Appendix F-1

Transportation Assessment

LINSCOTT LAW & GREENSPAN
engineers

TRANSPORTATION ASSESSMENT

TESLA DELIVERY HUB AND SERVICE CENTER

City of Los Angeles, California
October 30, 2023

Prepared for:

WINCAL, LLC
120 North Robertson Boulevard
Los Angeles, CA 90048

LLG Ref. 1-23-4554-1

Prepared by:
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APPENDICES

APPENDIX

1.0 INTRODUCTION

1.1 Transportation Assessment Overview

This Transportation Assessment has been conducted to identify and evaluate the potential transportation impacts of the proposed Tesla Delivery Hub and Service Center project ("Project") located at 9201-9205 Winnetka Avenue ("Project Site") on the surrounding street system. The Project Site is located in the Chatsworth-Porter Ranch Community Plan Area of the City of Los Angeles, California ("City"). The Project Site is generally bounded by Prairie Street to the north, a surface parking lot to the south, Oso Avenue to the west, and Winnetka Avenue to the east. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The transportation analysis follows the *Los Angeles Department of Transportation ("LADOT") Transportation Assessment Guidelines*[1] ("TAG"). The City's TAG are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act ("CEQA"), the City's TAG identify vehicle miles traveled ("VMT") as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City's TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This Transportation Assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv), a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities.

[1] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* LADOT, August 2022.

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Figure 1-1
Vicinity Map

1.2 Study Area

The CEQA and non-CEQA analysis criteria for this Transportation Assessment were identified in consultation with LADOT staff. The analysis criteria were determined based on the City's TAG, the proposed Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a Transportation Assessment Memorandum of Understanding ("MOU") for the Project on September 11, 2023. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 9201-9205 Winnetka Avenue in the Chatsworth-Porter Ranch Community Plan Area of the City. The Project Site is generally bounded by Prairie Street to the north, a surface parking lot to the south, Oso Avenue to the west, and Winnetka Avenue to the east. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is located within a high-quality transit area ("HQTA") in *Connect SoCal*[2], the Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") of the Southern California Association of Governments ("SCAG") and is currently served by many local bus lines and regional/commuter lines via stops located within convenient walking distance along Winnetka Avenue, Oso Avenue, Plummer Street, Prairie Street, Nordhoff Street, and other nearby streets.

2.2 Existing Project Site

The Project Site comprises approximately 14.61 acres and is improved with a 118,784 square-foot multiplex movie theater building and associated surface parking (Assessor Parcel Nos. 2748-039-032 and 2748-039-033). The existing building contains a movie theater with 3,666 seats, 3,415 square feet of health/fitness club space, and 3,464 square feet of restaurant space. The movie theater building was formerly occupied by the Pacific Winnetka 12 & XD movie theater, which closed in March 2020. In addition, the restaurant space is currently vacant, and was formerly occupied by Menchie's Frozen Yogurt. The health/fitness club space is occupied by Orangetheory Fitness and is currently operational. Vehicular access to the existing Project Site's surface parking lot is currently provided via one driveway along the west side of Winnetka Avenue (signed as Larian Way), one driveway along the south side of Prairie Street ("Westerly Prairie Street Driveway"), and one driveway along the east side of Oso Avenue, at the terminus of the cul-de-sac. It is noted that the restaurant pads along Winnetka Avenue are not a part of the Project Site, although vehicle access to the Project Site will be permitted by agreement via the existing Winnetka Avenue driveway and Prairie Street driveway ("Easterly Prairie Street Driveway") serving the site of the restaurant pads. A total of 1,242 vehicular parking spaces are provided on the existing Project Site. The existing Project Site is highlighted in an aerial photograph presented in ***Figure 2–1***. The overall existing site plan is presented in ***Figure 2–2***.

2.3 Project Description

The Applicant proposes to reutilize the existing 118,784 square-foot multiplex building for a new Tesla Delivery Hub and Service Center. The Project as proposed, will consist of the demolition of existing interior improvements and fixtures, construction of interior tenant improvements and exterior facade renovations and site improvements, reorganization of the existing surface parking lot, removal and replacement of existing parking lot landscaping, and the maintenance and

[2] *Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments,* Southern California Association of Governments, September 3, 2020.

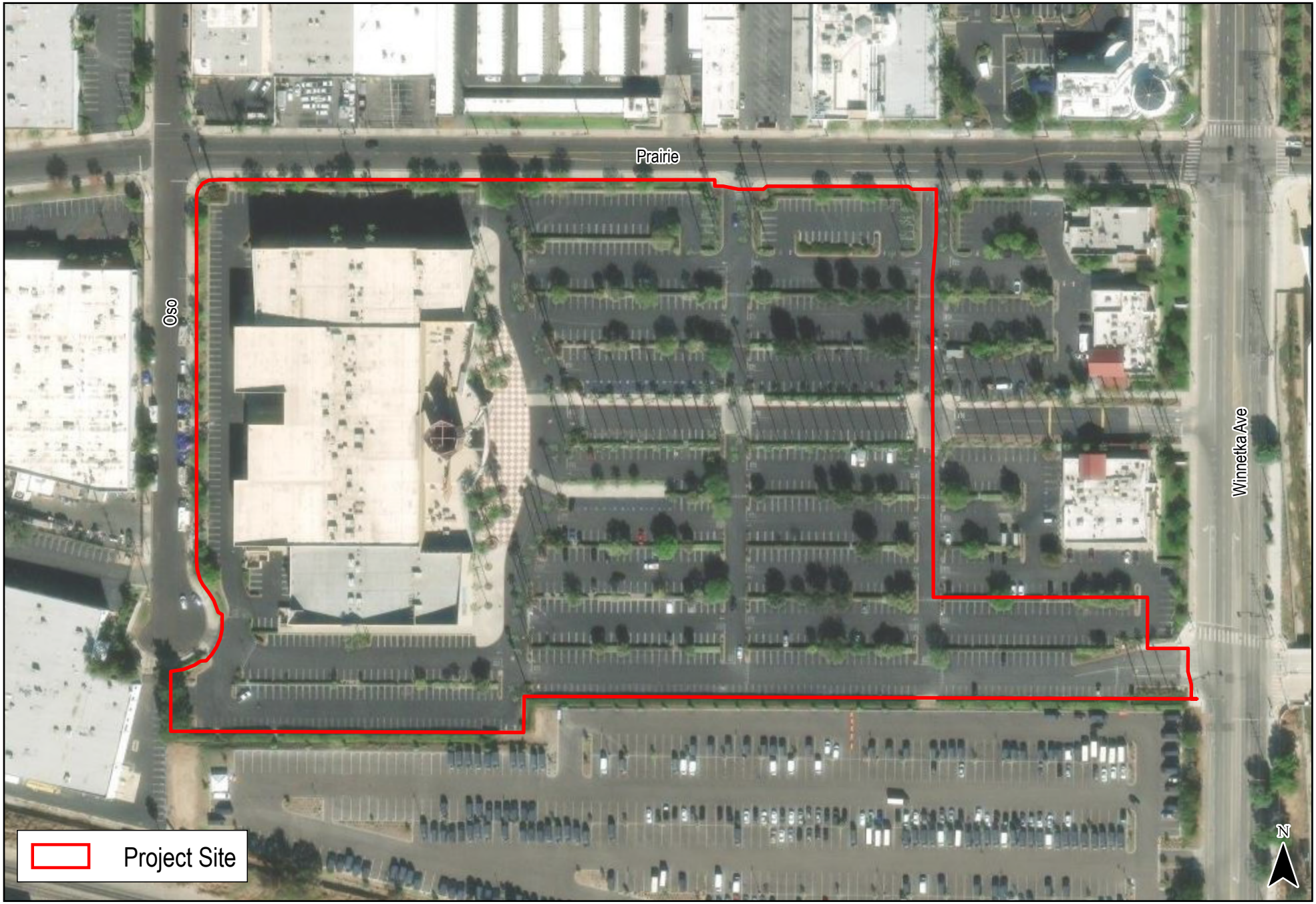

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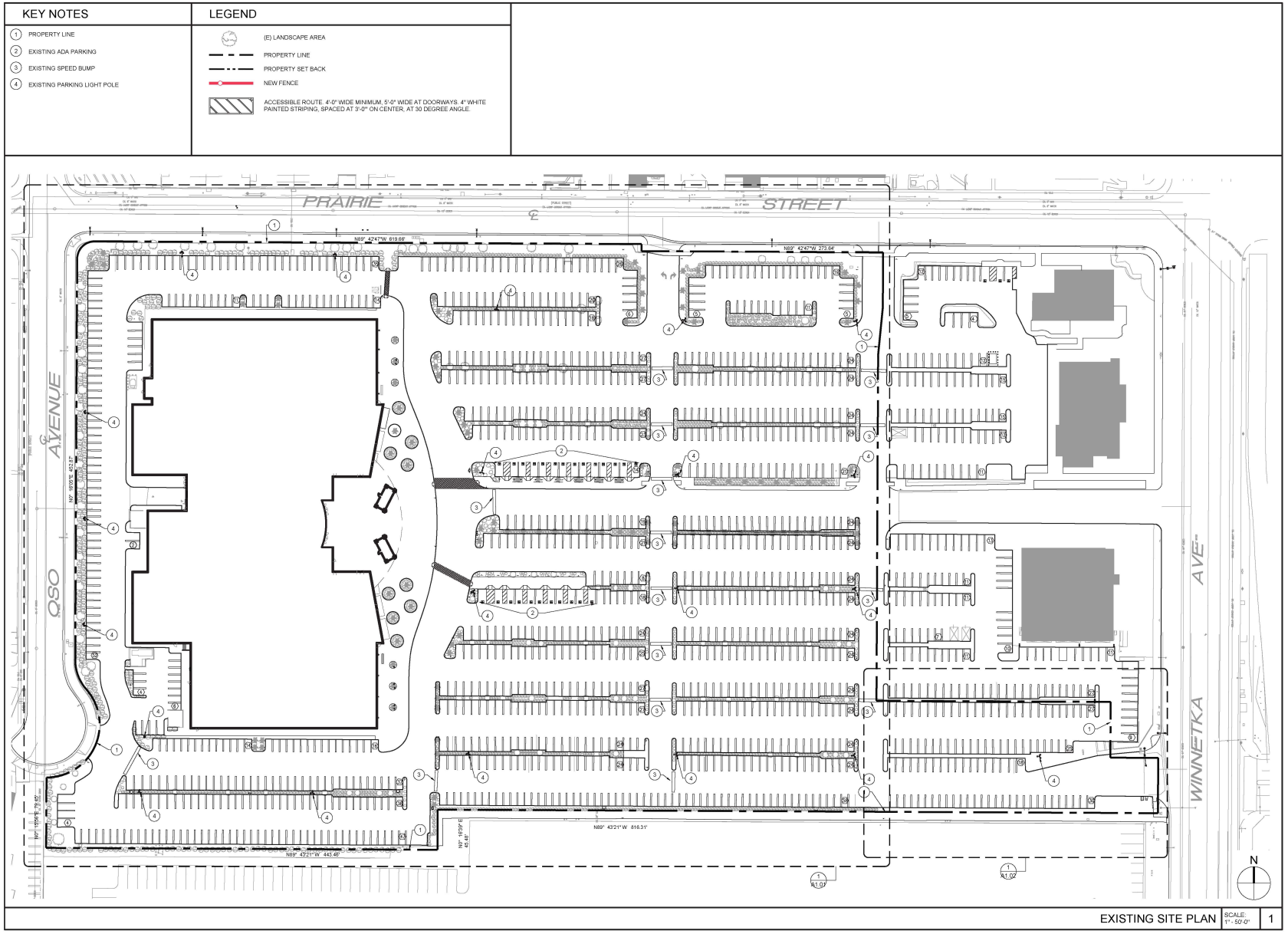
Figure 2-1
Project Site Aerial



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AND
SERVICE CENTER
TRT ID - 57595
9201 - 9205 WINNETKA
AVE
CHATSWORTH, CA

ISSUE / REVISION
07.13.23 C.U.P.

DRAWING TITLE

SITE EXISTING PLAN

SCALE: AS NOTED
PROJECT NUMBER: 220774
TESLA ID: 57595

SHEET NUMBER

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Figure 2-2
Existing Site Plan

operation of a new automobile sales and service center. The Project is 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 Project proposes to remove 95 parking spaces for a total of 1,147 parking spaces onsite. 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. Construction and occupancy of the Project is proposed to be completed by the year 2025. The proposed overall site plan for the Project is illustrated in ***Figure 2–3***. The focused site plan for the Project is illustrated in ***Figure 2–4***. The proposed floor plan of the building upon completion of the improvements is illustrated in ***Figure 2–5***.

