

Appendix F-2

LADOT Assessment Letter

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

9201-9205 N. Winnetka Ave.
LADOT Case No. SFV23-115384
LADOT Project ID No. 55703

Date: November 14, 2023

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE TESLA DELIVERY HUB AND SERVICE CENTER LOCATED AT 9201-9205 NORTH WINNETKA AVENUE (CPC-2023-4890-VZC-CU)**

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Linscott, Law & Greenspan, Engineers (LLG), dated October 30, 2023, for the proposed Tesla Delivery Hub and Service Center development located at 9201-9205 North Winnetka Avenue in the Chatsworth-Porter Ranch Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project consists of a new Tesla Delivery Hub and Service Center inclusive of the sale, inventory, preparation, delivery, and service of Tesla electric vehicles. The project will provide 24,376 square feet of Sales and Showroom floor area (inclusive of 7,461 square feet of covered outdoor area), 48,361 square feet of Service Area/Parts Storage floor area, and 46,047 square feet of Delivery Prep area. The existing project site comprises of a 118,784 square-foot multiplex movie theatre building and associated surface parking. The existing building contains a movie theatre with 3,666 seats (closed in March 2020), 3,415 square feet of health/fitness club space (currently operational), and 3,464 square feet of restaurant space (currently vacant). The applicant proposes to reutilize the existing 118,784 square-foot multiplex building that will consist of the demolition of existing interior improvements and fixtures, construction of interior tenant improvements and exterior façade renovations and site improvements, reorganization of the existing surface parking lot, and removal and replacement of existing parking lot landscaping. The project proposes to remove 95 parking spaces for a total of 1,147 parking spaces on site. Of the 1,147 parking spaces to remain, 898 parking spaces will be repurposed as

vehicle inventory/storage space, while 249 parking spaces will remain for use by employees, customers, and visitors. Vehicular access to the project site's surface parking lot will continue to be provided via one driveway along the west side of Winnetka Avenue (signed as Larian Way) and the Westerly Prairie Street Driveway. Vehicular access will also be permitted by agreement via the Winnetka Avenue driveway (north of Larian Way) and the easterly Prairie Street Driveway serving the site of the restaurant pads. Inbound truck access to the project site will be provided via the existing Oso Avenue Driveway and outbound truck access from the project site will be provided via the Westerly Prairie Street Driveway. Construction and occupancy of the project is proposed to be completed by the year 2025.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by LADOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addressed the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline. The evaluation identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at each freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required

C. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. 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, determined that the project exceeds the net 250 DVT threshold. The transportation assessment concluded that implementation of the project would **not** result in a significant transportation impact. A copy of the VMT calculator-screening pages are provided in **Attachment A**. The traffic analysis included further discussion on the screening of the following CEQA transportation thresholds:

1. Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies

The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. According to the analysis, the project does not obstruct or conflict with the City's development policies and standards for the transportation system. Therefore, no project or cumulative significant transportation impact was identified for this threshold.

2. Threshold T-2.1: Causing Substantial Vehicle Miles Traveled

Using the VMT Calculator, the assessment determined that the project would generate a 1,844 net increase in DVT and a 16,655 net increase in daily VMT. The analysis concluded that the project would not result in a significant VMT impact as discussed below under Section D, CEQA Transportation Analysis.

3. Threshold T-3: Substantially Increasing Hazards Due To a Geometric Design Feature or Incompatible Use

The project does not involve any design features that are unusual for the area or any incompatible use.

D. CEQA Transportation Analysis

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds. LADOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the North Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.2
- Daily Work VMT per Employee: 15.0

As cited in the VMT analysis report prepared by Linscott, Law & Greenspan, Engineers, the VMT generated by this project results in a 0.0 Household VMT per Capita and a 17.1 Work VMT per Employee. With the addition of the Transportation Demand Management (TDM) strategies Transit Subsidies, Ride-Share Program, and Include Bike Parking per LAMC as Mitigation Measures or Project Design Features, the project would generate an average 0.0 Household VMT per Capita and a 14.8 Work VMT per Employee. Therefore, it was concluded that the implementation of the proposed project would not result in a significant VMT impact.

