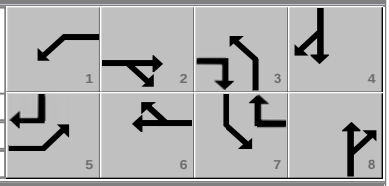
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	828	72	80	768	137	108	715	424	215	484	127

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	18.2	5.5	6.9	1.9	28.6
Yellow	4.0	4.0	4.0	4.0	4.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



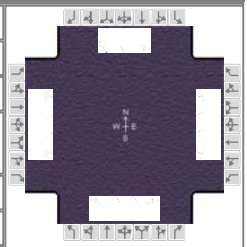
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.0	31.2	9.5	31.7	10.9	32.6	16.8	38.5
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.5		5.9		7.3	24.0	12.4	10.6
Green Extension Time (g_e), s	0.1	0.0	0.4	0.0	0.1	4.6	0.4	4.8
Phase Call Probability	0.83		0.86		0.93	1.00	1.00	1.00
Max Out Probability	0.00		1.00		0.02	0.02	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	71	828	72	80	768	137	108	715	424	215	484	127
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.6	4.3
Cycle Queue Clearance Time (g_c), s	3.5	18.6	2.6	3.9	16.8	4.6	5.3	15.1	22.0	10.4	8.6	4.3
Green Ratio (*g/C*)	0.06	0.30	0.38	0.06	0.31	0.45	0.08	0.32	0.32	0.14	0.38	0.44
Capacity (*c*), veh/h	100	1093	609	110	1112	723	138	1149	511	256	1386	706
Volume-to-Capacity Ratio (*X*)	0.709	0.757	0.118	0.729	0.690	0.189	0.783	0.622	0.829	0.838	0.349	0.180
Back of Queue (*Q*), ft/ln (95 th percentile)	72.5	330.1	28.8	88.4	298.7	76.8	109.6	258.7	267.6	205.7	155.4	68
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	13.2	1.2	3.5	11.9	3.1	4.4	10.3	10.7	8.2	6.2	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	28.4	2.2	41.5	27.4	14.9	40.8	26.1	3.3	37.6	19.8	15.4
Incremental Delay (d_2), s/veh	3.4	4.9	0.4	8.5	3.5	0.6	3.6	0.2	1.3	2.8	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.2	33.3	2.6	50.0	30.9	15.5	44.5	26.3	4.7	40.4	19.8	15.4
Level of Service (LOS)	D	C	A	D	C	B	D	C	A	D	B	B
Approach Delay, s/veh / LOS	31.9	C		30.3	C		20.5	C		24.5	C	
Intersection Delay, s/veh / LOS	26.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.42	B
Bicycle LOS Score / LOS	1.29	A	1.30	A	1.52	B	1.17	A

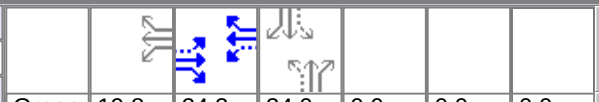
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				

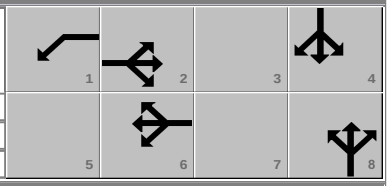


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	377	34	501	895	38	47	594	160	58	842	154

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.8	24.2	34.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



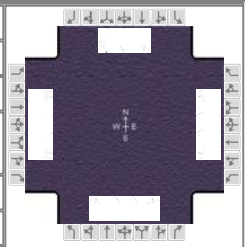
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		28.2	23.8	52.0		38.0		38.0
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			18.8			29.3		22.7
Green Extension Time (g_e), s		0.0	1.0	0.0		4.8		5.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.08		0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	377	34	501	895	38	47	594	160	58	512	484
Adjusted Saturation Flow Rate (*s*), veh/h/ln	632	1809	1610	1810	1809		574	1809	1610	836	1900	1797
Queue Service Time (g_s), s	6.0	7.6	1.4	16.8	13.8		6.8	11.0	6.2	5.0	20.7	20.7
Cycle Queue Clearance Time (g_c), s	6.2	7.6	1.4	16.8	13.8		27.3	11.0	6.2	15.9	20.7	20.7
Green Ratio (*g/C*)	0.27	0.27	0.27	0.51	0.53		0.38	0.38	0.38	0.38	0.38	0.38
Capacity (*c*), veh/h	249	976	434	666	1935		165	1361	606	294	715	676
Volume-to-Capacity Ratio (*X*)	0.213	0.386	0.078	0.753	0.463		0.284	0.436	0.264	0.198	0.716	0.716
Back of Queue (*Q*), ft/ln (95 th percentile)	45.6	150.5	25.6	263.2	226		42.6	197.9	100.2	43.9	343.1	327.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.0	1.0	10.5	9.0		1.7	7.9	4.0	1.8	13.7	13.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.3	26.8	24.5	15.8	12.9		35.5	20.9	19.4	26.8	24.0	24.0
Incremental Delay (d_2), s/veh	1.9	1.2	0.4	0.7	0.8		0.3	0.1	0.1	0.1	0.5	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.3	27.9	24.9	16.5	13.7	0.0	35.9	21.0	19.5	26.9	24.5	24.5
Level of Service (LOS)	C	C	C	B	B	A	D	C	B	C	C	C
Approach Delay, s/veh / LOS	27.8	C		14.3	B		21.6	C		24.6	C	
Intersection Delay, s/veh / LOS	20.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.87	A	1.67	B	1.15	A	1.36	A

HCS7 Signalized Intersection Results Summary

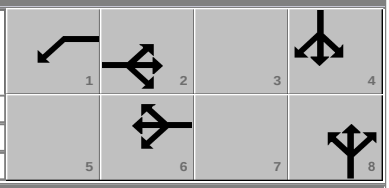
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Mar 11, 2019	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Existing with Project - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Existing + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	122	868	54	268	565	100	54	987	337	64	809	111

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.7	30.0	37.3	0.0	0.0	0.0	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



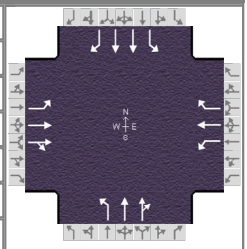
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		34.0	14.7	48.7		41.3		41.3
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			10.2			26.0		30.7
Green Extension Time (g_e), s		0.0	0.5	0.0		7.2		6.7
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.15		0.24