2.4 Vehicular Project Site Access

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. As mentioned in Section 2.2 herein, vehicle 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).

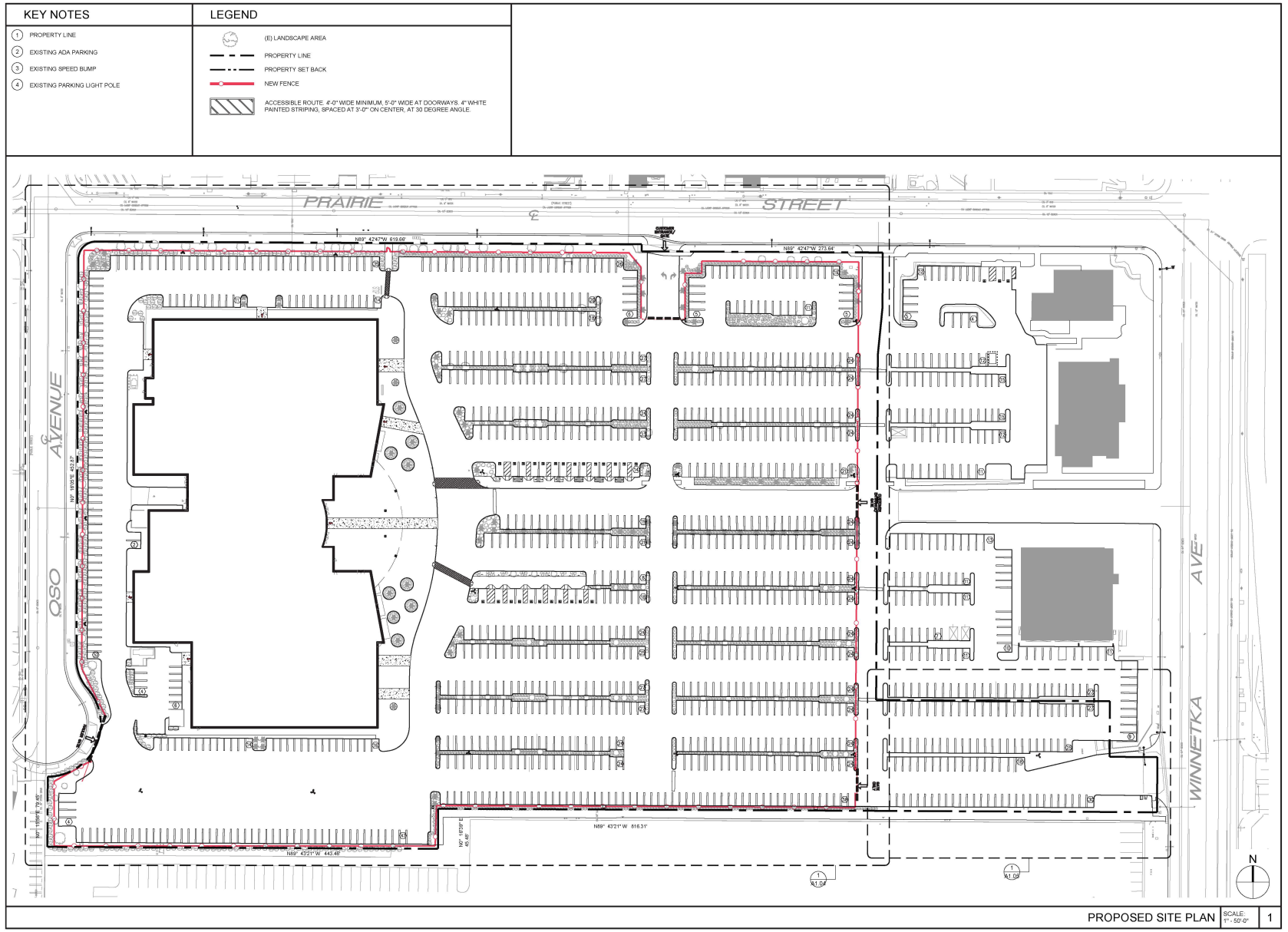
2.5 Truck Project Site Access

Inbound truck access to the Project Site will be provided via the existing Oso Avenue Driveway. While the Oso Avenue Driveway is a two-way driveway under existing conditions, it 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.

2.6 Pedestrian and Bicycle Project Site Access

Pedestrian access to the Project Site will be provided via a pedestrian entrance from the Prairie Street sidewalk, west of the Prairie Street Westerly Driveway. Additionally, pedestrian access to the Project Site would be provided via the driveways along the Winnetka Avenue, Prairie Street, and Oso Avenue frontages, as well as the access points from the adjacent commercial center to the east.

Bicycle access to the Project Site will be provided via Winnetka Avenue, Prairie Street, and Oso Avenue. Bicycle parking spaces will be provided in compliance with the Los Angeles Municipal Code ("LAMC).



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PROPOSED SITE PLAN

SCALE: AS NOTED
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TESLA ID: 57595

SHEET NUMBER

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Figure 2-3
Proposed Overall Site Plan

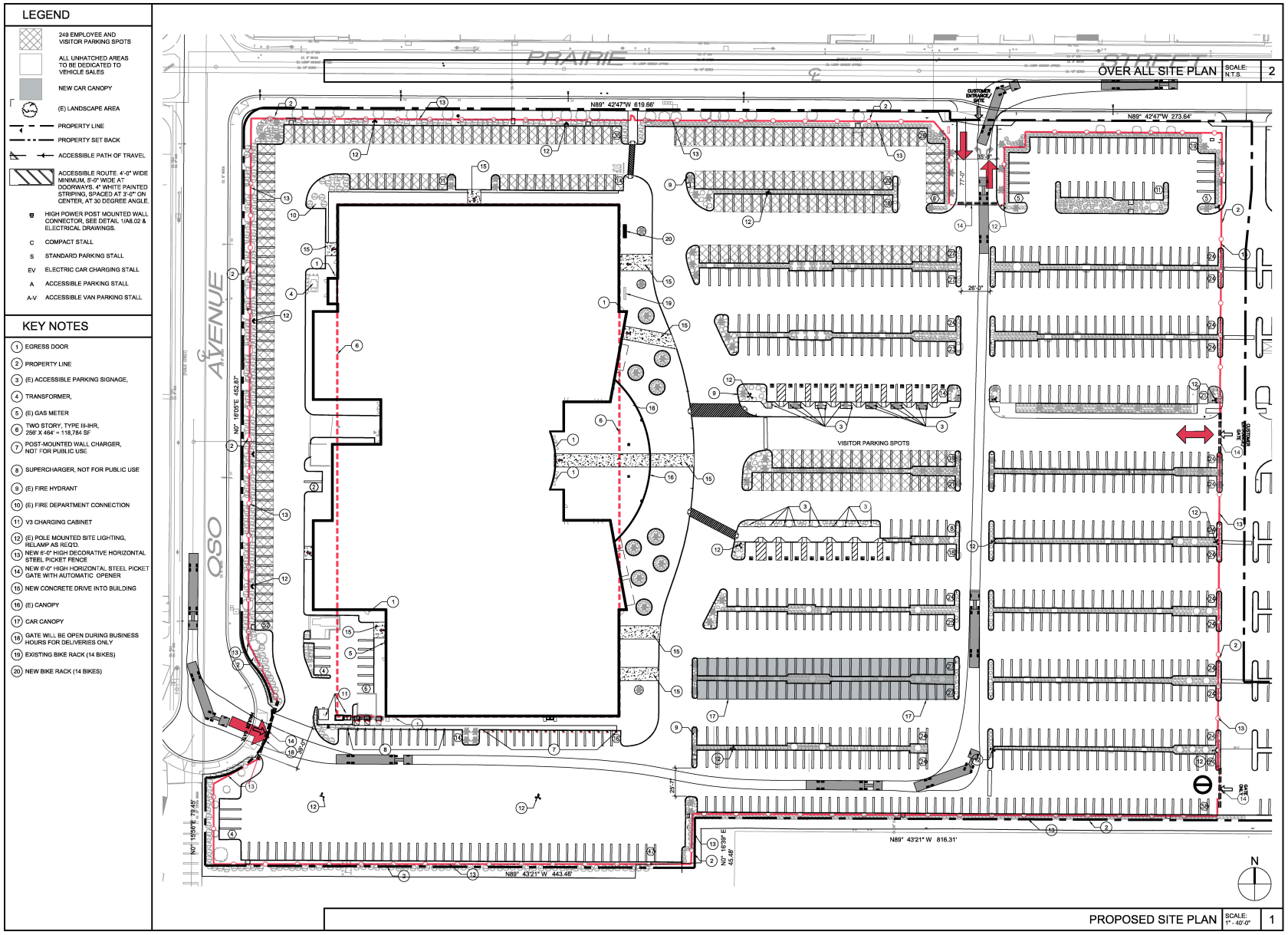

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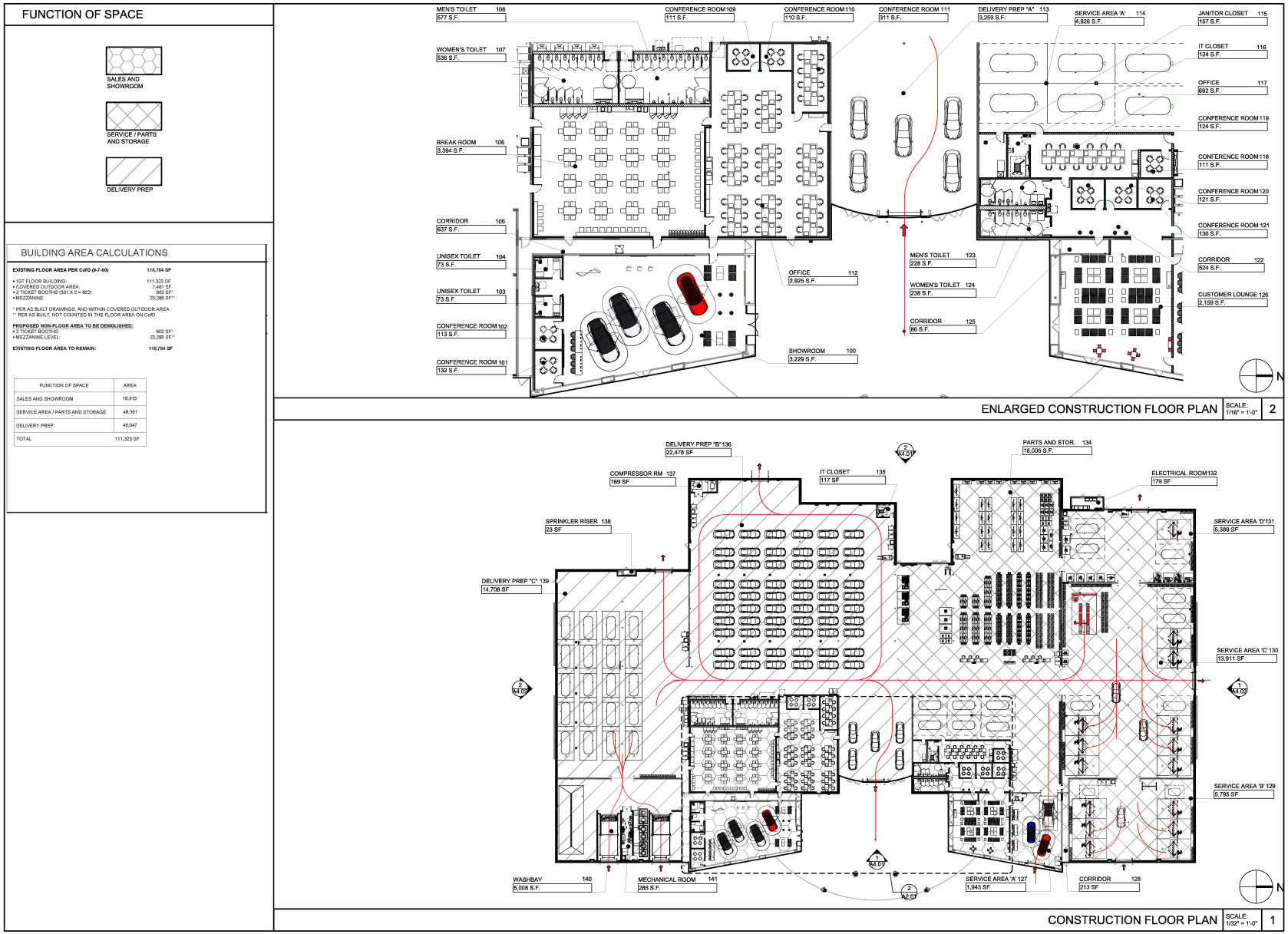
Figure 2-4
Focused Project Site Plan