E. Access and Circulation

The access and circulation analysis included a delay study of the following intersections using the Highway Capacity Manual (HCM) methodology which calculates the amount of delay per vehicle based upon the intersection traffic volumes, lane configurations, and signal timing:

- Mason Avenue / Prairie Street
- Oso Avenue / Prairie Street
- Oso Avenue / Oso Avenue Driveway
- Prairie Street Westerly Driveway / Prairie Street
- Prairie Street Easterly Driveway / Prairie Street
- Winnetka Avenue / Plummer Street
- Winnetka Avenue / Prairie Street
- Winnetka Avenue / Winnetka Avenue Driveway
- Winnetka Avenue / Larian Way
- Winnetka Avenue / Nordhoff Street

Existing and Cumulative Traffic Conditions

Manual traffic counts of vehicular turning movements were conducted on Wednesday, May 17, 2023, at the study intersections during the weekday morning and afternoon commute periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commute hours. The following techniques were utilized to estimate existing year peak hour turning movement traffic volumes at the Oso Avenue / Oso Avenue Driveway intersection and the Prairie Street Westerly Driveway / Prairie Street intersection:

- Oso Avenue / Oso Avenue Driveway: Turning movements at the intersection were derived based on application of trip generation rates to the health/fitness club floor area within the existing project site. The existing project site trips were assigned to the existing project site driveways, including the intersection.
- Prairie Street Westerly Driveway / Prairie Street: The traffic count data at the Prairie Street Easterly Driveway / Prairie Street intersection were used to derive the westbound and eastbound through volumes. Turning movements at the intersection were derived based on application of trip generation rates to the health/fitness club floor area within the existing project site. The existing project site trips were assigned to the existing project site driveways, including the intersection.

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0% per year to and including the anticipated project buildout year, 2025.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The results for the Year 2023 Existing, Year 2023 Existing With Project, Year 2025 Future Cumulative Baseline, and Year 2025 Future Cumulative With Project traffic conditions are shown in **Attachment B**.

LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections.

PROJECT REQUIREMENTS

A. TDM Strategies

The following Transportation Demand Management (TDM) strategies are proposed as Mitigation Measures or Project Design Features in the VMT evaluation:

- **Transit Subsidies:** As a Mitigation Measure, the subsidization of transit fare for employees will be proactively offered to each employee at least once annually for a minimum of five years. At the time of initial opening, the project will offer a daily transit subsidy of at least \$0.75 to all employees.
- **Ride-Share Program:** As a Mitigation Measure, the project will proactively aim to increase employee vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants designating adequate passenger loading/unloading and waiting areas for the ride-share vehicle, and providing a website or message board to connect riders and coordinate rides.
- **Include Bike Parking per Los Angeles Municipal Code:** The project will provide the LAMC-required number of short-term and long-term bicycle parking spaces onsite as a Project Design Feature. The project will provide a total of 28 bicycle parking spaces onsite.

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. Construction Impacts

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to <https://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the worksite 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. LADOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Winnetka Avenue** is designated as a Boulevard II and would require a 40-foot half-width roadway within a 55-foot half-width right-of-way. **Prairie Street** and **Oso Avenue** are designated as Collector Streets and would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. Parking Requirements

The project proposes to provide 1,147 parking spaces within the project site. Of the proposed parking spaces, 898 parking spaces will be repurposed as vehicle inventory/storage space, while 249 parking spaces will remain for use by employees, customers, and visitors. In addition, the project will provide a total of 28 bicycle parking spaces onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation

Vehicular access to the project site's surface parking lot will continue to be provided via one driveway along the west side of Winnetka Avenue (signed as Larian Way) and the Westerly Prairie Street. Additional vehicular access to the project site will be permitted by agreement via the Winnetka Avenue driveway (north of Larian Way) and the Easterly Prairie Street Driveway serving the site of the restaurant pads. The Prairie Street driveways and the project site's Winnetka Avenue driveway (signed as Larian Way) will continue to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress movements will be permitted). The northerly Winnetka Avenue driveway will continue to accommodate full vehicular ingress and right-turn only vehicular egress (i.e., left-turn and right-turn ingress movements will be permitted, but left-turn egress movements will be prohibited). Inbound truck access to the project site will be provided via the existing Oso Avenue Driveway which will operate as a one-way inbound driveway with the project. Outbound truck access from the project site will be provided via the Westerly Prairie Street Driveway. A copy of the project site plan is shown in **Attachment C**.