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	122	868	54	268	565	100	54	987	337	64	470	450
Adjusted Saturation Flow Rate (*s*), veh/h/ln	859	1809	1610	1810	1809		617	1809	1610	579	1900	1819
Queue Service Time (g_s), s	9.9	18.9	2.1	8.2	8.4		6.7	19.8	14.0	9.0	17.4	17.4
Cycle Queue Clearance Time (g_c), s	10.0	18.9	2.1	8.2	8.4		24.0	19.8	14.0	28.7	17.4	17.4
Green Ratio (*g/C*)	0.33	0.33	0.33	0.48	0.50		0.41	0.41	0.41	0.41	0.41	0.41
Capacity (*c*), veh/h	367	1211	539	375	1802		216	1494	665	192	785	751
Volume-to-Capacity Ratio (*X*)	0.333	0.716	0.100	0.715	0.314		0.250	0.661	0.507	0.333	0.599	0.599
Back of Queue (*Q*), ft/ln (95 th percentile)	97.7	326.6	36.5	145.5	147.1		44.2	312.6	215.6	56.1	293	283
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	13.1	1.5	5.8	5.9		1.8	12.5	8.6	2.2	11.7	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.3	26.2	20.6	18.6	13.4		29.9	21.3	19.6	32.9	20.6	20.6
Incremental Delay (d_2), s/veh	2.4	3.7	0.4	1.0	0.5		0.2	0.2	0.2	0.4	0.3	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.7	29.8	21.0	19.6	13.9	0.0	30.1	21.5	19.8	33.3	20.9	20.9
Level of Service (LOS)	C	C	C	B	B	A	C	C	B	C	C	C
Approach Delay, s/veh / LOS	28.9	C		14.0	B		21.4	C		21.7	C	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.25	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.35	A	1.26	A	1.62	B	1.30	A

HCS7 Signalized Intersection Results Summary

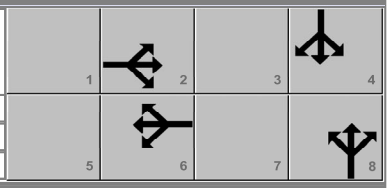
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	521	44	270	794	179	71	626	109	81	466	55

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	52.9	29.1	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



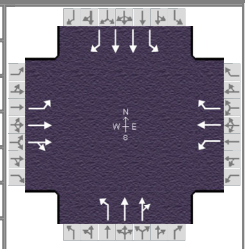
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		56.9		56.9		33.1		33.1
Change Period, (*Y+R c*), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						17.1		26.5
Green Extension Time (*g e*), s		0.0		0.0		3.4		2.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	286	279	270	794	179	71	377	358	81	466	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	694	1900	1848	859	1900	1610	941	1900	1801	734	1809	1610
Queue Service Time (*g s*), s	9.9	6.6	6.6	20.0	26.6	4.6	5.7	15.1	15.1	9.4	9.0	2.2
Cycle Queue Clearance Time (*g c*), s	36.6	6.6	6.6	26.7	26.6	4.6	14.7	15.1	15.1	24.5	9.0	2.2
Green Ratio (*g/C*)	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Capacity (*c*), veh/h	282	1117	1086	522	1117	947	291	614	582	194	1169	520
Volume-to-Capacity Ratio (*X*)	0.330	0.256	0.257	0.518	0.711	0.189	0.244	0.614	0.615	0.417	0.399	0.106
Back of Queue (*Q*), ft/ln (50 th percentile)	45.4	64.6	63.5	102.3	274.7	39.1	31.6	164.4	156.5	41.7	92.7	19.8
Back of Queue (*Q*), veh/ln (50 th percentile)	1.8	2.6	2.5	4.1	11.0	1.6	1.3	6.6	6.3	1.7	3.7	0.8
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	26.1	9.0	9.0	15.5	13.1	8.6	29.3	25.7	25.7	36.1	23.7	21.3
Incremental Delay (*d 2*), s/veh	3.1	0.6	0.6	3.6	3.8	0.4	0.2	0.5	0.5	0.5	0.1	0.0
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.2	9.5	9.6	19.1	17.0	9.0	29.5	26.2	26.2	36.6	23.7	21.4
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	12.3	B		16.3	B		26.5	C		25.3	C	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.03	A	2.54	C	1.15	A	0.98	A

HCS7 Signalized Intersection Results Summary

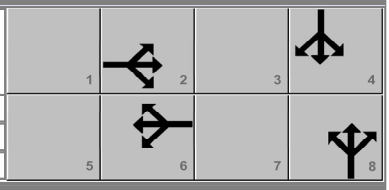
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	646	83	158	456	223	89	735	178	116	530	115

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	43.3	38.7	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



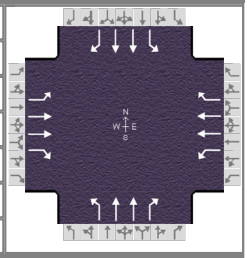
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		47.3		47.3		42.7		42.7
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s						19.0		34.7
Green Extension Time (g_e), s		0.0		0.0		5.1		4.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	110	372	357	158	456	223	89	472	441	116	530	115
Adjusted Saturation Flow Rate (*s*), veh/h/ln	950	1900	1824	738	1900	1610	887	1900	1771	621	1809	1610
Queue Service Time (g_s), s	8.0	11.3	11.4	15.8	14.7	7.5	6.7	17.0	17.0	15.7	8.8	4.0
Cycle Queue Clearance Time (g_c), s	22.7	11.3	11.4	27.2	14.7	7.5	15.5	17.0	17.0	32.7	8.8	4.0
Green Ratio (*g/C*)	0.48	0.48	0.48	0.48	0.48	0.48	0.43	0.43	0.43	0.43	0.43	0.43
Capacity (*c*), veh/h	383	916	880	343	916	777	374	815	760	229	1551	690
Volume-to-Capacity Ratio (*X*)	0.287	0.405	0.406	0.461	0.498	0.287	0.238	0.580	0.580	0.507	0.342	0.167
Back of Queue (*Q*), ft/ln (95 th percentile)	87	212.6	206.7	136.4	263.1	123.3	61.2	286.4	270.8	103.9	156.8	62.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	8.5	8.3	5.5	10.5	4.9	2.4	11.5	10.8	4.2	6.3	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.6	15.0	15.0	23.7	15.9	14.0	22.4	19.5	19.5	32.0	17.2	15.8
Incremental Delay (d_2), s/veh	1.9	1.3	1.4	4.4	1.9	0.9	0.1	0.2	0.3	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.5	16.3	16.4	28.2	17.8	14.9	22.5	19.8	19.8	32.6	17.2	15.9
Level of Service (LOS)	C	B	B	C	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.6	B		19.0	B		20.0	C		19.4	B	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	2.26	B	2.10	B
Bicycle LOS Score / LOS	1.18	A	1.87	B	1.31	A	1.12	A

HCS7 Signalized Intersection Results Summary

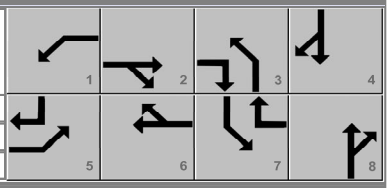
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	709	152	118	1260	137	108	734	124	90	526	193

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	29.2	4.5	5.8	1.2	21.8
Yellow	4.0	4.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