FUNCTION OF SPACE
SALES AND SHOWROOM
SERVICE / PARTS AND STORAGE
DELIVERY PREP
BUILDING AREA CALCULATIONS
EXISTING FLOOR AREA PER CofO (9-7-00) 118,784 SF
• 1ST FLOOR BUILDING: 111,323 SF
• COVERED OUTDOOR AREA: 7,461 SF
• 2 TICKET BOOTHS (300 X 2 = 602) 602 SF*
• MEZZANINE: 23,286 SF**
* PER AS BUILT DRAWINGS, AND WITHIN COVERED OUTDOOR AREA
** PER AS BUILT, NOT COUNTED IN THE FLOOR AREA ON CofO
PROPOSED NON-FLOOR AREA TO BE DEMOLISHED:
• 2 TICKET BOOTHS: 602 SF*
• MEZZANINE LEVEL: 23,286 SF**
EXISTING FLOOR AREA TO REMAIN: 118,784 SF
FUNCTION OF SPACE | AREA
SALES AND SHOWROOM | 16,915
SERVICE AREA / PARTS AND STORAGE | 48,361
DELIVERY PREP | 48,047
TOTAL | 111,323 SF
MEN'S TOILET 108 577 S.F.
CONFERENCE ROOM 109 111 S.F.
CONFERENCE ROOM 110 110 S.F.
CONFERENCE ROOM 111 311 S.F.
DELIVERY PREP "A" 113 3,259 S.F.
SERVICE AREA 'A' 114 4,926 S.F.
JANITOR CLOSET 115 157 S.F.
WOMEN'S TOILET 107 536 S.F.
IT CLOSET 116 124 S.F.
OFFICE 117 692 S.F.
CONFERENCE ROOM 119 124 S.F.
BREAK ROOM 106 3,394 S.F.
CONFERENCE ROOM 118 111 S.F.
CONFERENCE ROOM 120 121 S.F.
CONFERENCE ROOM 121 130 S.F.
CORRIDOR 105 637 S.F.
UNISEX TOILET 104 73 S.F.
OFFICE 112 2,925 S.F.
MEN'S TOILET 123 228 S.F.
CORRIDOR 122 524 S.F.
UNISEX TOILET 103 73 S.F.
WOMEN'S TOILET 124 238 S.F.
CUSTOMER LOUNGE 126 2,159 S.F.
CONFERENCE ROOM 102 113 S.F.
CORRIDOR 125 86 S.F.
CONFERENCE ROOM 101 132 S.F.
SHOWROOM 100 3,229 S.F.
N
ENLARGED CONSTRUCTION FLOOR PLAN
SCALE: 1/16" = 1'-0"
2
DELIVERY PREP "B" 136 22,478 SF
PARTS AND STOR. 134 16,005 S.F.
COMPRESSOR RM 137 169 SF
IT CLOSET 135 117 SF
ELECTRICAL ROOM 132 179 SF
SPRINKLER RISER 138 23 SF
SERVICE AREA 'D' 131 5,389 SF
DELIVERY PREP "C" 139 14,708 SF
SERVICE AREA 'C' 130 13,911 SF
SERVICE AREA 'B' 129 5,795 SF
WASHBAY 140 5,008 S.F.
MECHANICAL ROOM 141 285 S.F.
SERVICE AREA 'A' 127 1,943 SF
CORRIDOR 128 213 SF
N
CONSTRUCTION FLOOR PLAN
SCALE: 1/32" = 1'-0"
1
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FLOOR AND FURNITURE PLAN
SCALE: AS NOTED
PROJECT NUMBER: 220774
TESLA ID: 57595
SHEET NUMBER
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2.7 Project Parking

Parking for the Project will be provided within the existing onsite surface parking lot. Upon completion of the onsite improvements, a total of 1,147 parking spaces will be provided. 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.

2.8 Project Loading

Loading activities associated with service and delivery operations, trash collection, and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling containers will be located at the rear of the building, at the easterly portion of the Project Site. Service and delivery vehicles will utilize the Oso Avenue Driveway to access the Project's service and loading areas and will utilize the Prairie Street Westerly Driveway to exit the Project Site.

2.9 Project Traffic Generation and Distribution

2.9.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' ("ITE") *Trip Generation Manual*.[3] The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Sales and Showroom: ITE Land Use Code 840 (Automobile Sales [New]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Sales and Showroom component of the Project.

- Service Area/Parts and Storage: ITE Land Use Code 942 (Automobile Care Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Service Area/Parts and Storage component of the Project.

- Delivery Prep: ITE Land Use Code 140 (Manufacturing) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Delivery Prep component of the Project.

In addition to the trip generation forecasts for the Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land uses. The existing land use includes the 3,415 square-foot Orangetheory Fitness and associated surface parking. Trips associated with the existing land use were subtracted from the projected

[3] Institute of Transportation Engineers, *Trip Generation Manual,* 11th Edition, Washington, D.C., 2021.

Project trips to account for the existing environmental condition. City of Los Angeles Health Club trip generation average rates were used to estimate the trip reduction related to the existing Orangetheory Fitness. It is noted that the prior Pacific Winnetka 12 & XD movie theater on the site closed in March 2020. Additionally, the restaurant space previously occupied by Menchie's Frozen Yogurt is currently vacant. In accordance with the TAG, no trip reductions were applied to the prior uses.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadways to the Project Site include Winnetka Avenue, Prairie Street, and Oso Avenue. In accordance with the pass-by trip rates provided in Attachment H of the TAG, a 10% pass-by reduction adjustment was applied to the Sales and Showroom and Service Area/Parts and Storage components of the Project, and a 20% pass-by reduction adjustment was applied to the existing health/fitness club floor area on the Project Site.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 155 net new vehicle trips (111 inbound trips and 44 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 205 net new vehicle trips (88 inbound trips and 117 outbound trips).

The daily vehicle trips expected to be generated by the Project were estimated using Version 1.4 of the City's VMT Calculator. Copies of the detailed VMT Calculator worksheets for the Project are contained in ***Appendix B***.

It is noted that there is no Sales and Showroom land use built within the City's VMT Calculator. Therefore, the VMT Calculator's custom land use feature was utilized to estimate the daily vehicle trips associated with the Project's Sales and Showroom component (24,376 square feet). The ITE Land Use Code 840 (Automobile Sales [New]) trip generation average rate (27.84 trips/1,000 square feet of floor area) was used to estimate the daily trips generated by the Sales and Showroom component of the Project. While a 10% pass-by reduction was applied to the weekday AM and PM peak hour trips generated by the Project, the reduction was excluded from the daily trip generation forecast as pass-by assumptions are built into the VMT Calculator. As indicated in the summary VMT Calculator worksheet (Page 2 of *Appendix B*), the Project is forecasted to generate 1,844 net new daily vehicle trips. The Project will incorporate transportation demand management ("TDM") strategies as Project Design Features or Mitigation Measures. Further discussion of the TDM strategies is provided in Section 2.10. Further discussion of the VMT analysis is provided in Section 4.2.

2.9.2 *Project Traffic Distribution and Assignment*

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

Table 2-1
PROJECT TRIP GENERATION [1]

19-Oct-23

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Sales and Showroom [3]	24,376 GSF	33	12	45	24	35	59
Service Area/Parts and Storage [4]	48,361 GSF	72	37	109	72	78	150
Delivery Prep [5]	46,047 GSF	24	7	31	11	23	34
Subtotal		129	56	185	107	136	243
Subtotal Project Driveway Trips		**129**	**56**	**185**	**107**	**136**	**243**
Existing Site							
Health/Fitness Club [6]	(3,415) GSF	(10)	(9)	(19)	(12)	(9)	(21)
Subtotal Existing Driveway Trips		**(10)**	**(9)**	**(19)**	**(12)**	**(9)**	**(21)**
Proposed Pass-By Trips [7]							
Sales and Showroom (10%)		(3)	(1)	(4)	(2)	(4)	(6)
Service Area/Parts and Storage (10%)		(7)	(4)	(11)	(7)	(8)	(15)
Subtotal		(10)	(5)	(15)	(9)	(12)	(21)
Existing Site Pass-By Trips [7]							
Health/Fitness Club (20%)		2	2	4	2	2	4
NET INCREASE "OFF-SITE" TRIPS		**111**	**44**	**155**	**88**	**117**	**205**

[1] Source: ITE *Trip Generation Manual,* 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 840 (Automobile Sales [New]) trip generation average rates.
- AM Peak Hour Trip Rate: 1.86 trips/1,000 SF of floor area; 73% inbound/27% outbound
- PM Peak Hour Trip Rate: 2.42 trips/1,000 SF of floor area; 40% inbound/60% outbound

[4] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates.
- AM Peak Hour Trip Rate: 2.25 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 3.11 trips/1,000 SF of floor area; 48% inbound/52% outbound

[5] ITE Land Use Code 140 (Manufacturing) trip generation average rates.
- Daily Trip Rate: 4.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.68 trips/1,000 SF of floor area; 76% inbound/24% outbound
- PM Peak Hour Trip Rate: 0.74 trips/1,000 SF of floor area; 31% inbound/69% outbound

[6] For Health/Fitness Club, trip generation rates based on City of Los Angeles Health Club Rates, LADOT, 2014.
- Daily Trip Rate: 60.10 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 5.68 trips/1,000 SF of floor area; 51% inbound/49% outbound
- PM Peak Hour Trip Rate: 6.01 trips/1,000 SF of floor area; 57% inbound/43% outbound

[7] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the Sales and Showroom and Service Area/Parts and Storage components of the Project, as well as the existing use on the Project Site based on the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* August 2022, for Auto Sales/Repair and Recreation/Health Club.

- The Project Site's proximity to major traffic corridors (i.e., Winnetka Avenue, Plummer Street, Nordhoff Street, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of proposed parking areas;
- Nearby population and employment; and
- Input from LADOT staff.

The general, directional traffic distribution pattern for the existing use on the Project Site (Orangetheory Fitness) is presented in ***Figure 2–6***. The general, directional traffic distribution patterns for the Project's Sales and Showroom and Service Area/Parts Storage components are presented in ***Figure 2–7***. The general, directional traffic distribution patterns for the Project's Delivery Prep component is presented in ***Figure 2–8***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figure 2–9***. The traffic volume assignments presented in *Figure 2–9* reflect the traffic distribution characteristics shown in *Figures 2–6*, *2–7*, and *2–8*, and the Project traffic generation forecast presented in *Table 2–1*.

2.10 Project Transportation Demand Management

The Project includes three TDM strategies as Mitigation Measures or Project Design Features. The TDM strategies are listed in Table 2.2-2 of the TAG. Further discussion of the TDM strategies is provided in the sections below. Section 4.2.2 provides further discussion of the results of the VMT analysis. The TDM strategies have been incorporated into the VMT calculation prepared for the Project. Copies of the detailed VMT Calculator worksheets for the Project are contained in *Appendix B*.

2.10.1 *Transit Subsidies*

This TDM strategy involves the subsidization of transit fare for employees of the Project. As a Mitigation Measure, the subsidy 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.