The review of this study does not constitute approval of the existing driveway dimensions, access, and circulation scheme with regard to this project. Those elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Rm 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before the commencement of building or parking layout design efforts, for driveway width and internal circulation requirements. New driveways should be Case-2, designed with a recommended width of 28 feet for two-way operations, or 16 feet for one-way operations, or to the satisfaction of LADOT. Additionally, the applicant should check with City Planning regarding the project's vehicular access and design.

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 Sheila Ahraian of my staff at (818) 374-4690.

Attachments

J:\Projects\SFV\55703-9201 N Winnetka Ave

cc: Dan Rosales, Council District 12
Silva Abramian, LADOT West Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Jason Shender, Linscott, Law & Greenspan, Engineers (LLG)

Attachment A

City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4


Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address: [Q](#)



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

Yes
 No

Existing Land Use

Land Use Type	Value	Unit
Retail Health Club	3.415	ksf
Retail Health Club	3.415	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
103 <small>Daily Vehicle Trips</small>	1,947 <small>Daily Vehicle Trips</small>
923 <small>Daily VMT</small>	17,578 <small>Daily VMT</small>

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	1,844 <small>Net Daily Trips</small>
The net increase in daily VMT ≤ 0	16,655 <small>Net Daily VMT</small>
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	48,361 <small>ksf</small>

The proposed project is required to perform VMT analysis.

Attachment A (cont'd)

City of LA VMT Calculator Results

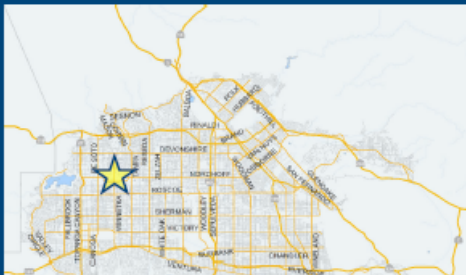
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Tesla Delivery Hub and Service Center

Scenario: Proposed Project

Address: 9201 N WINNETKA AVE, 91311



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

Reduce Transit Headways: percent reduction in headways (increase in frequency)
 percent existing transit mode share (as a % of total daily trips)
 Proposed Prj Mitigation >= 50 percent of lines within project site improved

Implement Neighborhood Shuttle: degree of implementation
 Proposed Prj Mitigation percent of employees and residents eligible

Transit Subsidies: percent of employees and residents eligible
 Proposed Prj Mitigation amount (dollar) of transit subsidy per passenger (daily equivalent)

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement


Analysis Results

Proposed Project	With Mitigation
1,934 <small>Daily Vehicle Trips</small>	1,918 <small>Daily Vehicle Trips</small>
17,468 <small>Daily VMT</small>	17,255 <small>Daily VMT</small>
0.0 <small>Household VMT per Capita</small>	0.0 <small>Household VMT per Capita</small>
17.1 <small>Work VMT per Employee</small>	14.8 <small>Work VMT per Employee</small>

Significant VMT Impact?

Household: No Threshold = 9.2 15% Below APC	Household: No Threshold = 9.2 15% Below APC
Work: Yes Threshold = 15.0 15% Below APC	Work: No Threshold = 15.0 15% Below APC

Proposed Project Land Use Type	Value	Unit
Retail Auto Repair	45.361	kcf
Industrial Manufacturing	45.047	kcf
(custom) Sales and Showroom Daily	57.9	Trips
(custom) Sales and Showroom HBW-Attractio	5	Percent
(custom) Sales and Showroom HBW-Attractio	51	Percent
(custom) Sales and Showroom NHB-Attractio	22	Percent
(custom) Sales and Showroom HBW-Product	0	Percent
(custom) Sales and Showroom HBW-Product	0	Percent
(custom) Sales and Showroom NHB-Product	22	Percent
(custom) Sales and Showroom Daily	0	Residents
(custom) Sales and Showroom Daily	24	Employees
(custom) Sales and Showroom Daily		Retail/Non-R



Attachment B

Summary of Levels of Service (LOS)