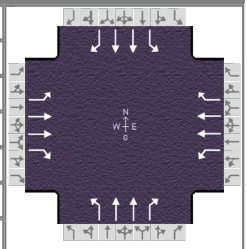
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.5	41.8	11.5	44.8	10.9	26.9	9.8	25.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.7		7.8		7.3	19.1	6.4	13.6
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.2	3.9	0.0	4.0
Phase Call Probability	0.75		0.95		0.93	1.00	0.89	1.00
Max Out Probability	1.00		0.00		0.00	0.03	0.52	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	709	152	118	1260	137	108	734	124	90	526	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.7	12.7	4.7	5.8	26.3	4.0	5.3	17.1	5.6	4.4	11.6	8.7
Cycle Queue Clearance Time (g_c), s	2.7	12.7	4.7	5.8	26.3	4.0	5.3	17.1	5.6	4.4	11.6	8.7
Green Ratio (*g/C*)	0.05	0.42	0.50	0.08	0.45	0.52	0.08	0.25	0.25	0.06	0.24	0.29
Capacity (*c*), veh/h	91	1518	800	151	1639	833	140	922	410	116	875	470
Volume-to-Capacity Ratio (*X*)	0.616	0.467	0.190	0.780	0.769	0.165	0.773	0.796	0.302	0.776	0.601	0.411
Back of Queue (*Q*), ft/ln (95 th percentile)	56.5	225.2	76.5	118.6	411.7	35.6	109.1	290.8	94.4	92.5	213.6	101.4
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	9.0	3.1	4.7	16.5	1.4	4.4	11.6	3.8	3.7	8.5	4.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	18.9	12.6	40.4	20.7	1.2	40.8	31.3	27.1	41.5	30.3	1.4
Incremental Delay (d_2), s/veh	2.5	1.0	0.5	3.3	3.5	0.4	3.4	0.6	0.2	4.2	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.4	19.9	13.1	43.7	24.2	1.6	44.2	31.9	27.2	45.6	30.5	1.6
Level of Service (LOS)	D	B	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	20.3	C		23.7	C		32.7	C		25.3	C	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.44	B	2.44	B
Bicycle LOS Score / LOS	1.24	A	1.74	B	1.28	A	1.16	A

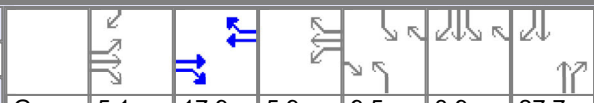
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				

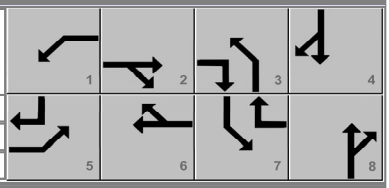


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	958	110	88	899	145	154	765	452	228	522	135

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	17.9	5.9	9.5	3.9	27.7
Yellow	4.0	4.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



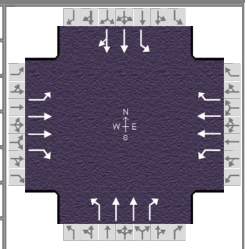
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.1	31.0	9.9	31.8	13.5	31.7	17.4	35.6
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7		6.3		9.5	26.3	13.0	11.8
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.2	1.4	0.4	5.0
Phase Call Probability	0.85		0.89		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	1.00	0.00	0.05

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	958	110	88	899	145	154	765	452	228	522	135
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.7	22.7	3.9	4.3	20.6	4.8	7.5	16.7	24.3	11.0	9.8	4.9
Cycle Queue Clearance Time (g_c), s	3.7	22.7	3.9	4.3	20.6	4.8	7.5	16.7	24.3	11.0	9.8	4.9
Green Ratio (*g/C*)	0.06	0.30	0.41	0.07	0.31	0.46	0.11	0.31	0.31	0.15	0.35	0.41
Capacity (*c*), veh/h	102	1085	653	118	1117	737	191	1115	496	269	1272	657
Volume-to-Capacity Ratio (*X*)	0.734	0.883	0.169	0.745	0.805	0.197	0.808	0.686	0.911	0.846	0.410	0.205
Back of Queue (*Q*), ft/ln (95 th percentile)	76.9	409.5	28.3	102.8	362	80.4	153.2	286.4	365.9	215.2	180.4	77.8
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	16.4	1.1	4.1	14.5	3.2	6.1	11.5	14.6	8.6	7.2	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	30.0	4.4	41.3	28.6	14.5	39.4	27.3	3.4	37.3	22.1	17.2
Incremental Delay (d_2), s/veh	3.8	10.4	0.6	12.5	6.2	0.6	3.1	1.3	19.5	2.8	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	40.4	5.0	53.8	34.8	15.1	42.4	28.6	22.9	40.1	22.2	17.3
Level of Service (LOS)	D	D	A	D	C	B	D	C	C	D	C	B
Approach Delay, s/veh / LOS	37.4	D		33.8	C		28.3	C		26.1	C	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.43	A	1.42	A	1.62	B	1.22	A

HCS7 Signalized Intersection Results Summary

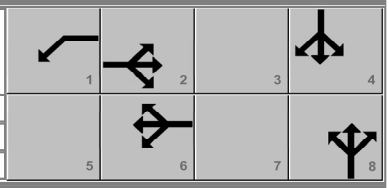
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	407	36	533	957	40	50	668	171	62	943	163

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.8	17.5	37.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



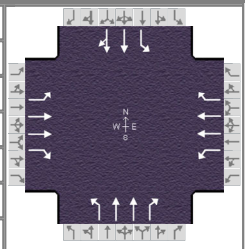
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		21.5	26.8	48.3		41.7		41.7
Change Period, (*Y+R c*), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (*g s*), s			21.8			32.2		24.4
Green Extension Time (*g e*), s		0.0	1.0	0.0		5.6		6.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.11		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	407	36	533	957	40	50	668	171	62	567	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln	596	1809	1610	1810	1809		518	1809	1610	781	1900	1802
Queue Service Time (*g s*), s	7.5	9.2	1.7	19.8	16.4		8.0	11.9	6.2	5.5	22.4	22.4
Cycle Queue Clearance Time (*g c*), s	7.7	9.2	1.7	19.8	16.4		30.2	11.9	6.2	17.3	22.4	22.4
Green Ratio (*g/C*)	0.19	0.19	0.19	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	196	709	316	631	1789		168	1507	671	303	792	751
Volume-to-Capacity Ratio (*X*)	0.286	0.574	0.114	0.845	0.535		0.298	0.443	0.255	0.205	0.717	0.718
Back of Queue (*Q*), ft/ln (95 th percentile)	56.3	189.9	31	326.9	266.4		44.7	207.1	99.4	45.1	361.2	346.3
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	7.6	1.2	13.1	10.7		1.8	8.3	4.0	1.8	14.4	13.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	32.2	32.8	29.7	19.2	15.6		34.4	18.8	17.1	24.9	21.8	21.8
Incremental Delay (*d 2*), s/veh	3.6	3.4	0.7	4.2	1.2		0.4	0.1	0.1	0.1	0.5	0.6
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.9	36.1	30.5	23.4	16.8	0.0	34.7	18.9	17.2	25.1	22.4	22.4
Level of Service (LOS)	D	D	C	C	B	A	C	B	B	C	C	C
Approach Delay, s/veh / LOS	35.7	D		18.7	B		19.4	B		22.5	C	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.90	A	1.75	B	1.22	A	1.45	A