2.10.2 *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-

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Figure 2-6
Existing Site Trip Distribution
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Figure 2-6
Existing Site Trip Distribution
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Figure 2-7
Project Trip Distribution - Sales and Service Components
(Page 1 of 2)

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Figure 2-7
Project Trip Distribution - Sales and Service Components
(Page 2 of 2)

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Figure 2-8
Project Trip Distribution - Delivery Prep Component
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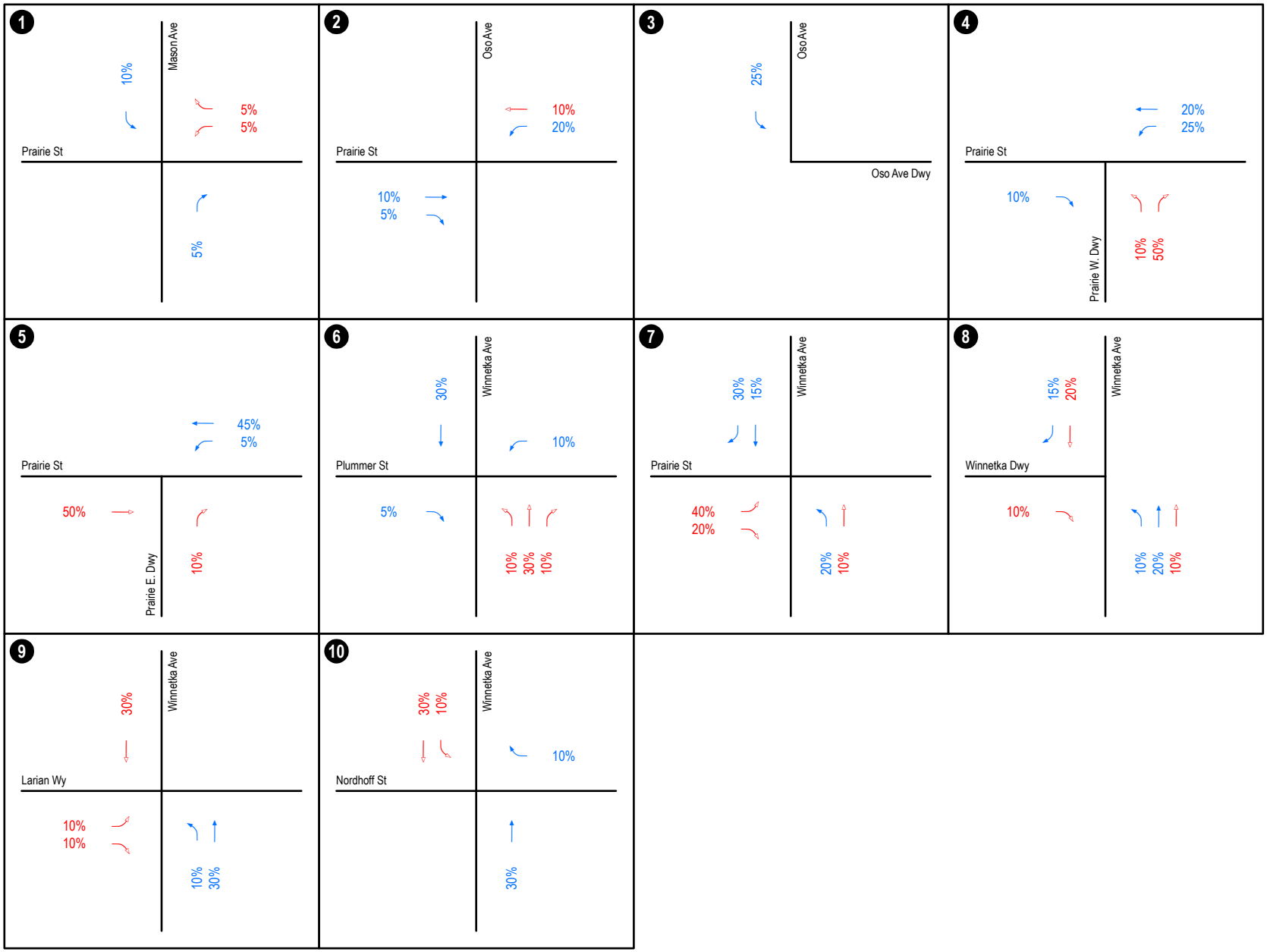

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Figure 2-8
Project Trip Distribution - Delivery Prep Component
(Page 2 of 2)

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Figure 2-9
Net New Project Traffic Volumes
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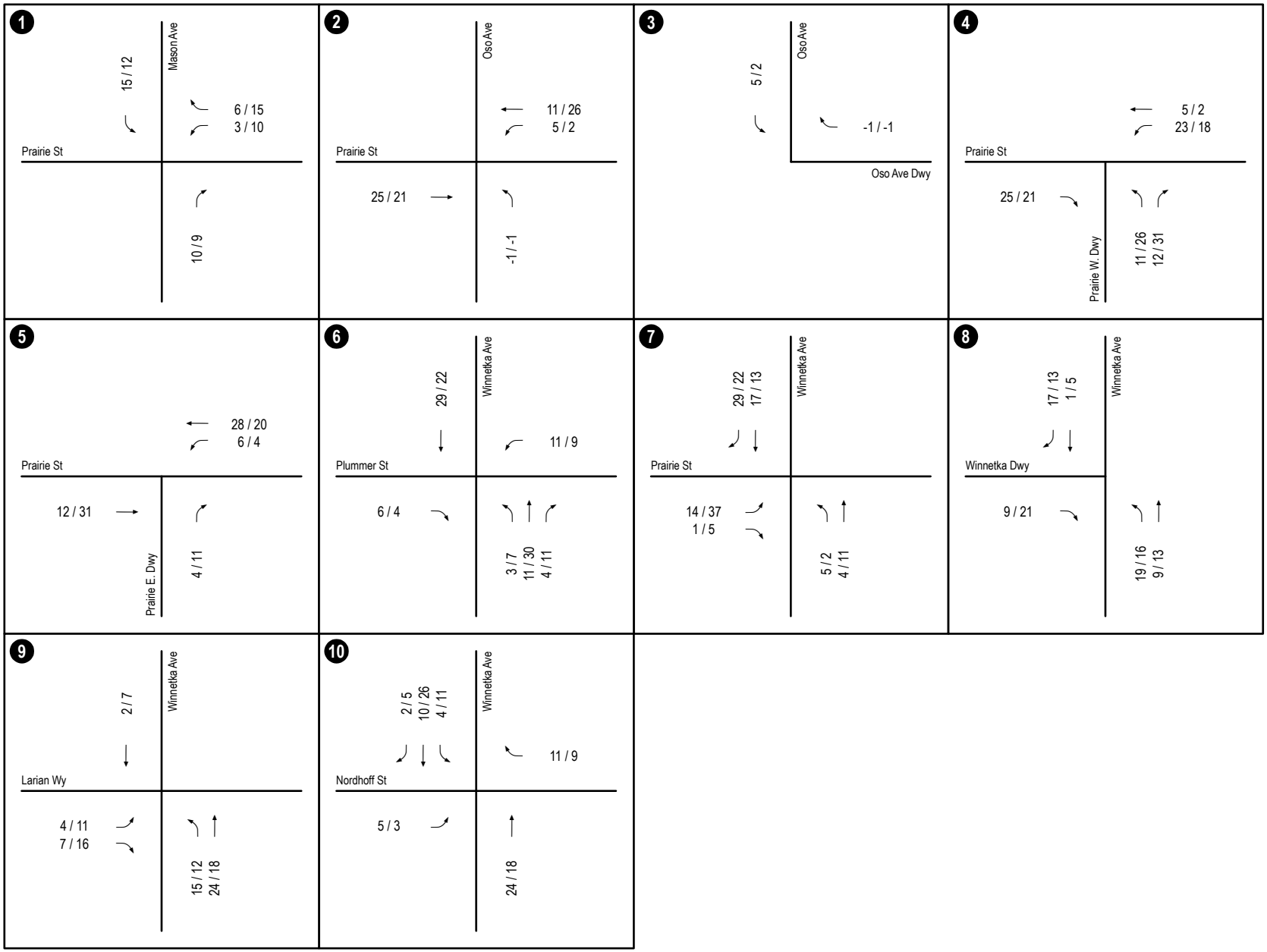

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Figure 2-9
Net New Project Traffic Volumes
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share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.

2.10.3 *Include Bike Parking per Los Angeles Municipal Code*

Table 12.21.A.16(a)(2) in the LAMC provides the required short-term and long-term bicycle parking spaces for the Project. The Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces onsite as a Project Design Feature.

The short-term bicycle parking ratios are as follows:

- Tesla Delivery Hub and Service Center (118,784 square feet): 1 space per 10,000 square feet (12 spaces).

The long-term bicycle parking ratios are as follows:

- Tesla Delivery Hub and Service Center (118,784 square feet): 1 space per 10,000 square feet (12 spaces).

Based on the above, the Project is required to provide 12 short-term and 12 long-term bicycle parking spaces, for a total of 24 bicycle parking spaces. Per the Certificate of Occupancy issued for the existing theater building, 26 bicycle parking spaces are to be provided on the Project Site. The Project will provide a total of 28 bicycle parking spaces onsite.

The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

3.0 PROJECT SITE CONTEXT

The following sections will provide an overview of the transportation infrastructure in the vicinity of the Project, including infrastructure which supports both motorized and non-motorized transportation modes.

3.1 Non-Motorized Transportation System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided along the Project Site frontage on Winnetka Avenue, Prairie Street, and Oso Avenue. Public sidewalks ranging in width from eight feet to 10 feet are provided along the Winnetka Avenue, Prairie Street, and Oso Avenue property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3–1***, per Section 3.2.4 of the TAG. ***Figure 3–2*** shows the existing pedestrian, bicycle, and transit facilities within an approximately one-quarter mile radius from the Project Site. As presented in *Figure 3–2*, American with Disabilities Act ("ADA") access ramps (including some with yellow truncated domes), as well as crosswalks (traditional parallel bar or continental) are provided at all the nearby signalized intersections within the immediate vicinity of the Project Site. Additionally, pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3–2*.

The City's Mobility Plan 2035[4] identifies a collection of streets, known as the Neighborhood Enhanced Network ("NEN"), that provide comfortable and safe routes for non-motorized modes of travel such as walking. As shown in ***Figure 3–3***, within one-quarter mile of the Project Site, Oso Avenue and Plummer Street have been included within the NEN.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Class IV Protected Bicycle Lanes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within the immediate vicinity of the Project Site.[5] The 2010 Bicycle Plan goals and policies have been folded into Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Within one-quarter mile of the Project Site, Class II Bicycle Lanes are provided on Winnetka Avenue. Additionally, Class II Bicycle Lanes are provided on Plummer Street, east of Winnetka Avenue. The 2010 Bicycle Plan and Mobility Plan 2035 do not identify any future bicycle facilities to be installed within one-quarter mile of the Project Site. However, the Project would not preclude the City from installing future bicycle infrastructure within the vicinity of the

[4] *Mobility Plan 2035,* Los Angeles Department of City Planning, December 2015.
[5] *2010 Bicycle Plan,* Los Angeles Department of City Planning, Adopted March 1, 2011. As noted in *Mobility Plan 2035*, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

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Figure 3-1
Pedestrian Attractor Inventory

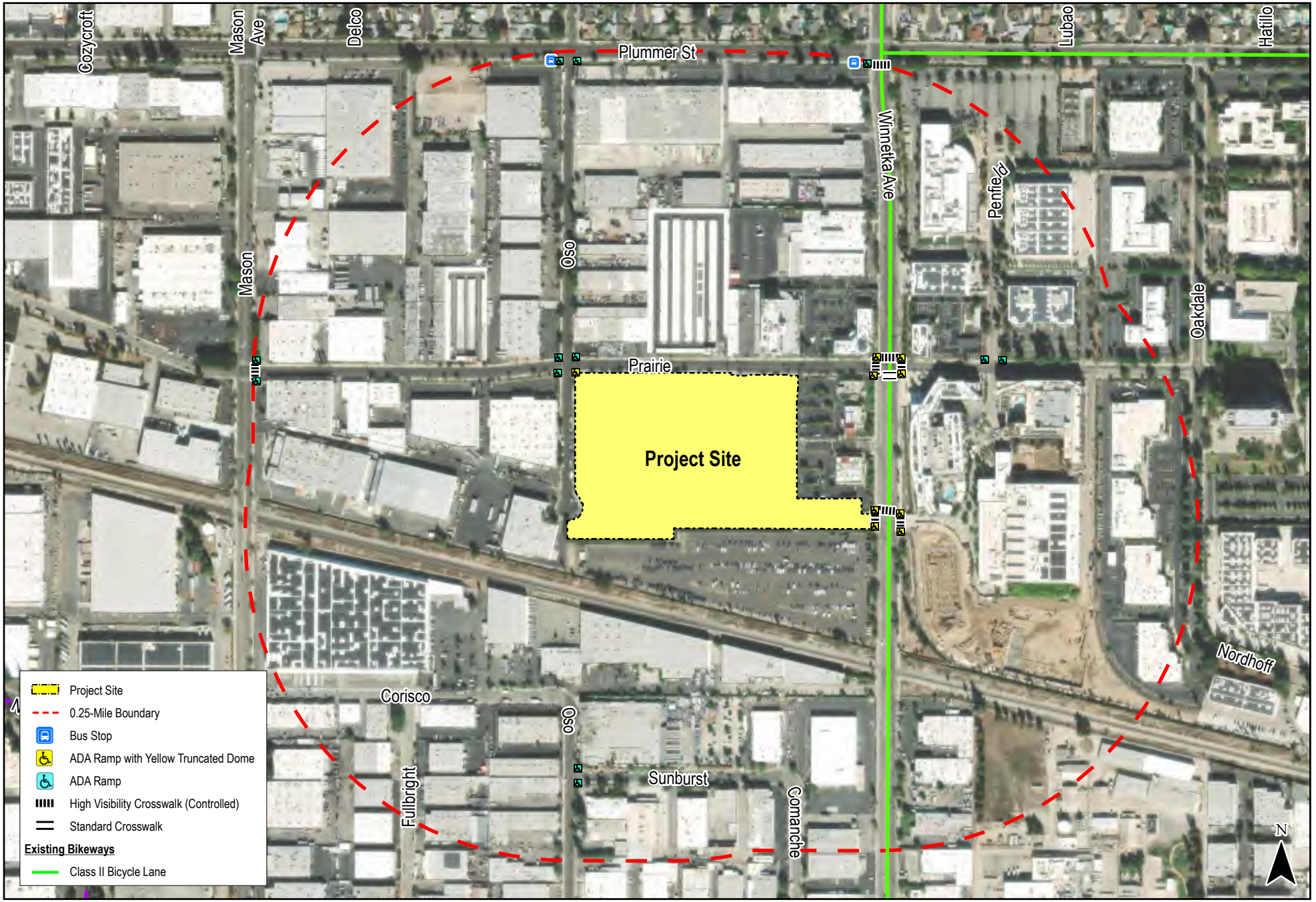

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Figure 3-2
Pedestrian, Bicycle, and Transit Facilities Inventory

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Figure 3-3
Neighborhood Enhanced Network

Project Site. The existing bicycle facilities within a quarter-mile radius of the Project Site are shown in ***Figure 3–4***.