Table 5-1
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

29-0221

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING WITH PROJECT			YEAR 2025 FUTURE CUMULATIVE BASELINE			YEAR 2025 FUTURE CUMULATIVE WITH PROJECT				
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Mason Avenue / Prairie Street	Signalized	NB Left	AM	34.0	C	44.8	34.0	C	44.8	0.0	35.7	D	47.5	35.7	D	47.5	0.0
				PM	20.5	C	27.6	20.5	C	27.6	0.0	21.0	C	29.0	21.0	C	29.0	0.0
			NB Through	AM	14.6	B	292.1	14.8	B	296.6	4.5	14.9	B	299.7	15.0	B	304.2	4.5
				PM	21.2	C	471.7	21.4	C	483.7	6.0	21.9	C	495.7	22.2	C	500.5	4.8
			NB Right	AM	14.7	B	294.0	14.8	B	297.2	3.2	14.9	B	291.4	15.0	B	294.6	3.2
				PM	21.5	C	471.2	21.8	C	477.8	6.6	22.3	C	489.5	22.7	C	495.8	6.3
			SB Left	AM	21.6	C	32.6	23.3	C	47.0	14.4	22.4	C	35.9	24.3	C	50.9	15.0
				PM	38.9	D	53.1	44.4	D	74.5	21.4	43.7	D	66.9	50.3	D	90.6	23.7
			SB Through	AM	19.7	B	442.4	19.7	B	442.4	0.0	20.3	C	457.2	20.3	C	457.2	0.0
				PM	14.4	B	292.5	14.4	B	292.5	0.0	14.5	B	299.1	14.5	B	299.1	0.0
			SB Right	AM	19.8	B	435.6	19.8	B	435.6	0.0	20.4	C	450.2	20.4	C	450.2	0.0
				PM	14.4	B	277.7	14.4	B	277.7	0.0	14.6	B	284.2	14.6	B	284.2	0.0
			EB Left/Through/Right	AM	21.2	C	21.5	21.2	C	21.5	0.0	21.2	C	22.2	21.2	C	22.2	0.0
				PM	22.4	C	76.4	22.4	C	76.4	0.0	22.4	C	77.4	22.4	C	77.4	0.0
WB Left/Through/Right	AM	21.6	C	41.6	21.7	C	48.4	6.8	21.7	C	47.7	21.9	C	54.6	6.9			
	PM	22.9	C	101.1	23.4	C	134.2	23.1	23.0	C	106.5	23.6	C	129.9	23.4			
2	Oak Avenue / Prairie Street	Unsignalized	NB Left/Through/Right	AM	7.3	A	0.0	7.3	A	0.0	0.0	7.3	A	0.0	7.4	A	0.0	0.0
				PM	7.7	A	5.0	7.9	A	5.0	0.0	7.8	A	5.0	7.9	A	5.0	0.0
			SB Left/Through/Right	AM	7.1	A	2.5	7.2	A	2.5	0.0	7.1	A	2.5	7.2	A	2.5	0.0
				PM	7.9	A	5.0	8.1	A	5.0	0.0	8.0	A	5.0	8.2	A	5.0	0.0
			EB Left/Through/Right	AM	7.4	A	10.0	7.7	A	12.5	2.5	7.5	A	10.0	7.7	A	12.5	2.5
				PM	8.5	A	22.5	8.8	A	27.5	5.0	8.6	A	25.0	9.0	A	27.5	2.5
			WB Left/Through/Right	AM	7.5	A	7.5	7.6	A	10.0	2.5	7.5	A	10.0	7.7	A	10.0	0.0
				PM	7.9	A	10.0	8.2	A	15.0	5.0	7.9	A	12.5	8.3	A	17.5	5.0
3	Oak Avenue / Oak Avenue Driveway	Unsignalized	SB Left [6]	AM	8.1	A	0.0	8.1	A	0.0	0.0	8.1	A	0.0	8.1	A	0.0	0.0
				PM	8.1	A	0.0	8.1	A	0.0	0.0	8.1	A	0.0	8.1	A	0.0	0.0
			WB Right [7]	AM	8.9	A	0.0	--	--	--	--	8.9	A	0.0	--	--	--	--
				PM	8.9	A	0.0	--	--	--	--	8.9	A	0.0	--	--	--	--
4	Prairie Street Wastery Driveway / Prairie Street	Unsignalized	NB Left	AM	9.3	A	0.0	10.0	A	2.5	2.5	9.4	A	0.0	10.1	B	2.5	2.5
				PM	10.7	B	0.0	11.8	B	5.0	5.0	10.9	B	0.0	12.4	B	5.0	5.0
			NB Right	AM	8.6	A	0.0	8.7	A	0.0	0.0	8.6	A	0.0	8.7	A	0.0	0.0
				PM	9.6	A	0.0	10.0	A	5.0	5.0	9.7	A	0.0	10.1	B	5.0	5.0
			WB Left	AM	7.4	A	0.0	7.5	A	2.5	2.5	7.4	A	0.0	7.5	A	2.5	2.5
				PM	7.8	A	0.0	7.9	A	2.5	2.5	7.8	A	0.0	7.9	A	2.5	2.5
5	Prairie Street Easterly Driveway / Prairie Street	Unsignalized	NB Left	AM	9.4	A	0.0	9.8	A	0.0	0.0	9.5	A	0.0	9.9	A	0.0	0.0
				PM	11.5	B	2.5	12.3	B	2.5	0.0	11.7	B	2.5	12.5	A	2.5	0.0
			NB Right	AM	8.6	A	0.0	8.7	A	0.0	0.0	8.6	A	0.0	8.7	A	0.0	0.0
				PM	9.9	A	7.5	10.4	B	10.0	2.5	10.0	B	7.5	10.5	B	10.0	2.5
			WB Left	AM	7.4	A	0.0	7.4	A	0.0	0.0	7.4	A	0.0	7.4	A	0.0	0.0
				PM	7.8	A	2.5	8.0	A	2.5	0.0	7.9	A	2.5	8.0	A	2.5	0.0