HCS7 Signalized Intersection Results Summary

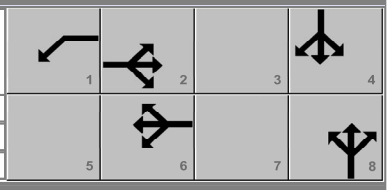
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Future.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	935	57	286	615	106	57	1121	361	68	937	118

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.5	28.7	37.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



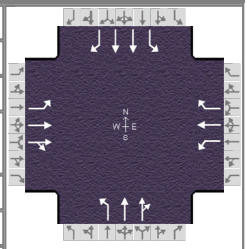
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		32.7	15.5	48.2		41.8		41.8
Change Period, (*Y+R c*), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (*g s*), s			11.0			31.2		37.0
Green Extension Time (*g e*), s		0.0	0.5	0.0		4.4		0.8
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.77		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	130	935	57	286	615	106	57	1121	361	68	538	517
Adjusted Saturation Flow Rate (*s*), veh/h/ln	820	1809	1610	1810	1809		543	1809	1610	510	1900	1825
Queue Service Time (*g s*), s	11.5	21.4	2.2	9.0	9.4		8.5	23.4	15.1	11.6	20.6	20.6
Cycle Queue Clearance Time (*g c*), s	11.6	21.4	2.2	9.0	9.4		29.2	23.4	15.1	35.0	20.6	20.6
Green Ratio (*g/C*)	0.32	0.32	0.32	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	342	1154	514	360	1776		184	1520	677	162	798	767
Volume-to-Capacity Ratio (*X*)	0.381	0.810	0.111	0.794	0.346		0.310	0.737	0.533	0.421	0.674	0.674
Back of Queue (*Q*), ft/ln (95 th percentile)	110.4	372.1	39.8	161.6	166.6		49.8	367.1	229.3	64.5	346	335.8
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	14.9	1.6	6.5	6.7		2.0	14.7	9.2	2.6	13.8	13.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	24.8	28.1	21.6	19.7	14.1		32.9	21.9	19.5	36.6	21.1	21.1
Incremental Delay (*d 2*), s/veh	3.2	6.2	0.4	1.5	0.5		0.4	1.7	0.4	0.6	1.8	1.9
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.0	34.3	22.1	21.2	14.6	0.0	33.2	23.6	19.9	37.3	22.9	23.0
Level of Service (LOS)	C	C	C	C	B	A	C	C	B	D	C	C
Approach Delay, s/veh / LOS	33.0	C		14.9	B		23.1	C		23.8	C	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.41	A	1.32	A	1.76	B	1.41	A

HCS7 Signalized Intersection Results Summary

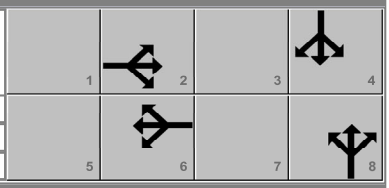
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - AM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04AM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	521	44	270	794	179	71	629	109	81	467	55

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	52.8	29.2	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



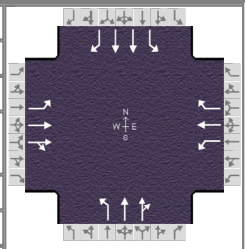
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		56.8		56.8		33.2		33.2
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						17.2		26.6
Green Extension Time (g_e), s		0.0		0.0		3.4		2.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.04		0.32

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	286	279	270	794	179	71	378	360	81	467	55
Adjusted Saturation Flow Rate (*s*), veh/h/ln	694	1900	1848	859	1900	1610	941	1900	1802	732	1809	1610
Queue Service Time (g_s), s	9.9	6.6	6.6	20.1	26.7	4.6	5.7	15.1	15.2	9.5	9.0	2.2
Cycle Queue Clearance Time (g_c), s	36.7	6.6	6.6	26.8	26.7	4.6	14.7	15.1	15.2	24.6	9.0	2.2
Green Ratio (*g/C*)	0.59	0.59	0.59	0.59	0.59	0.59	0.32	0.32	0.32	0.32	0.32	0.32
Capacity (*c*), veh/h	281	1115	1085	521	1115	945	291	616	584	194	1172	522
Volume-to-Capacity Ratio (*X*)	0.331	0.256	0.257	0.519	0.712	0.189	0.244	0.614	0.616	0.417	0.398	0.105
Back of Queue (*Q*), ft/ln (95 th percentile)	81.8	117	114.6	184.5	412.1	70.6	56.8	270.2	259.7	75	167	35.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.3	4.7	4.6	7.4	16.5	2.8	2.3	10.8	10.4	3.0	6.7	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	26.2	9.0	9.0	15.6	13.2	8.6	29.3	25.7	25.7	36.0	23.6	21.3
Incremental Delay (d_2), s/veh	3.1	0.6	0.6	3.7	3.9	0.4	0.2	0.5	0.5	0.5	0.1	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	29.4	9.6	9.6	19.2	17.1	9.1	29.4	26.1	26.2	36.6	23.7	21.3
Level of Service (LOS)	C	A	A	B	B	A	C	C	C	D	C	C
Approach Delay, s/veh / LOS	12.4	B		16.4	B		26.5	C		25.2	C	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.24	B	2.39	B	2.28	B	2.11	B
Bicycle LOS Score / LOS	1.03	A	2.54	C	1.16	A	0.99	A

HCS7 Signalized Intersection Results Summary

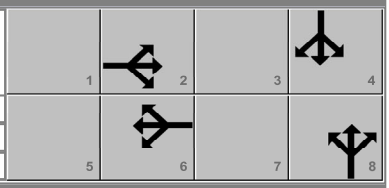
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - PM	PHF	1.00
Urban Street	San Vicente / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #4	File Name	04PM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	646	83	158	456	223	89	737	178	116	533	115

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	43.3	38.7	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



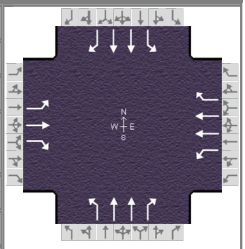
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		6.0		5.0		6.0		5.0
Phase Duration, s		47.3		47.3		42.7		42.7
Change Period, ($Y+R_c$), s		4.0		4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.4		3.4
Queue Clearance Time (g_s), s						19.0		34.8
Green Extension Time (g_e), s		0.0		0.0		5.2		4.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.03		0.31