3.2 Transit Framework

The Project Site is currently served by many local bus lines and regional/commuter lines via stops located within convenient walking distance along Winnetka Avenue, Oso Avenue, Plummer Street, Nordhoff Street, and other nearby streets. Public transit service in the Project Site area is currently provided by Metro and the AVTA. A summary of the existing transit service in the Project vicinity, including the transit route, destinations and peak hour headways, is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity and stops within a quarter-mile radius of the Project Site are illustrated in ***Figure 3–5***.

3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is primarily provided by the US-101 (Ventura) Freeway and SR-118 (Ronald Reagan) Freeway. Brief descriptions of the US-101 Freeway and SR-118 Freeway are provided in the following paragraphs.

US-101 (Ventura) Freeway is a north-south freeway that extends across Northern and Southern California. In the Project vicinity, five mixed-flow freeway lanes are provided in each direction on the US-101 Freeway, with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound on and off-ramps are provided on the US-101 Freeway at Winnetka Avenue in the Project vicinity, which are located approximately 4.7 miles south of the Project Site.

SR-118 (Ronald Regan) Freeway is an east-west oriented freeway that extends from the Pacoima area of the City to Moorpark. In the Project vicinity, five freeway lanes (four mixed-flow freeway lanes and one high-occupancy vehicle lane) are provided in each direction on the SR-118 Freeway with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound on- and off-ramps are provided at De Soto Avenue and Tampa Avenue in the Project vicinity, which are located approximately 3.4 miles northwest and 3.4 miles northeast of the Project Site, respectively.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic operations deficiencies due to the Project:

1. Mason Avenue / Prairie Street
2. Oso Avenue / Prairie Street
3. Oso Avenue / Oso Avenue Driveway
4. Prairie Street Westerly Driveway / Prairie Street

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Figure 3-4
Existing Bicycle Facilities

Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

15-Aug-23

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro Local Line 166	Chatsworth to Sun Valley (via Nordhoff Street and Osborne Street)	Nordhoff Street	EB WB	4 3	4 4
Metro Local Line 167	Chatsworth to Studio City (via Plummer Street and Coldwater Canyon Avenue)	Plummer Street	EB WB	1 1	1 1
Metro Local Line 243	Woodland Hills to Chatsworth to Tarzana (via Winnetka Avenue)	Winnetka Avenue, Plummer Street, Nordhoff Street	NB SB	1 2	2 2
AVTA Route 787	Lancaster to Tarzana (via Plummer Street, De Soto Avenue, and Ventura Boulevard)	Plummer Street	NB SB	-- 2	2 --
			Total	**14**	**16**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2023.
Antelope Valley Transit Authority (AVTA) website, 2023.

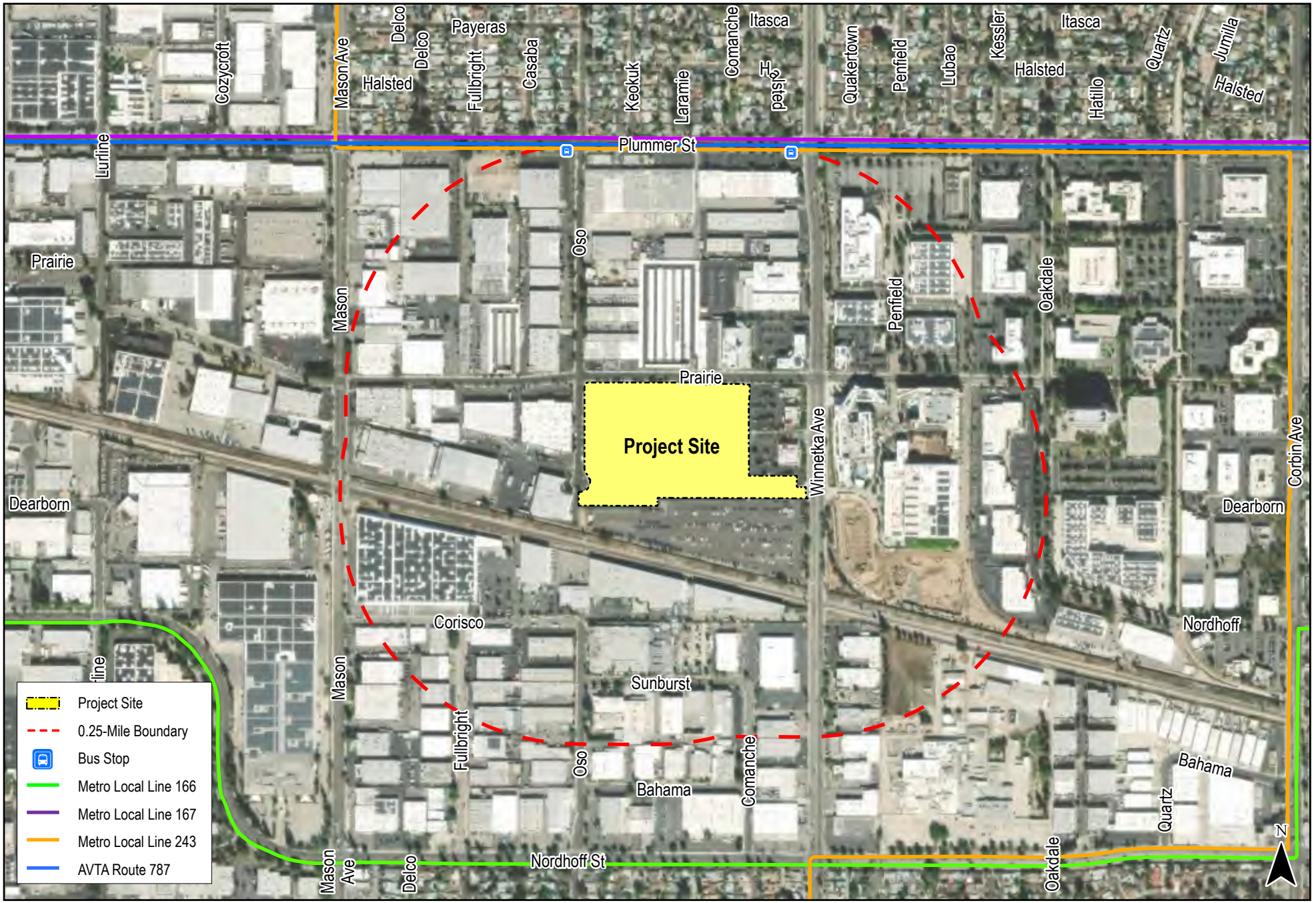

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Figure 3-5
Existing Public Transit Routes

5. Prairie Street Easterly Driveway / Prairie Street
6. Winnetka Avenue / Plummer Street
7. Winnetka Avenue / Prairie Street
8. Winnetka Avenue / Winnetka Avenue Driveway
9. Winnetka Avenue / Larian Way
10. Winnetka Avenue / Nordhoff Street

The Mason Avenue / Prairie Street, Winnetka Avenue / Plummer Street, Winnetka Avenue / Prairie Street, Winnetka Avenue / Larian Way, and Winnetka Avenue / Nordhoff Street intersections are presently controlled by traffic signals. The Oso Avenue / Prairie Street intersection is an all-way stop-controlled intersection (i.e., stop signs face all approaches of the intersection). The Oso Avenue / Oso Avenue Driveway is a two-way stop-controlled intersection (i.e., a stop sign faces the outbound Oso Avenue Driveway approach). The Prairie Street Westerly Driveway / Prairie Street is a two-way stop-controlled intersection (i.e., a stop sign faces the outbound Prairie Street Westerly Driveway approach). The Prairie Street Easterly Driveway / Prairie Street is a two-way stop-controlled intersection (i.e., a stop sign faces the outbound Prairie Street Easterly Driveway approach). The Winnetka Avenue / Winnetka Avenue Driveway is a two-way stop-controlled intersection (i.e., a stop sign faces the outbound Winnetka Avenue Driveway approach). It is noted that with the Project, the Oso Avenue Driveway will be converted from a two-way driveway to a one-way inbound-only driveway (i.e., no egress movements will be permitted. The existing and Project lane configurations at the study intersections are displayed in ***Figures 3–6*** and ***3–7***, respectively.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Winnetka Avenue, Prairie Street, and Oso Avenue. A brief description[6] of the roadways in the Project vicinity is provided in the following paragraphs.

Mason Avenue is a north-south oriented roadway located west of the Project Site. Within the Project study area, Mason Avenue is designated as an Avenue II by the City. Two through travel lanes are provided in each direction on Mason Avenue within the Project study area. Separate exclusive left-turn lanes are provided on Mason Avenue in each direction at Prairie Street intersection. Mason Avenue has a posted speed limit of 35 miles per hour within the Project study area.

Oso Avenue is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Oso Avenue is designated as a Collector by the City. One through travel lane is provided in each direction on Oso Avenue within the Project study area. There is no

[6] For reference, the street descriptions provided include designations under *Mobility Plan 2035.*

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Figure 3-6
Existing Lane Configurations
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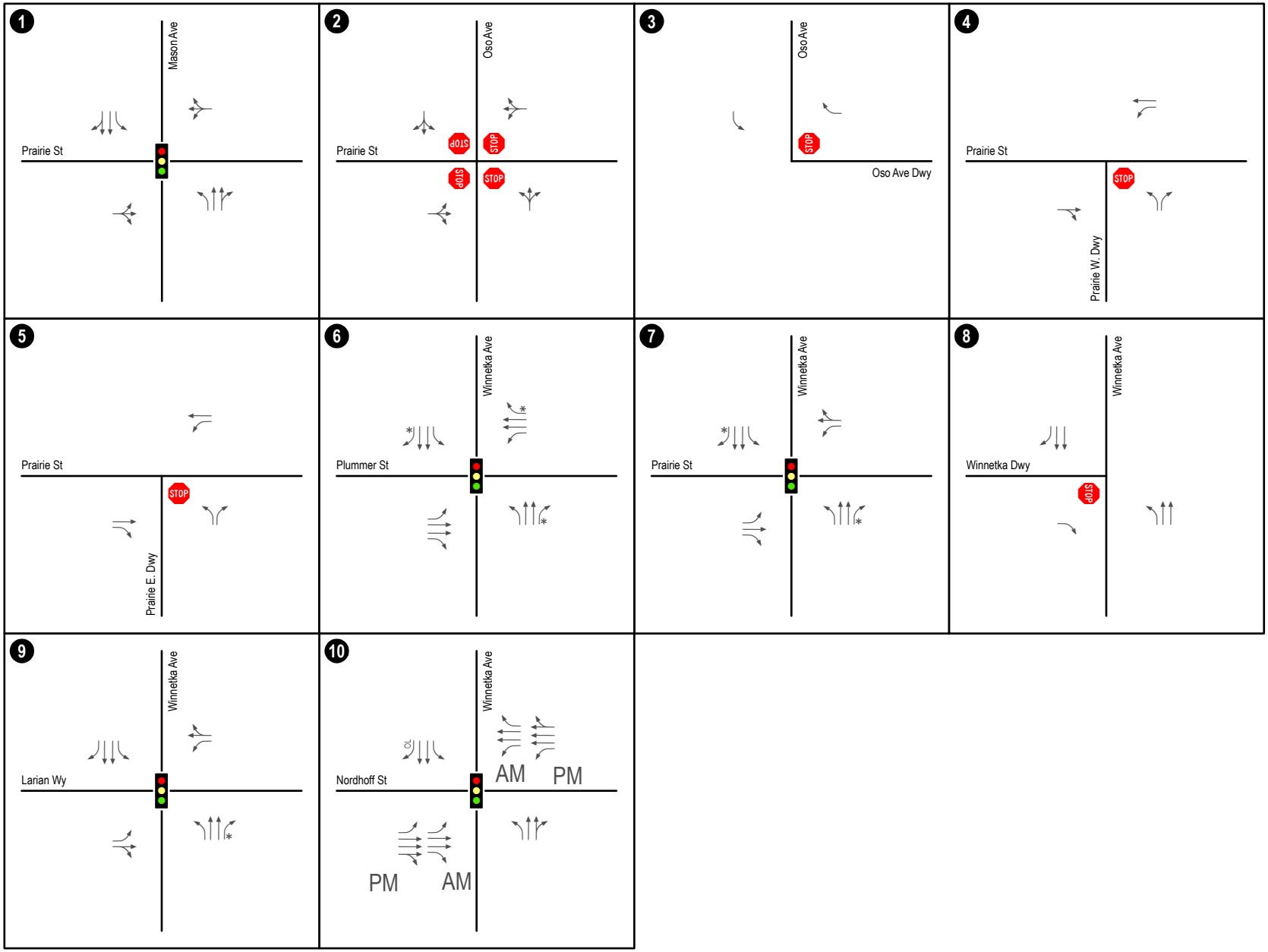