Attachment B (cont'd) Summary of Levels of Service (LOS)

Table 5-1 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2023 EXISTING			YEAR 2023 EXISTING WITH PROJECT				YEAR 2025 FUTURE CUMULATIVE BASELINE			YEAR 2025 FUTURE CUMULATIVE WITH PROJECT			
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
6	Winnetka Avenue / Plummer Street	Signalized	NB Left	AM	33.7	C	87.6	35.7	D	94.6	7.0	35.3	D	92.5	37.6	D	100.1	7.6
				PM	21.0	C	50.5	21.8	C	57.3	6.8	21.6	C	52.3	22.4	C	59.4	7.1
			NB Through	AM	15.9	B	179.6	16.0	B	184.4	4.8	16.1	B	191.5	16.2	B	195.5	4.0
				PM	18.0	B	261.1	18.3	B	271.6	10.5	18.3	B	270.3	18.6	B	281.0	10.7
			NB Right	AM	13.5	B	41.2	13.6	B	43.5	2.3	13.7	B	48.5	13.7	B	50.8	2.3
				PM	14.3	B	76.2	14.5	B	83.2	7.0	14.5	B	81.7	14.7	B	89.0	7.3
			SB Left	AM	22.6	C	67.3	22.8	C	67.9	0.6	23.4	C	70.9	23.7	C	71.4	0.5
				PM	29.1	C	74.1	30.2	C	75.9	1.8	30.3	C	78.2	31.5	C	80.3	2.1
			SB Through	AM	19.0	B	294.0	19.3	B	305.7	11.7	19.3	B	303.3	19.6	B	315.1	11.8
				PM	15.7	B	168.6	15.8	B	177.0	8.4	15.9	B	179.0	16.0	B	186.7	7.7
			SB Right	AM	13.9	B	59.0	13.9	B	59.0	0.0	14.0	B	60.2	14.0	B	60.2	0.0
				PM	13.1	B	22.9	13.1	B	22.9	0.0	13.1	B	23.4	13.1	B	23.4	0.0
			EB Left	AM	25.3	C	26.5	25.3	C	26.5	0.0	25.6	C	27.7	25.6	C	27.7	0.0
				PM	25.8	C	102.5	25.8	C	102.5	0.0	26.2	C	105.0	26.2	C	105.0	0.0
			EB Through	AM	18.7	B	141.5	18.7	B	141.5	0.0	18.8	B	144.7	18.8	B	144.7	0.0
				PM	22.5	C	277.7	22.5	C	277.7	0.0	22.7	C	283.4	22.7	C	283.4	0.0
			EB Right	AM	16.9	B	41.1	17.0	B	45.2	4.1	16.9	B	41.7	17.0	B	46.0	4.3
				PM	18.0	B	80.3	18.0	B	83.2	2.9	18.0	B	81.5	18.1	B	84.7	3.2
			WB Left	AM	26.8	C	108.8	27.5	C	121.3	12.5	27.4	B	114.8	28.1	C	127.6	12.8
				PM	36.0	D	85.3	37.5	D	97.6	12.3	38.7	D	102.1	40.5	D	115.4	13.3
WB Through	AM	20.2	C	207.2	20.2	C	207.2	0.0	20.4	C	211.1	20.4	C	211.1	0.0			
	PM	18.5	B	132.6	18.5	B	132.6	0.0	18.6	B	136.1	18.6	B	136.1	0.0			
WB Right	AM	16.3	B	18.6	16.3	B	18.6	0.0	16.3	B	19.3	16.3	B	19.3	0.0			
	PM	16.8	B	35.2	16.8	B	35.2	0.0	16.8	B	35.9	16.8	B	35.9	0.0			