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	110	372	357	158	456	223	89	473	442	116	533	115
Adjusted Saturation Flow Rate (*s*), veh/h/ln	950	1900	1824	738	1900	1610	885	1900	1771	620	1809	1610
Queue Service Time (g_s), s	8.0	11.3	11.4	15.8	14.7	7.5	6.7	17.0	17.0	15.7	8.9	3.9
Cycle Queue Clearance Time (g_c), s	22.8	11.3	11.4	27.2	14.7	7.5	15.6	17.0	17.0	32.8	8.9	3.9
Green Ratio (*g/C*)	0.48	0.48	0.48	0.48	0.48	0.48	0.43	0.43	0.43	0.43	0.43	0.43
Capacity (*c*), veh/h	382	915	878	342	915	775	373	816	761	229	1554	692
Volume-to-Capacity Ratio (*X*)	0.288	0.406	0.407	0.462	0.498	0.288	0.239	0.580	0.580	0.507	0.343	0.166
Back of Queue (*Q*), ft/ln (95 th percentile)	87	212.9	207.1	136.7	264	123.9	61.2	286.5	270.9	103.8	157.4	62.5
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5	8.5	8.3	5.5	10.6	5.0	2.4	11.5	10.8	4.2	6.3	2.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	23.7	15.0	15.0	23.8	15.9	14.0	22.4	19.5	19.5	32.0	17.2	15.8
Incremental Delay (d_2), s/veh	1.9	1.3	1.4	4.4	1.9	0.9	0.1	0.2	0.3	0.6	0.0	0.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	25.6	16.4	16.4	28.2	17.9	15.0	22.5	19.7	19.8	32.6	17.2	15.8
Level of Service (LOS)	C	B	B	C	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.6	B		19.0	B		20.0	C		19.3	B	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.26	B	2.41	B	2.26	B	2.10	B
Bicycle LOS Score / LOS	1.18	A	1.87	B	1.32	A	1.12	A

HCS7 Signalized Intersection Results Summary

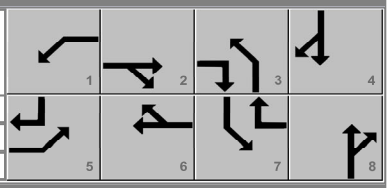
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - AM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06AM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	709	152	118	1260	137	108	737	124	90	527	193

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.5	29.2	4.5	5.8	1.2	21.8	
Yellow	4.0	4.0	4.0	4.0	0.0	4.0	
Red	0.0	0.0	0.0	0.0	0.0	0.0	



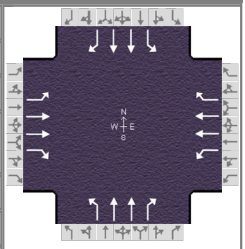
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	8.5	41.7	11.5	44.7	10.9	27.0	9.8	25.8
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.7		7.8		7.3	19.1	6.4	13.6
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.2	3.8	0.0	4.0
Phase Call Probability	0.75		0.95		0.93	1.00	0.89	1.00
Max Out Probability	1.00		0.00		0.00	0.04	0.13	0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	709	152	118	1260	137	108	737	124	90	527	193
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	2.7	31.1	4.7	5.8	26.3	4.0	5.3	17.1	5.6	4.4	11.6	8.7
Cycle Queue Clearance Time (g_c), s	2.7	31.1	4.7	5.8	26.3	4.0	5.3	17.1	5.6	4.4	11.6	8.7
Green Ratio (*g/C*)	0.05	0.42	0.50	0.08	0.45	0.52	0.08	0.26	0.26	0.06	0.24	0.29
Capacity (*c*), veh/h	91	796	799	151	1637	832	140	924	411	116	877	471
Volume-to-Capacity Ratio (*X*)	0.616	0.890	0.190	0.780	0.770	0.165	0.773	0.798	0.302	0.775	0.601	0.410
Back of Queue (*Q*), ft/ln (95 th percentile)	56.5	565.5	76.7	118.6	411.8	34.1	109.1	292.5	94.4	92.5	213.7	101.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	22.6	3.1	4.7	16.5	1.4	4.4	11.7	3.8	3.7	8.5	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.9	24.2	12.6	40.4	20.7	1.4	40.8	31.3	27.0	41.5	30.2	1.4
Incremental Delay (d_2), s/veh	2.5	14.2	0.5	3.3	3.6	0.4	3.4	0.7	0.2	4.1	0.2	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	44.4	38.5	13.1	43.7	24.3	1.8	44.2	32.0	27.2	45.6	30.5	1.6
Level of Service (LOS)	D	D	B	D	C	A	D	C	C	D	C	A
Approach Delay, s/veh / LOS	34.6	C		23.7	C		32.8	C		25.3	C	
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.42	B	2.46	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	2.00	B	1.74	B	1.29	A	1.16	A

HCS7 Signalized Intersection Results Summary

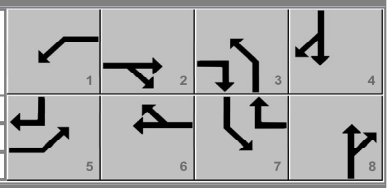
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - PM	PHF	1.00
Urban Street	San Vicente / Beverly	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #6	File Name	06PM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	958	110	88	899	145	154	767	452	228	525	135

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	18.4	5.9	9.5	3.9	27.3
Yellow	4.0	4.0	4.0	4.0	0.0	4.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



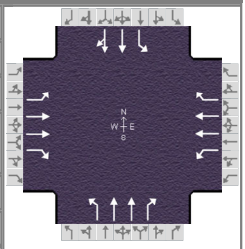
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	9.1	31.5	9.9	32.3	13.5	31.3	17.4	35.2
Change Period, ($Y+R_c$), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7		6.3		9.5	26.5	13.0	12.0
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.2	0.8	0.4	4.9
Phase Call Probability	0.85		0.89		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.00	1.00	0.00	0.06

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	75	958	110	88	899	145	154	767	452	228	525	135
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1610	1810	1809	1610	1810	1809	1610	1810	1809	1610
Queue Service Time (g_s), s	3.7	22.5	3.9	4.3	20.4	4.8	7.5	16.9	24.5	11.0	10.0	4.9
Cycle Queue Clearance Time (g_c), s	3.7	22.5	3.9	4.3	20.4	4.8	7.5	16.9	24.5	11.0	10.0	4.9
Green Ratio (*g/C*)	0.06	0.31	0.41	0.07	0.31	0.46	0.11	0.30	0.30	0.15	0.35	0.40
Capacity (*c*), veh/h	102	1104	661	118	1136	745	191	1096	488	269	1254	649
Volume-to-Capacity Ratio (*X*)	0.734	0.868	0.166	0.745	0.791	0.195	0.808	0.700	0.927	0.847	0.419	0.208
Back of Queue (*Q*), ft/ln (95 th percentile)	76.9	402.3	29	102.8	357.5	79.2	153.3	290.4	381.4	215.2	183.4	78.6
Back of Queue (*Q*), veh/ln (95 th percentile)	3.1	16.1	1.2	4.1	14.3	3.2	6.1	11.6	15.3	8.6	7.3	3.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	41.8	29.6	4.2	41.3	28.2	14.3	39.4	27.7	3.4	37.3	22.5	17.5
Incremental Delay (d_2), s/veh	3.8	9.3	0.5	12.5	5.7	0.6	3.1	1.6	23.0	2.8	0.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	38.8	4.7	53.8	33.9	14.9	42.5	29.4	26.4	40.1	22.6	17.6
Level of Service (LOS)	D	D	A	D	C	B	D	C	C	D	C	B
Approach Delay, s/veh / LOS	36.0	D		33.0	C		29.8	C		26.3	C	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.43	B	2.43	B	2.43	B
Bicycle LOS Score / LOS	1.43	A	1.42	A	1.62	B	1.22	A