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Figure 3-6
Existing Lane Configurations
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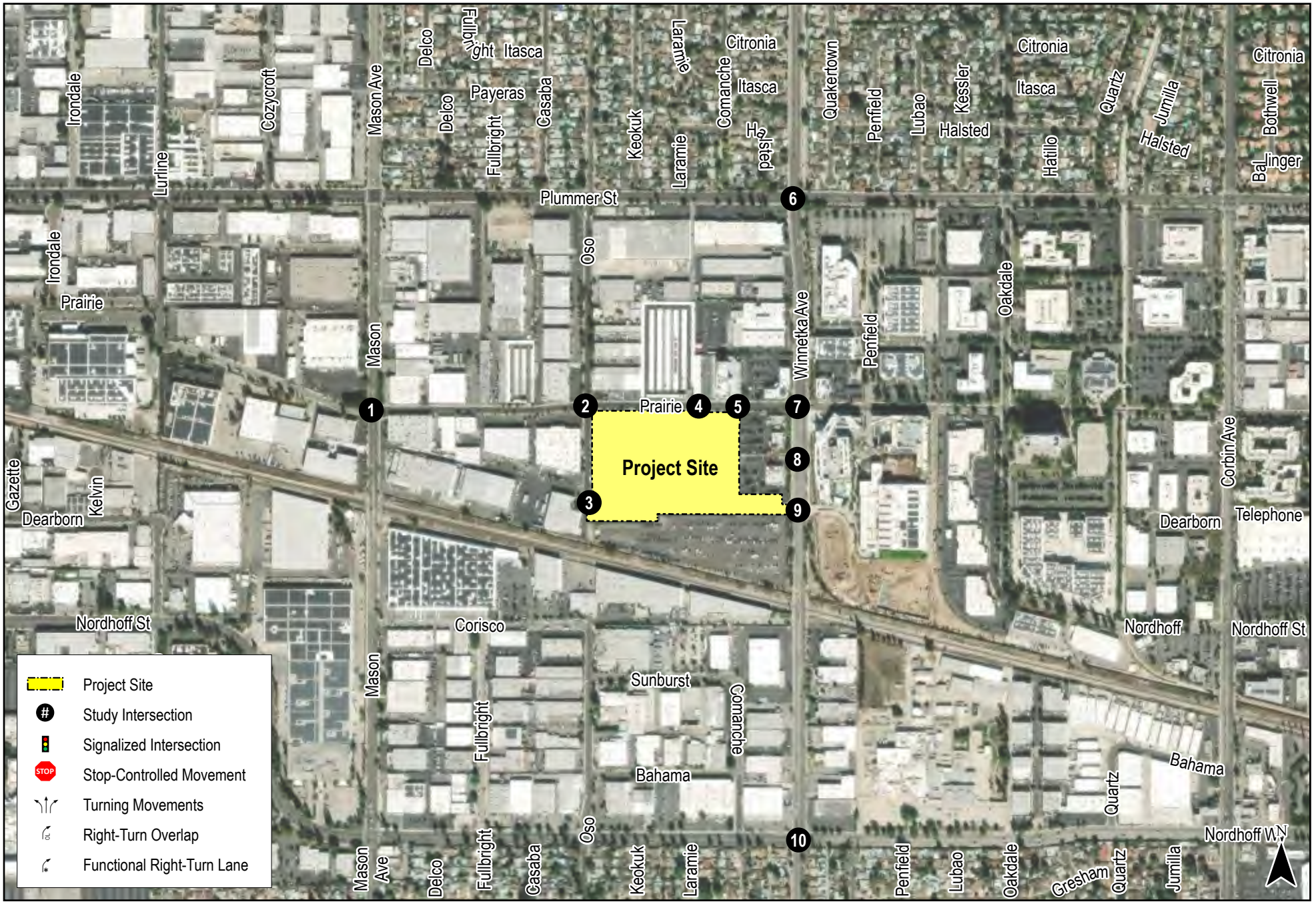

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Figure 3-7
Project Lane Configurations
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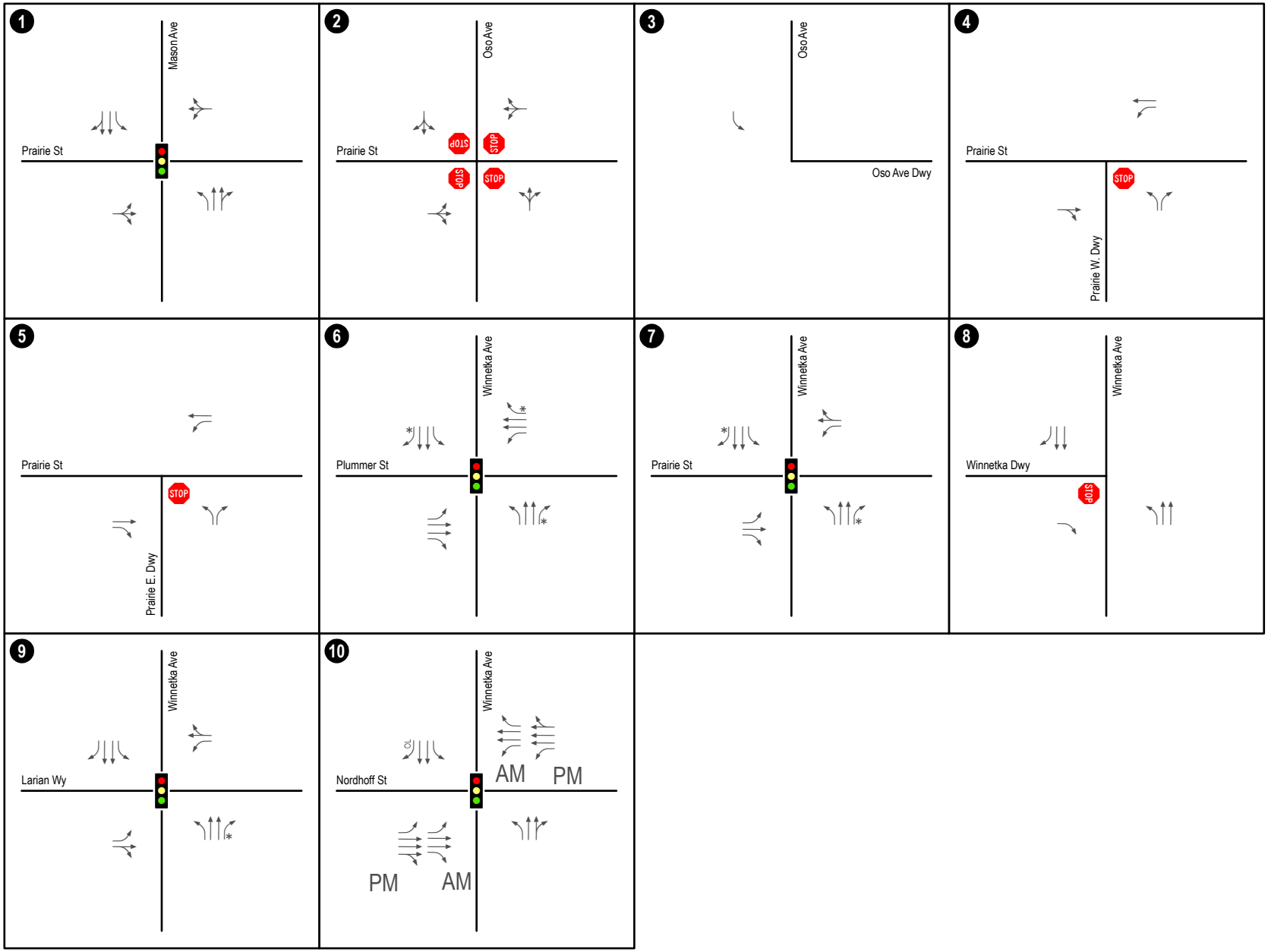

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Figure 3-7
Project Lane Configurations
(Page 2 of 2)

speed limit posted on Oso Avenue within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Winnetka Avenue is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Winnetka Avenue is designated as a Boulevard II by the City. Two through travel lanes are provided in each direction on Winnetka Avenue within the Project study area. Separate exclusive left-turn lanes are provided on Winnetka Avenue in each direction at the Plummer Street, Prairie Street, Larian Way, and Nordhoff Street intersections. Separate exclusive right-turn lanes are provided on Winnetka Avenue in each direction at the Plummer Street, Prairie Street, Larian Way, and Nordhoff Street intersections, as well as in the southbound direction at the Nordhoff Street intersection. Winnetka Avenue has a posted speed limit of 40 miles per hour within the Project study area.

Plummer Street is an east-west roadway located north of the Project Site. Within the Project study area, Plummer Street is designated as an Avenue II by the City. Two through travel lanes are provided in each direction on Plummer Street within the Project study area. Separate exclusive left-turn lanes are provided on Plummer Street in each direction at the Winnetka Avenue intersection. Separate exclusive right-turn lanes are provided on Plummer Street in each direction at the Winnetka Avenue intersection. Plummer Street has a posted speed limit of 40 miles per hour within the Project study area.

Prairie Street is an east-west roadway that borders the Project Site to the north. Within the Project study area, Prairie Street is designated as a Collector by the City. One through travel lane is provided in each direction on Prairie Street within the Project study area. Separate exclusive left-turn lanes are provided on Prairie Street in each direction at the Winnetka Avenue intersection. Separate exclusive right-turn lanes are provided on Prairie Street in the eastbound direction at the Prairie Street Easterly Driveway and Winnetka Avenue intersections. Prairie Street has a posted speed limit of 30 miles per hour within the Project study area.

Nordhoff Street is an east-west roadway located south of the Project Site. Within the Project study area, Nordhoff Street is designated as a Boulevard II by the City. Two through travel lanes are generally provided in each direction on Nordhoff Street in the Project study area. During the PM peak commuter period (i.e., 4:00 PM to 6:00 PM), three through travel lanes are provided in each direction on Nordhoff Street in the Project study area, as stopping is prohibited on either side of Nordhoff Street. Separate exclusive left-turn lanes are provided on Nordhoff Street in each direction at the Winnetka Avenue intersection. Nordhoff Street has a posted speed limit of 40 miles per hour within the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[7] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement,

evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network ("HIN"). The HIN will be reviewed by LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative. As no streets within the direct vicinity of the Project Site have been identified within the HIN, the need for potential safety enhancement consistent with the City's Vision Zero initiative is not anticipated.

3.4 Traffic Counts

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 (Study Intersection No. 3) and the Prairie Street Westerly Driveway / Prairie Street intersection (Study Intersection No. 4):

- 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. *Table 2–1* presents the trip generation forecast for the health/fitness club floor area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2–6*.

- Prairie Street Westerly Driveway / Prairie Street: The traffic count data and 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

[7] Vision Zero Los Angeles 2015-2025, August 2015.

existing Project Site. The existing Project Site trips were assigned to the existing Project Site driveways, including the intersection. *Table 2–1* presents the trip generation forecast for the health/fitness club area within the existing Project Site. The general, directional traffic distribution patterns for the existing Project Site are presented in *Figure 2–6*.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figure 3–8***. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix C***.

3.5 Cumulative Development Projects

3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing developments. The related projects research was based on information on file at LADOT. Per the TAG, related projects within a radius of one-quarter mile from the farthest outlying study intersection should be included. Therefore, related projects within a 0.63-mile radius (one-quarter mile past the farthest outlying study intersection, Winnetka Avenue / Nordhoff Street) of the Project Site were included. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–9***.

Traffic volumes expected to be generated by the related project were calculated using rates provided in the ITE *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figure 3–10***.