Table 5-1 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2023 EXISTING			YEAR 2023 EXISTING WITH PROJECT				YEAR 2025 FUTURE CUMULATIVE BASELINE			YEAR 2025 FUTURE CUMULATIVE WITH PROJECT			
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
7	Winnetka Avenue / Prairie Street	Signalized	NB Left	AM	27.3	C	27.1	28.5	C	33.0	5.9	29.3	C	36.9	30.6	C	43.4	6.5
				PM	23.7	C	20.6	24.2	C	22.6	2.0	25.1	C	24.9	25.6	C	27.1	2.2
			NB Through	AM	16.3	B	222.6	16.3	B	224.1	1.5	16.7	B	237.7	16.7	B	239.2	1.5
				PM	16.5	B	232.0	16.6	B	236.0	4.0	16.8	B	242.4	16.9	B	246.5	4.1
			NB Right	AM	14.2	B	94.0	14.2	B	94.0	0.0	14.3	B	98.9	14.3	B	98.9	0.0
				PM	13.3	B	58.9	13.3	B	58.9	0.0	13.4	B	61.3	13.4	B	61.3	0.0
			SB Left	AM	25.2	C	73.5	25.4	C	73.8	0.3	26.9	C	78.9	27.1	C	79.2	0.3
				PM	24.0	C	48.2	24.2	C	48.5	0.3	24.8	C	50.2	25.1	C	50.7	0.5
			SB Through	AM	18.8	B	310.0	19.0	B	317.6	7.6	19.1	B	321.1	19.3	B	328.9	7.8
				PM	17.4	B	264.5	17.5	B	268.8	4.3	17.8	B	279.3	18.0	B	283.8	4.5
			SB Right	AM	12.4	B	20.8	12.8	B	38.2	17.4	12.5	B	21.5	12.9	B	38.9	17.4
				PM	12.3	B	13.2	12.5	B	25.1	11.9	12.3	B	13.7	12.6	B	25.7	12.0
			EB Left	AM	18.8	B	7.3	19.0	B	17.7	10.4	18.8	B	7.3	19.1	B	17.7	10.4
				PM	21.7	C	66.2	22.7	C	98.4	32.2	21.9	C	68.0	22.8	C	100.4	32.4
			EB Through	AM	16.8	B	23.1	16.8	B	23.1	0.0	16.8	B	23.8	16.8	B	23.8	0.0
				PM	17.1	B	36.4	17.1	B	36.4	0.0	17.1	B	37.1	17.1	B	37.1	0.0
			EB Right	AM	16.7	B	13.5	16.7	B	14.2	0.7	16.7	B	14.9	16.8	B	15.6	0.7
				PM	17.6	B	56.2	17.7	B	59.8	3.6	17.7	B	62.0	17.8	B	65.6	3.6
			WB Left	AM	18.4	B	52.6	18.4	B	52.6	0.0	18.5	B	54.2	18.5	B	54.2	0.0
				PM	20.0	B	96.7	20.0	B	96.7	0.0	20.1	C	102.1	20.1	C	102.1	0.0
WB Through Right	AM	17.6	B	60.2	17.6	B	60.2	0.0	17.6	B	61.7	17.6	B	61.7	0.0			
	PM	18.3	B	94.2	18.3	B	94.2	0.0	18.3	B	96.4	18.3	B	96.4	0.0			
8	Winnetka Avenue / Winnetka Avenue Driveway	Unsignalized	NB Left	AM	10.9	B	0.0	11.2	B	2.5	2.5	11.1	B	0.0	11.4	B	2.5	2.5
				PM	11.7	B	2.5	12.0	B	7.5	5.0	12.1	B	5.0	12.5	B	7.5	2.5
			EB Right	AM	12.7	B	2.5	12.9	B	2.5	0.0	12.9	B	2.5	13.1	B	2.5	0.0
				PM	13.8	B	7.5	14.4	B	12.5	5.0	14.3	B	7.5	14.9	B	12.5	5.0