HCS7 Signalized Intersection Results Summary

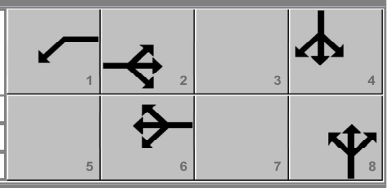
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - AM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10AM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	407	36	533	957	40	50	671	171	62	944	163

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	22.8	17.4	37.7	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



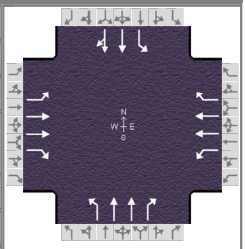
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		21.4	26.8	48.3		41.7		41.7
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.2		3.2
Queue Clearance Time (g_s), s			21.8			32.3		24.4
Green Extension Time (g_e), s		0.0	1.0	0.0		5.7		6.0
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.01			0.12		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	56	407	36	533	957	40	50	671	171	62	568	539
Adjusted Saturation Flow Rate (*s*), veh/h/ln	596	1809	1610	1810	1809		517	1809	1610	779	1900	1802
Queue Service Time (g_s), s	7.5	9.2	1.7	19.8	16.4		8.0	11.9	6.2	5.6	22.4	22.4
Cycle Queue Clearance Time (g_c), s	7.7	9.2	1.7	19.8	16.4		30.3	11.9	6.2	17.4	22.4	22.4
Green Ratio (*g/C*)	0.19	0.19	0.19	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	196	707	315	631	1788		168	1509	671	302	792	751
Volume-to-Capacity Ratio (*X*)	0.286	0.575	0.114	0.845	0.535		0.298	0.445	0.255	0.205	0.717	0.717
Back of Queue (*Q*), ft/ln (95 th percentile)	56.3	190	31	327.1	266.8		44.8	207.8	99.2	45.3	361	346.1
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	7.6	1.2	13.1	10.7		1.8	8.3	4.0	1.8	14.4	13.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	32.3	32.8	29.8	19.2	15.7		34.4	18.8	17.1	25.0	21.8	21.8
Incremental Delay (d_2), s/veh	3.7	3.4	0.7	4.3	1.2		0.4	0.1	0.1	0.1	0.5	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.9	36.2	30.5	23.5	16.8	0.0	34.7	18.9	17.2	25.1	22.4	22.4
Level of Service (LOS)	D	D	C	C	B	A	C	B	B	C	C	C
Approach Delay, s/veh / LOS	35.8	D		18.7	B		19.4	B		22.5	C	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	0.90	A	1.75	B	1.22	A	1.45	A

HCS7 Signalized Intersection Results Summary

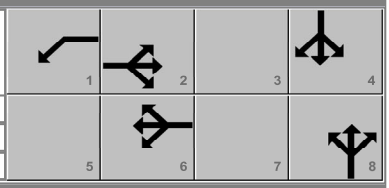
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 11, 2020	Area Type	Other
Jurisdiction	City of West Hollywood	Time Period	Future with Project - PM	PHF	1.00
Urban Street	La Cienega / Melrose	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	Intersection #10	File Name	10PM - Future + Project.xus		
Project Description	Our Lady of Mt. Lebanon Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	935	57	286	615	106	57	1123	361	68	940	118

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.5	28.7	37.8	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	0.0	0.0	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		4
Case Number		5.3	1.0	3.0		5.0		6.0
Phase Duration, s		32.7	15.5	48.2		41.8		41.8
Change Period, ($Y+R_c$), s		4.0	4.0	4.0		4.0		4.0
Max Allow Headway (*MAH*), s		0.0	3.1	0.0		3.3		3.3
Queue Clearance Time (g_s), s			11.0			31.3		37.1
Green Extension Time (g_e), s		0.0	0.5	0.0		4.4		0.7
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.78		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	130	935	57	286	615	106	57	1123	361	68	540	518
Adjusted Saturation Flow Rate (*s*), veh/h/ln	820	1809	1610	1810	1809		542	1809	1610	509	1900	1825
Queue Service Time (g_s), s	11.5	21.4	2.3	9.0	9.4		8.6	23.5	15.1	11.7	20.7	20.7
Cycle Queue Clearance Time (g_c), s	11.6	21.4	2.3	9.0	9.4		29.3	23.5	15.1	35.1	20.7	20.7
Green Ratio (*g/C*)	0.32	0.32	0.32	0.47	0.49		0.42	0.42	0.42	0.42	0.42	0.42
Capacity (*c*), veh/h	341	1153	513	360	1775		183	1521	677	161	799	767
Volume-to-Capacity Ratio (*X*)	0.381	0.811	0.111	0.794	0.346		0.311	0.738	0.533	0.422	0.675	0.676
Back of Queue (*Q*), ft/ln (95 th percentile)	110.5	372.6	39.9	162	166.6		49.9	367.7	229.2	64.6	347.4	336.7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.4	14.9	1.6	6.5	6.7		2.0	14.7	9.2	2.6	13.9	13.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	24.8	28.2	21.6	19.7	14.1		33.0	21.9	19.5	36.7	21.1	21.1
Incremental Delay (d_2), s/veh	3.2	6.2	0.4	1.5	0.5		0.4	1.7	0.4	0.7	1.8	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	28.0	34.4	22.1	21.2	14.6	0.0	33.3	23.6	19.9	37.3	22.9	23.0
Level of Service (LOS)	C	C	C	C	B	A	C	C	B	D	C	C
Approach Delay, s/veh / LOS	33.0	C		14.9	B		23.1	C		23.9	C	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.26	B	2.42	B	2.42	B
Bicycle LOS Score / LOS	1.41	A	1.32	A	1.76	B	1.42	A

Appendix T.2

LADOT Assessment Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

333 S San Vicente Bl
DOT Case No. CEN18-47091

Date: April 27, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED OUR LADY OF MOUNT LEBANON MIXED-USE PROJECT AT 333 SOUTH SAN VICENTE BOULEVARD (ENV-2019-1857-EIR/CPC-2019-1856-DB-F-SPR/VTT-82229)**

On August 1, 2019, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the Our Lady of Mount (Mt.) Lebanon mixed-use project located at 333 South San Vicente Boulevard, which was subject of a transportation analysis dated April 16, 2019 prepared by Linscott Law & Greenspan engineers (LLG). However, since the report was released, the project has changed slightly and a supplemental transportation analysis (February 27 and March 25, 2020) was prepared and submitted by LLG. The supplemental analysis includes a vehicle miles traveled (VMT) analysis pursuant to the City of Los Angeles adoption of VMT as the criteria by which to determine transportation impacts under CEQA Senate Bill (SB) 743 and due to the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines. Please replace the previous DOT assessment report dated August 1, 2019, in its entirety, with this report, which addresses the totality of the transportation analysis.