3.5.2 *Ambient Traffic Growth*

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 year 2025 (i.e., the anticipated year of Project buildout). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County*[8] ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Project Site area (i.e., Regional Statistical Area ["RSA"] 13, West San Fernando Valley, which includes the Project Site), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.26% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth results in a conservative, worst-case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Furthermore, the CMP manual's traffic growth rate is

[8] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, 2010.

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Figure 3-8
Existing Traffic Volumes
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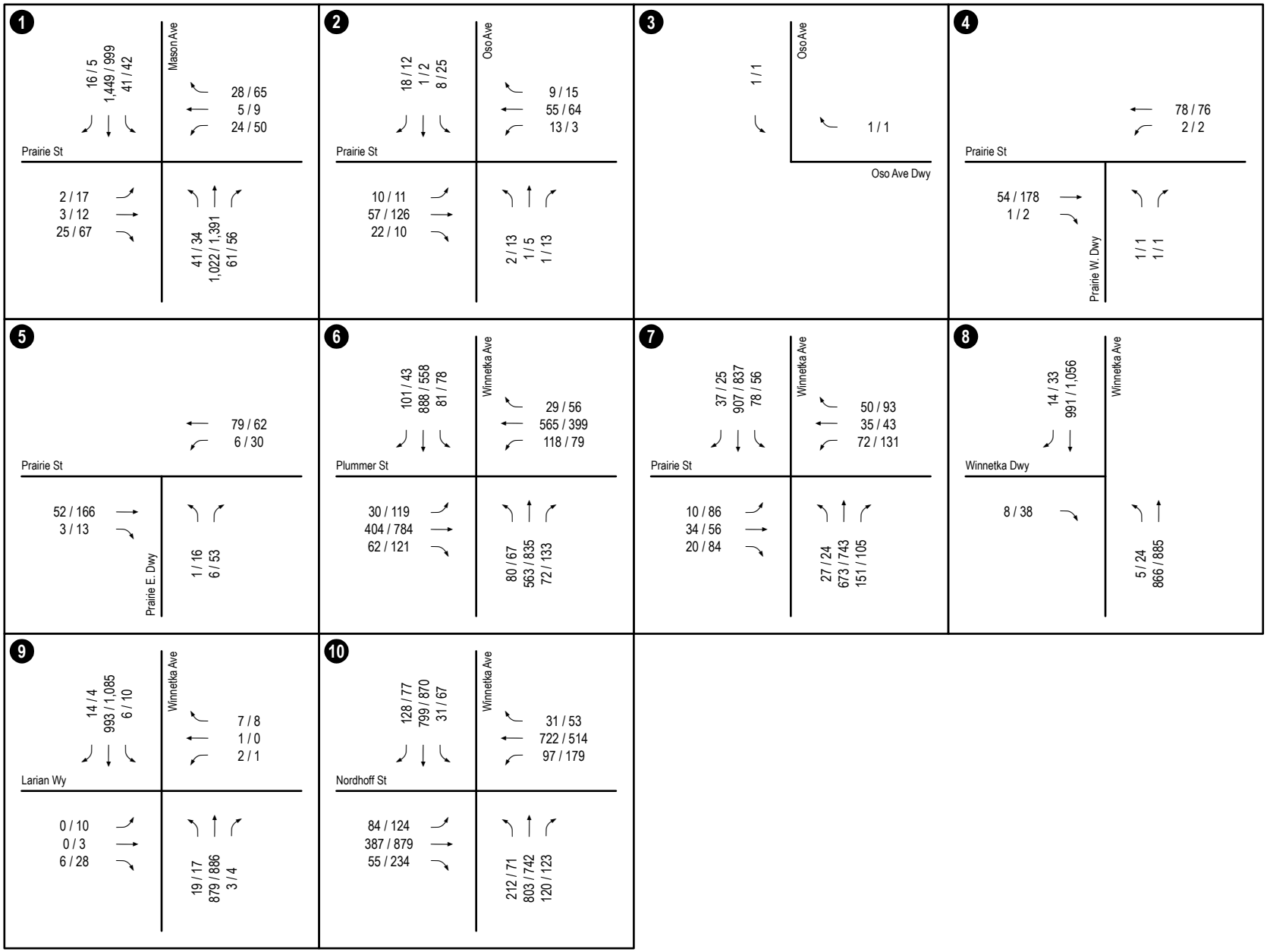

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Figure 3-8
Existing Traffic Volumes
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Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

01-Aug-23

MAP NO.	PROJECT NAME	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
1	24 Campus - Phase III	Under Construction	20000 W. Prairie Street	Apartments	260 DU	[3]	1,180	22	74	96	62	39	101
TOTAL							1,180	22	74	96	62	39	101

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates

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Figure 3-9
Location of Related Projects

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Figure 3-10
Related Projects Traffic Volumes
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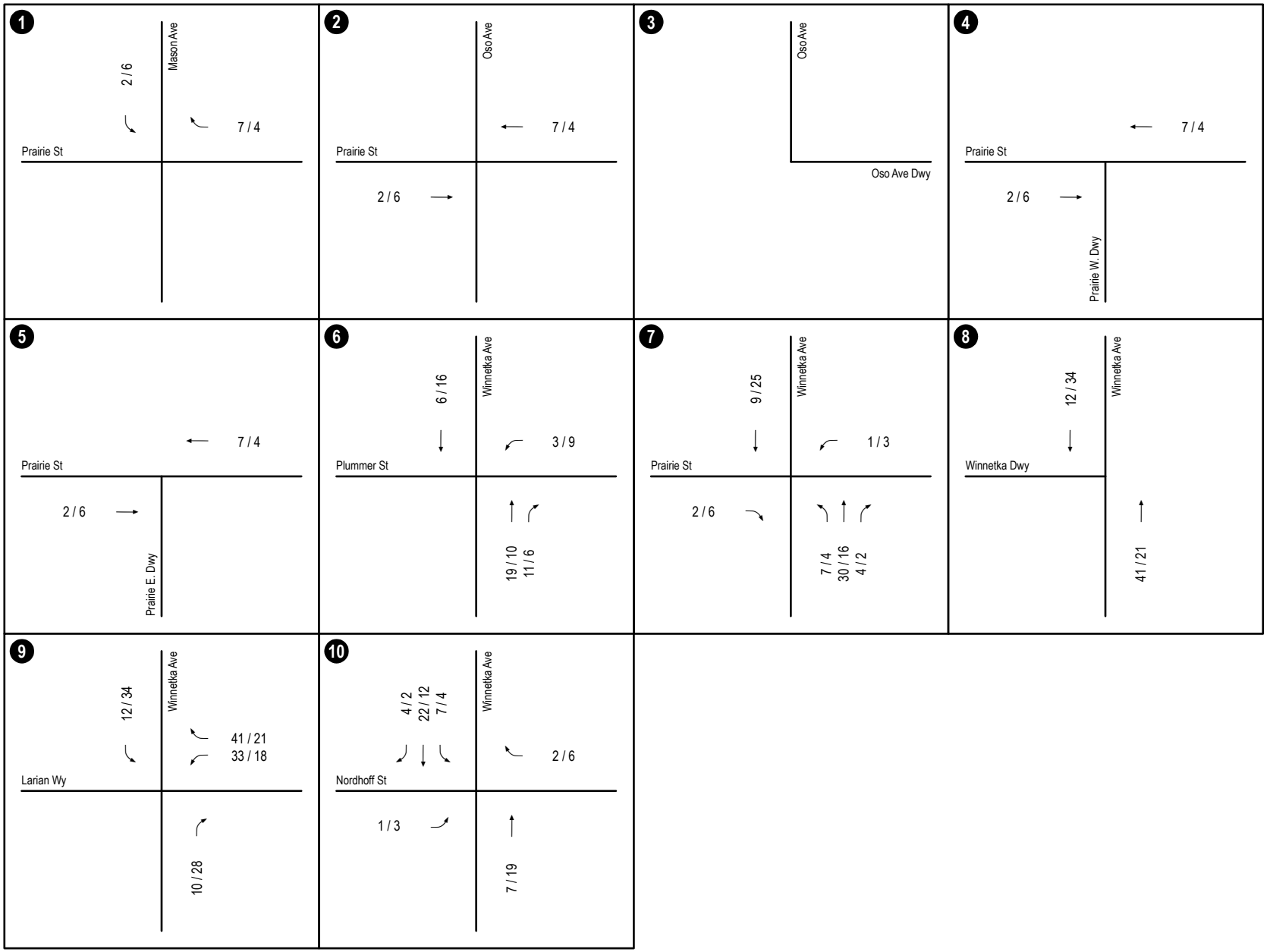

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Figure 3-10
Related Projects Traffic Volumes
(Page 2 of 2)

intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in an even more conservative estimate of future traffic volumes at the study intersections.

4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Conflicting with Plans, Programs, Ordinances, or Policies (Threshold T-1)

The City aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be generally consistent with the City's transportation-related plans and policies.

As stated in Section 2.1.1 of the TAG, proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

Per Section 2.1.2 of the TAG, if the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?
    - Yes, the Project requires a discretionary action.
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
    - No, the Project is not known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety.
- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
    - The City's Bureau of Engineering ("BOE") has recommended[9] that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-

[9] *Case No. CPC-2023-4890-VZC-CU (9201-9205 North Winnetka Avenue),* Bureau of Engineering (BOE), September 19, 2023.

foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and the City's Department of City Planning ("LADCP").

As the answer is "yes" to two of the screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G to the State CEQA Guidelines, as well as Section 2.1.3 of the City's TAG, regarding conflicts with plans, programs, ordinances, or policies (referred to as Threshold T-1 in the TAG) are as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not always have a significant impact merely based on whether or not it would implement a particular transportation-related program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies.

The methodology for determining a project's transportation impact associated with conflicts with plans, programs, ordinances, or policies is describe in the TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 thereof) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. TAG Attachment D: Plan Consistency Worksheet provides questions that must be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in TAG Attachment D, the Project Applicant must provide substantiating information to help determine whether the proposed project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment. A mere conflict with adopted transportation related policies, or standards that require administrative relief or legislative change does not in itself constitute an impact.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Per Section 2.1.4 of the TAG, the analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances, and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects to be considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. Please refer to the list of related projects identified in *Table 3–2* and *Figure 3–9* for the location of the related projects in relation to the Project Site.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review that compares the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's relevant plans and policies. ***Appendix D*** provides the Plans, Policies, and Programs Worksheet from the TAG, and provides additional detail regarding the plans, programs, ordinances, and policies review.

As confirmed in *Appendix D*, the Project would not conflict with the relevant City plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. The Project will not conflict with any plans or policies that govern the public right-of-way, such as LADOT's Manual of Policy and Procedures ("MPP") Section 321, Driveway Design, and the Citywide Design Guidelines – Guideline 2. The Project has been found to be consistent with the greenhouse gas ("GHG") reduction targets forecasted in *Connect SoCal,* the SCAG RTP/SCS. Additionally, the Project has been found to be consistent with the transportation-related elements of the Plan for a Healthy Los Angeles ("Healthy LA"), Vision Zero, the Mobility Hubs Reader's Guide, the City's Walkability Checklist, and the Chatsworth-Porter Ranch Community Plan.

Therefore, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities, and the impact would therefore be "less than significant". Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance in LAMC Section 12.26.J) and other requirements pursuant to the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

4.1.4 *Review of Cumulative Consistency*

Per Section 2.1.4 of the TAG, the analysis of cumulative consistency requires consultation and confirmation with LADOT and LADCP.

As with the Project, other nearby development projects will be reviewed for consistency with the local plans, programs, ordinances, and policies that address the circulation system. If a project is found to be inconsistent with any of the local programs, plans, ordinances, and polices that address the circulation system, the project would be required to implement changes or mitigation measures to achieve consistency. Accordingly, there would be no significant cumulative impacts to which the Project, as well as other nearby related projects contribute to regarding transportation policies or standards adopted to protect the environment and support multimodal transportation options and a reduction in VMT.

Based on the discussion and conclusion in the preceding Section 4.1.3, and review of other development projects in the Project vicinity, this documentation is sufficient to demonstrate that there is also no cumulative inconsistency with the local programs, plans, ordinances, or policies, and therefore, the cumulative impacts of the Project would be less than significant. In addition, since the Project does not include any features that would preclude the City from complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

4.2 VMT Analysis (Threshold T-2.1)

The City's Mobility Plan 2035 sets for the following objective, regarding VMT:

- Decrease VMT per capita by 5% every five years (from 2015 baseline conditions), to 20% by 2035.