Attachment B (cont'd)

Summary of Levels of Service (LOS)

Table 5-1 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2023 EXISTING			YEAR 2023 EXISTING WITH PROJECT				YEAR 2025 FUTURE CUMULATIVE BASELINE			YEAR 2025 FUTURE CUMULATIVE WITH PROJECT			
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
9	Winnetka Avenue / Larkin Way	Signalized	NB Left	AM	18.5	B	10.4	18.9	B	18.9	8.5	18.7	B	10.4	19.1	B	18.9	8.5
				PM	19.0	B	9.5	19.9	B	16.3	6.8	19.7	B	9.5	19.9	B	16.3	6.8
			NB Through	AM	30.4	C	359.7	31.2	C	372.7	13.0	30.9	C	369.2	31.8	C	383.0	13.8
				PM	30.9	C	368.6	31.5	C	378.4	9.8	31.5	C	378.4	32.2	C	389.1	10.7
			NB Right	AM	19.0	B	2.1	19.0	B	2.1	0.0	19.2	B	9.0	19.2	B	9.0	0.0
				PM	19.0	B	2.8	19.0	B	2.8	0.0	19.6	B	22.7	19.6	B	22.7	0.0
			SB Left	AM	16.4	B	3.2	16.7	B	3.2	0.0	16.8	B	9.6	17.1	B	9.6	0.0
				PM	16.7	B	5.3	16.8	B	5.3	0.0	17.6	B	24.1	17.8	B	24.1	0.0
			SB Through	AM	35.2	D	429.1	35.3	D	430.3	1.2	36.5	D	445.6	36.7	D	445.8	2.2
				PM	45.0	D	524.1	46.0	D	532.6	8.5	48.5	D	551.7	49.8	D	561.8	10.1
			SB Right	AM	19.2	B	9.7	19.2	B	9.7	0.0	19.2	B	9.7	19.2	B	9.7	0.0
				PM	19.0	B	2.8	19.0	B	2.8	0.0	19.0	B	2.8	19.0	B	2.8	0.0
			EB Left	AM	--	--	--	18.9	B	2.8	2.8	--	--	--	20.0	C	2.9	2.9
				PM	19.0	B	7.2	19.2	B	15.2	8.0	19.6	B	7.3	19.8	B	15.4	8.1
			EB Through/Right	AM	18.7	B	4.2	18.8	B	9.2	5.0	18.7	B	4.2	18.8	B	9.2	5.0
				PM	19.1	B	22.3	19.3	B	34.3	12.0	19.1	B	23.1	19.3	B	35.1	12.0
			WB Left	AM	18.8	B	1.4	19.0	B	1.4	0.0	19.3	B	25.2	19.5	B	25.4	0.2
				PM	19.5	B	0.7	19.9	B	0.7	0.0	19.8	B	14.0	20.3	C	14.2	0.2
WB Through/Right	AM	18.7	B	5.6	18.7	B	5.6	0.0	19.3	B	35.4	19.3	B	35.4	0.0			
	PM	18.7	B	5.7	18.7	B	5.7	0.0	19.0	B	20.9	19.0	B	20.9	0.0			