The DOT has reviewed the transportation analyses prepared by LLG, dated February 27 and March 25, 2020, for the proposed Our Lady of Mt. Lebanon mixed-use project located at 333 South San Vicente Boulevard within the Central Area Planning Commission (APC) area. In compliance with SB 743 and the CEQA guidelines, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's July 2019 Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project is located at 333 South San Vicente Boulevard in the area bounded by San Vicente Boulevard to the east, Burton Way to the south, Holt Avenue to the west, and an alley to the north. Four buildings, which are owned by Our Lady of Mt. Lebanon – St. Peter Cathedral, currently occupy the project site: a cathedral, rectory, social hall, and a chancery. The existing cathedral will be retained and the other three existing buildings will be removed in order to construct 153 apartments, 31,439 square feet (a slight increase from the originally proposed size of 31,342 square feet) of church floor area, and a subterranean garage with 397 vehicle parking spaces. Vehicular access to the project would be provided by the adjacent alley. Passenger loading zones are proposed along the project frontage on Burton Way as illustrated in **Attachment A**. The project is expected to be completed by 2024.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. It should be noted that because the project Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not required to use the new TAG, but the project has voluntarily submitted a VMT analysis. A copy of the VMT calculator version 1.2 summary report, with the corresponding net daily trips estimate, is provided as **Attachment B**.

C. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the March 25, 2020 VMT Analysis report, prepared by LLG, the project proposes to incorporate TDM strategies of providing bicycle parking per the Los Angeles Municipal Code (LAMC) and improving the pedestrian network as project features. The proposed project is projected to have a Household VMT per capita of 6.2 and Work VMT per employee of 2.8. Therefore, it is concluded that implementation of the Project would result in a significant Household VMT impact.

To mitigate this impact, the project proposes to implement the TDM strategies of unbundling parking and promoting and marketing various modes of travel. By implementing these strategies, the Household VMT is forecasted to be reduced to 5.8. A copy of the VMT Calculator summary report is provided as **Attachment B**.

D. Access and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code

(LAMC). Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report. Additionally, the supplemental analysis included an analysis of the expected operations in the alley upon buildout of the project since the alley currently serves as vehicular access for the neighboring West Terrace residential development and will serve as vehicular access for the project. The supplemental analysis concluded that project would not materially change traffic operations on the alley.

PROJECT REQUIREMENTS

A. CEQA Related Mitigation

To off-set the expected significant impacts identified in the project's transportation assessment study, DOT recommends that the applicant be required to implement the TDM strategies of unbundling parking and promotions and marketing as mitigation measures.

Unbundling parking costs from property cost would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces. The promotions and marketing strategy educates and informs travelers about site-specific transportation options and the effects of their travel choice.

B. Non-CEQA Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

The project would provide 397 vehicle parking spaces within a subterranean garage. The project would also provide a total of 19 short-term (10 for the apartments and nine for the church) and 105 long-term (101 apartmentsl and four church) bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

Per the new Mobility Element of the General Plan, **San Vicente Boulevard**, a Boulevard II, would require a 40-foot half-width roadway within a 55-foot half-width right-of-way; **Burton Way,** an Avenue II, would require a 28-foot half-width roadway within a 43-foot half-width right-of-way; and **Holt Avenue**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation
   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. Access to the parking garage will be from the alley to the north of the project. The project also proposes to install passenger loading zones for the apartments and for the church. The project should coordinate with DOT's Western District office for the approval and installation of the passenger loading zones. In order to minimize and prevent last minute building design changes, the applicant should contact DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024) for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

4. Worksite Traffic Control Requirements
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees
   Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

K:\Letters\2020\CEN18-47901_333 San Vicente_mu_vmt update_ltr.docx

c: Daniel Skolnick, Council District 5
Matthew Masuda, Central District, BOE
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Case Management, DOT
David Shender/Jason Shender, LLG

ATTACHMENT A
CEN18-47091_333 S San Vicente Bl

LEGEND

1. EXISTING STREET TREE TO REMAIN
2. PROPOSED STREET TREE
3. RESIDENT PRIVATE PATIO SPACE
4. CITY SIDEWALK
5. ENHANCED PAVING, TYPICAL
6. SPECIMEN ACCENT TREE (LEBANESE CEDAR)
7. COURTYARD FENCE, 8' HEIGHT
8. NEW ACCENT WALL, 42" HEIGHT
9. DECORATIVE ROCK COBBLE
10. TREES IN PORTABLE PLANTERS
11. TABLES AND CHAIRS
12. EXECUTIVE PATIO SPACE
13. ARTIFICIAL TURF
14. RAISED PLANTER
15. FIREPLACE/ FIREPIT
16. BBQ W/ TRELLIS
17. INFORMAL SEATING AREA
18. BUILT-IN BANQUETTE SEATING
19. POOL
20. SPA
21. 8' HIGH WALL W/ POOL ENCLOSURE

SCALE: 1/16"=1'-0"
0 2 4 8 16 32

NORTH
W E
S

PER KPFF SURVEY DATED MAY 31, 2017

NADEL

NADEL RESIDENTIAL
& COMMERCIAL INC
1990 S. BUNDY DRIVE
SUITE 400
LOS ANGELES, CA 90025
T. 310.826.2100
F. 310.826.0182
WWW.NADELARC.COM

PROFESSIONAL STAMP(S):

CONSULTANT:

LRM
LANDSCAPE ARCHITECTURE | URBAN DESIGN
10335 Jefferson Blvd.
Culver City, CA 90232
310.839.6600
www.lrmltd.com

CLIENT:
OUR LADY OF MT. LEBANON

333 S. SAN VICENTE BLVD.
LOS ANGELES , CA 90048

CLIENT PROJECT №: 16121

PROJECT:
MT. LEBANON MIXED-USE PROJECT
333 S. SAN VICENTE BLVD.
LOS ANGELES , CA 90048

PUBLIC AGENCY SUBMITTAL:

ISSUED FOR BIDDING: N/A
ISSUED FOR CONSTRUCTION: N/A

REVISIONS:

ISSUE NO.:	DESCRIPTION:	ISSUE DATE:

NADEL PROJECT №: 16121
PLOT DATE 07.22.2019
ISSUE: ENTITLEMENTS

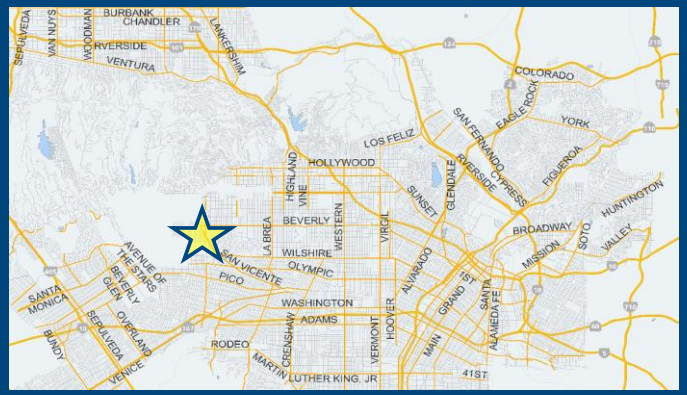
DRAWING TITLE:
1ST FLOOR

L1.00

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Our Lady of Mt. Lebanon
Scenario: Proposed Project
Address: 333 S SAN VICENTE BLVD, 90048



Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	153	DU
(custom) Church | Retail/Non-Retail	Non-Retai	LU type
(custom) Church | Residents	0	Person
(custom) Church | Employees	6	Person
(custom) Church | Daily	186	Trips
(custom) Church | HBW-Attraction Split	5	Percent
(custom) Church | HBO-Attraction Split	75	Percent
(custom) Church | NHB-Attraction Split	10	Percent
(custom) Church | HBW-Production Split	0	Percent
(custom) Church | HBO-Production Split	0	Percent
(custom) Church | NHB-Production Split	10	Percent

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure
- **G** Neighborhood Enhancement

Traffic Calming Improvements
☐ Proposed Prj ☐ Mitigation
25 percent of streets within project with traffic calming improvements
100 percent of intersections within project with traffic calming improvements

Pedestrian Network Improvements
☑ Proposed Prj ☐ Mitigation
within project and connecting off-site

Analysis Results

Proposed Project	With Mitigation
618 Daily Vehicle Trips	**580** Daily Vehicle Trips
3,516 Daily VMT	**3,312** Daily VMT
6.2 Household VMT per Capita	**5.8** Household VMT per Capita
2.8 Work VMT per Employee	**2.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	153	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other	Church	186	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

Analysis Results

Total Employees: 6
Total Population: 345

Proposed Project		*With Mitigation*	
618	**Daily Vehicle Trips**	**580**	**Daily Vehicle Trips**
3,516	**Daily VMT**	**3,312**	**Daily VMT**
6.2	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
2.8	**Work VMT per Employee**	**2.8**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	Yes	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	Monthly cost for parking ($)	*$0*	$25
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	3%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*3%*	*9%*	*3%*	*7%*	*3%*	*9%*	*3%*	*7%*	*3%*	*7%*	*3%*	*3%*
MAX. TDM EFFECT	*3%*	*9%*	*3%*	*7%*	*3%*	*9%*	*3%*	*7%*	*3%*	*7%*	*3%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE	urban	75%
TYPE	*compact infill*	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 15, 2020
Project Name: Our Lady of Mt. Lebanon
Project Scenario: Proposed Project
Project Address: 333 S SAN VICENTE BLVD, 90048

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	207	-34.3%	136	6.0	1,242	816
Home Based Other Production	555	-47.7%	290	4.8	2,664	1,392
Non-Home Based Other Production	19	-10.5%	17	6.3	120	107
Home-Based Work Attraction	9	-77.8%	2	8.6	77	17
Home-Based Other Attraction	240	-48.3%	124	7.1	1,704	880
Non-Home Based Other Attraction	74	-13.5%	64	6.2	459	397

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-2.6%	133	795	-9.3%	123	740
Home Based Other Production	-2.6%	283	1,356	-9.3%	263	1,262
Non-Home Based Other Production	-2.6%	17	104	-6.5%	16	100
Home-Based Work Attraction	-2.6%	2	17	-6.5%	2	16
Home-Based Other Attraction	-2.6%	121	857	-6.5%	116	823
Non-Home Based Other Attraction	-2.6%	62	387	-6.5%	60	371

MXD VMT Methodology Per Capita & Per Employee

Total Population: 345
Total Employees: 6
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,151**	**2,002**
Total Home Based Work Attraction VMT	**17**	**16**
Total Home Based VMT Per Capita	**6.2**	**5.8**
Total Work Based VMT Per Employee	**2.8**	**2.8**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Jason Shender
Title:	Transportation Planner II
Company:	Linscott, Law & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	(818) 835-8648
Email Address:	jshender@llgengineers.com
Date:	1/15/2020

SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE CITY OF LOS ANGELES INTERSECTIONS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2018 EXISTING V/C	LOS	[2] YEAR 2018 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2024 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING
1	Robertson Boulevard / 3rd Street	AM PM	0.625 0.622	B B	0.628 0.627	B B	0.003 0.005	NO NO	0.679 0.691	B B	0.682 0.695	B B	0.003 0.004	NO NO
2	Robertson Boulevard / Burton Way	AM PM	0.688 0.734	B C	0.689 0.736	B C	0.001 0.002	NO NO	0.748 0.796	C C	0.748 0.799	C C	0.000 0.003	NO NO
5	Willaman Drive / Burton Way	AM PM	0.599 0.619	A B	0.602 0.619	B B	0.003 0.000	NO NO	0.643 0.664	B B	0.647 0.664	B B	0.004 0.000	NO NO
6	San Vicente Boulevard / Beverly Boulevard	AM PM	0.669 0.695	B B	0.670 0.695	B B	0.001 0.000	NO NO	0.731 0.775	C C	0.733 0.775	C C	0.002 0.000	NO NO
7	Sherbourne Drive / 3rd Street	AM PM	0.459 0.447	A A	0.463 0.451	A A	0.004 0.004	NO NO	0.497 0.487	A A	0.500 0.491	A A	0.003 0.004	NO NO
8	San Vicente Boulevard / 3rd Street	AM PM	0.697 0.586	B A	0.699 0.587	B A	0.002 0.001	NO NO	0.776 0.667	C B	0.778 0.668	C B	0.002 0.001	NO NO
9	San Vicente Boulevard-Le Doux Road / Burton Way	AM PM	0.527 0.576	A A	0.531 0.578	A A	0.004 0.002	NO NO	0.572 0.624	A B	0.575 0.625	A B	0.003 0.001	NO NO
11	La Cienega Boulevard / Beverly Boulevard	AM PM	0.651 0.859	B D	0.652 0.860	B D	0.001 0.001	NO NO	0.720 0.955	C E	0.720 0.957	C E	0.000 0.002	NO NO
12	La Cienega Boulevard / 3rd Street	AM PM	0.798 0.692	C B	0.803 0.693	D B	0.005 0.001	NO NO	0.867 0.757	D C	0.872 0.758	D C	0.005 0.001	NO NO
13	La Cienega Boulevard / San Vicente Boulevard	AM PM	0.654 0.663	B B	0.655 0.667	B B	0.001 0.004	NO NO	0.715 0.735	C C	0.717 0.738	C C	0.002 0.003	NO NO