Table 5-1 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2023 EXISTING			YEAR 2023 EXISTING WITH PROJECT				YEAR 2025 FUTURE CUMULATIVE BASELINE			YEAR 2025 FUTURE CUMULATIVE WITH PROJECT			
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
10	Winnetka Avenue / Nordhoff Street	Signalized	NB Left	AM	96.4	F	352.6	99.8	F	358.4	5.8	116.3	F	391.0	120.5	F	397.9	6.9
				PM	28.0	C	61.8	28.4	C	61.9	0.1	28.5	C	62.8	28.9	C	62.9	0.1
			NB Through	AM	64.8	E	668.7	69.3	E	705.4	36.7	69.6	E	707.3	74.9	E	747.7	40.4
				PM	48.2	D	502.4	49.4	D	516.8	14.4	50.7	D	532.5	52.0	D	548.2	15.7
			NB Right	AM	65.6	E	636.2	70.3	E	671.9	35.7	70.6	E	673.8	76.0	E	713.3	39.5
				PM	48.8	D	476.1	49.9	D	490.5	14.4	51.2	D	505.0	52.6	D	520.3	15.3
			SB Left	AM	28.2	C	29.1	28.7	C	33.0	3.9	28.9	C	36.8	29.2	C	40.8	4.0
				PM	27.1	C	57.3	27.7	C	67.3	10.0	27.7	C	62.0	28.3	C	72.1	10.1
			SB Through	AM	45.8	D	489.2	46.5	D	497.6	8.4	48.6	D	534.0	49.5	D	534.2	10.2
				PM	44.7	D	473.4	46.1	D	492.9	19.5	46.3	D	495.6	48.0	D	516.9	21.3
			SB Right	AM	21.8	C	120.5	21.8	C	122.6	2.1	21.9	C	126.8	22.0	C	130.3	3.5
				PM	20.4	C	61.9	20.5	C	66.2	4.3	20.5	C	65.3	20.6	C	69.7	4.4
			EB Left	AM	49.8	D	124.1	50.1	D	132.1	8.0	50.0	D	128.8	50.3	D	136.9	8.1
				PM	52.8	D	171.9	53.3	D	177.6	5.7	53.7	D	181.2	54.3	D	186.7	5.5
			EB Through	AM	36.4	D	233.8	36.4	D	233.8	0.0	36.6	D	238.4	36.6	D	238.4	0.0
				PM	43.6	D	417.2	43.6	D	417.2	0.0	44.2	D	427.6	44.2	D	427.6	0.0
			EB Right	AM	32.6	C	65.4	32.6	D	65.4	0.0	32.6	C	66.7	32.6	C	66.7	0.0
				PM	49.2	D	404.3	49.2	D	404.3	0.0	50.2	D	415.2	50.2	D	415.2	0.0
WB Left	AM	50.5	D	144.8	50.5	D	144.8	0.0	50.7	D	148.4	50.7	D	148.4	0.0			
	PM	71.5	E	274.3	71.5	E	274.3	0.0	74.2	E	284.0	74.2	E	284.0	0.0			
WB Through	AM	47.3	D	452.4	47.3	D	452.4	0.0	48.3	D	465.6	48.3	D	465.6	0.0			
	PM	35.3	D	208.1	35.4	D	211.2	3.1	35.4	D	213.7	35.5	D	217.0	3.3			
WB Right	AM	31.7	C	36.1	32.1	C	49.4	13.3	31.8	C	39.7	32.2	C	53.0	13.3			
	PM	36.5	D	208.8	36.6	D	211.1	2.3	36.7	D	214.0	36.9	D	216.6	2.6			

[1] Pursuant to the IADOT Transportation Assessment Guidelines, August 2022, the Highway Capacity Manual ("HCM") methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.
 [2] Control delay reported in seconds per vehicle.
 [3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)		LOS
<= 10	A	<= 10
> 10-20	B	> 10-15
> 20-35	C	> 15-25
> 35-55	D	> 25-35
> 55-80	E	> 35-50
> 80	F	> 50

 Unsignalized Intersection Levels of Service were based on the following criteria:

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

 [4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 7th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.
 [5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.
 [6] While driveway is located at the end of a cul-de-sac, the inbound movement has been analyzed as a southbound left-turn.
 [7] Driveway will be converted to a one-way inbound-only driveway with the Project.