To achieve this objective, the Mobility Plan 2035 includes associated policies related to: land use objectives aimed at shortening the distance between housing, jobs, and services; increasing the availability of affordable housing options with proximity to transit; offering more attractive non-vehicle alternatives; implementing TDM programs to encourage ridesharing and reduce vehicular trip making; congestion or cordon pricing mechanisms to encourage alternatives to driving along; and providing community assets (e.g., locally-serving lang uses) adjacent to residential areas to promote local walking and biking trips that reduce VMT. The Mobility Plan 2035 also suggests that pursuing a specific vehicle level of service ("LOS") standard can lead to wider roads resulting in adverse environmental, public health, and fiscal impacts.

The State of California Governor's Office of Planning and Research ("OPR") issued proposed updates to the CEQA Guidelines in November 2017 and an accompanying technical advisory guidance[10] in April 2018 ("OPR *Technical Advisory*") that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer

[10] *Technical Advisory on Evaluating Transportation Impacts in CEQA,* Governor's Office of Planning and Research, December 2018.

to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in VMT. Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

Comprehensive updates to the State CEQA Guidelines were certified and adopted by the California Natural Resources Agency in December 2018. Accordingly, the City adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR *Technical Advisory* but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

    - As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B)*, the Project is forecast to generate a net increase of 1,844 daily vehicle trips. Therefore, the Project exceeds the screening criteria set forth in T2.1-1.

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting ("TDF") model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

- As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B*), the Project is forecast to generate a net increase of 16,655 daily VMT. Therefore, the Project exceeds the screening criteria set forth in T-2.1-2.

In addition to the above screening criteria, the portion of, or the entirety of a project that contains small-scale or local serving retail uses[11] are assumed to have less than significant VMT impacts. If the answer to the following question is no, then that portion of the project meets the screening criteria, and a no impact determination can be made for the portion of the project that contains retail uses. However, if the retail project is part of a larger mixed-use project, then the remaining portion of the project may be subject to further analysis in accordance with the above screening criteria. Projects that include retail uses in excess of the screening criteria would need to evaluate the entirety of the project's VMT, as specified in Subsection 2.2.4 of the TAG.

- If the project includes retail uses, does the portion of the project that contains retail uses exceed a net 50,000 square feet?

    - The Project's Sales and Showroom component will provide 24,376 square feet of floor area, and the Service Area/Parts Storage component will provide 48,361 square feet of floor area, for a total of 72,737 square feet of floor area. As the Project's retail components exceed 50,000 square feet of floor area, the entirety of the Project's VMT shall be analyzed per TAG Subsection 2.2.4.

4.2.1 *Impact Criteria and Methodology*

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission ("APC") area in which the project is located.

- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.

[11] As noted in the TAG, the definition of retail for this purpose includes restaurant.

- For regional serving retail projects, the project would result in a net increase in VMT.

- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented in ***Table 4–1***. As the Project Site is located within the North Valley APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 15.0 Daily Work VMT per Employee.

The impact methodology set forth in the TAG for a mixed-use project such as the Project is as follows:

- Mixed-Use Projects. The project VMT impact should be considered significant if any one (or all) of the project land uses exceed the impact criteria for that particular land use, taking credit for internal capture. In such cases, mitigation options that reduce the VMT generated by any or all of the land uses could be considered.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.4 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are contained in *Appendix B*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- As described in Section 2.10 herein, the Project Applicant will commit to implementing one TDM measure as a Project Design Feature: Include Bike Parking per LAMC.

- The Project, with the inclusion of the Project Design Feature (Include Bike Parking per LAMC), is estimated to generate a total of 1,934 daily vehicle trips.

- The estimated Daily Work VMT per Employee for the Project with the inclusion of the Project Design Feature is 17.1 Daily Work VMT per Employee, which is greater than the North Valley APC significance threshold of 15.0 Daily Work VMT per Employee. Therefore, the Project would result in a significant Daily Work VMT per Employee impact.

- Mitigation Measures have been identified to reduce the Daily Work VMT per Employee impact to a less than significant level. As described in Section 2.10, the Project will provide transit subsidies and implement a ride-share program as Mitigation Measures.

Table 4-1
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15% BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	**9.2**	**15.0**
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: *LADOT Transportation Assessment Guidelines,* August 2022.

[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above (source: Table 2.2-1 of the TAG).

- The Project, with the inclusion of the Project Design Feature and Mitigation Measures described in Section 2.10 herein, is estimated to generate a total of 1,918 daily vehicle trips.

- The estimated Daily Work VMT per Employee for the Project with the inclusion of the Project Design Feature and Mitigation Measures is 14.8 Daily Work VMT per Employee, which is less than the North Valley APC significance threshold of 15.0 Daily Work VMT per Employee.

Based on the above analyses the Project, with inclusion of the TDM strategies as Project Design Features and Mitigation Measures, would not result in a significant Daily Work VMT per Employee impact. Therefore, no further mitigation is necessary as it relates to VMT.

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG document (refer to Section 2.2.4 thereof), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed Project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above Project-related VMT analysis and the conclusions reported in Section 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), the Project's cumulative VMT impact would be less than significant.

4.3 Geometric Design (Threshold T-3)

As stated in the City's TAG (refer to Section 2.4.1 thereof), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details

relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction.

Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

Conversely, vehicle/vehicle conflicts may be created if the land use project would generate substantial demand that would result in additional vehicle queues on to a freeway off-ramp that would further lead to unsafe differentials of travel speed between cars attempting to exit and cars traveling at higher speeds. The potential for freeway safety impacts can be analyzed quantitatively by simulation models and collecting information on existing prevailing travel speeds pursuant to the methodology described herein.

4.3.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

    - No, the Project will maintain the existing driveways along Winnetka Avenue, Prairie Street, and Oso Avenue.

- Is the project proposing to, or required to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

    As stated in the City's TAG document (refer to Section 2.4.2 thereof), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the Project, the following answer is provided:

    - BOE has recommended that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement

requirements for the Project will be confirmed with BOE and LADCP. As the answer is "yes" to the one of the two screening criteria questions, further analysis is required to assess whether the Project would result in impacts due to geometric design hazards or incompatible uses.

In addition to the screening questions above, if the answer is "yes" to all of the following questions, further analysis will be required to assess whether the Project would result in impacts due to queuing from a freeway off-ramp that could lead to unsafe differential travel speeds:

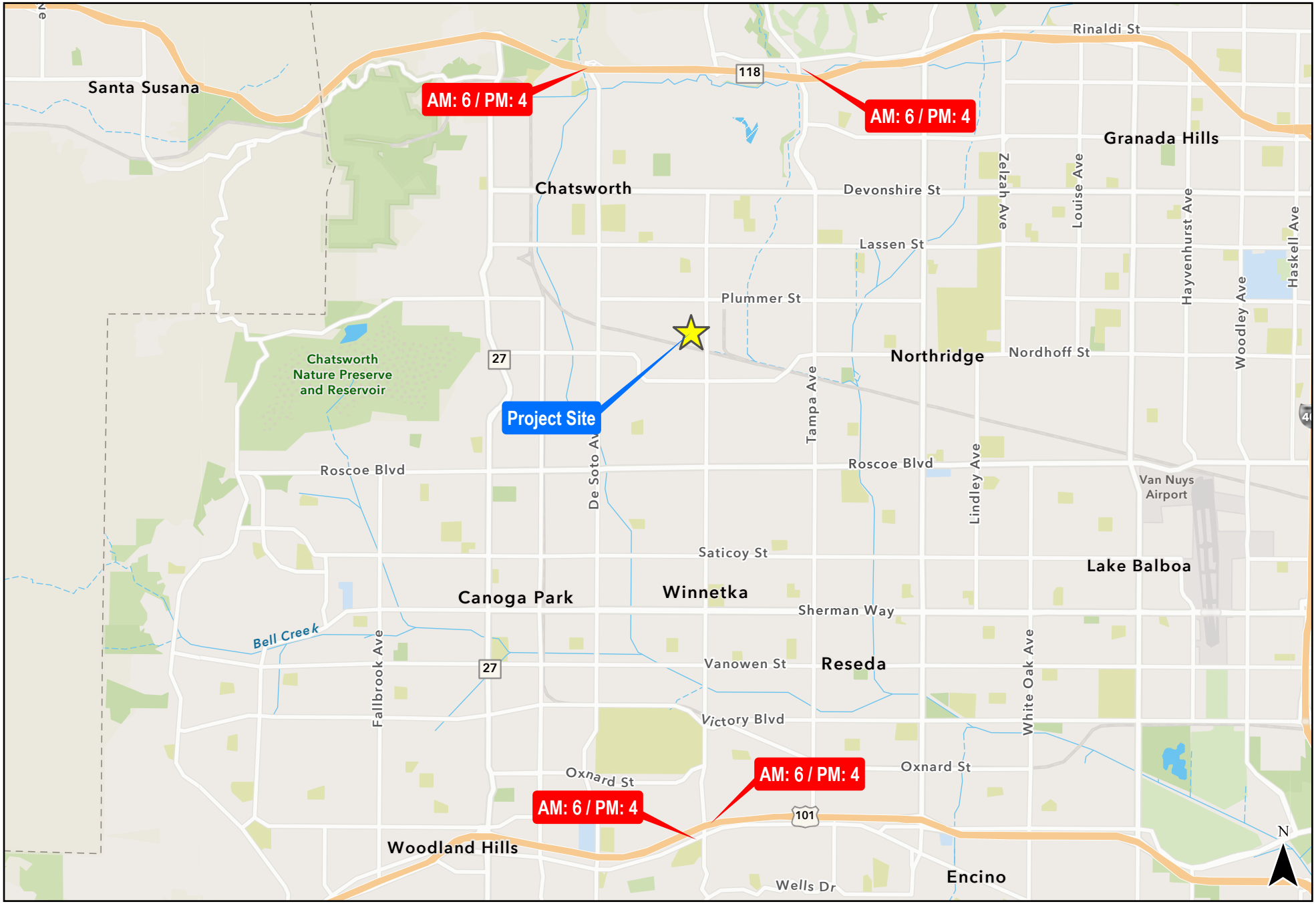
- Does the land use project involve a discretionary action that would be under review by LADCP?
    - Yes, the Project involves a discretionary action that would be under review by LADCP.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
    - Yes. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B)*, the Project is forecast to generate a net increase of 1,844 daily vehicle trips.
- Would the land use project add 25 or more trips to any off-ramp in either the morning or afternoon peak-hour?
    - No, as shown in ***Figure 4–1***, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour.

As the answer is "no" to one of the screening criteria questions (i.e., the Project will not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM of PM peak hour), a freeway safety analysis is not required, and both the Project would result in a less than significant freeway safety impact.

4.3.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
    - No, the Project would not substantially increase hazards due to a geometric design feature. The existing vehicular access points along Winnetka Avenue, Prairie Street, and Oso Avenue will be maintained with the Project.



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County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Figure 4-1
Net New Project Freeway Off-Ramp Traffic Volumes

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

With respect to vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 thereof) indicate that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

As discussed in Section 3.3.3 herein, the Project Site has frontage along Winnetka Avenue, which is designated by the City as a Boulevard II. Additionally, the Project has frontage along Prairie Street and Oso Avenue, both of which are designated by the City as a Local Street – Standard. Winnetka Avenue has a posted speed limit of 40 miles per hour, Prairie Avenue has a posted speed limit of 30 miles per hour, and Oso Avenue has an assumed speed limit of 25 miles per hour.

The Project will maintain the existing vehicular access points and will not add new curb cuts. Additionally, the Project will maintain the existing pedestrian access points to the Project Site,

including the direct connection from the sidewalk along the south side of Prairie Street, west of the Westerly Prairie Street Driveway.

As noted above, BOE has recommended that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and LADCP prior to construction. Should it be determined that the dedications are required, the sidewalks along Prairie Street and Oso Avenue would be improved. Additionally, the 15-foot radius property line return or 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street would improve conditions for motorists, pedestrians, and bicyclists. Signalized crossings are provided within convenient walking distance to the Project Site along the Winnetka Avenue and Prairie Street corridors.

Winnetka Avenue, Prairie Street, and Oso Avenue are noted in the City's HIN. However, the Project will not preclude the City from making future safety-related improvements along the roadways fronting the Project Site. As discussed in a following section, no excessive vehicle queuing is anticipated at the Project Site driveways. The driveways will be improved to meet City standards to ensure adequate maneuvering by vehicles entering and exiting the Project Site.

Therefore, based on the above, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 CEQA Transportation Measures

4.4.1 *Transportation Demand Management*

The Project includes three TDM strategies as Project Design Features and Mitigation Measures and are described in detail in Section 2.10 above. The TDM strategies include:

- Transit Subsidies;
- Ride-Share Program; and
- Include Bike Parking per LAMC.

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the commencement of the tenant improvements to be completed as part of the Project.

4.4.2 *CEQA Transportation Summary*

Based on the findings above, it can be determined that the Project will not conflict with City plans, policies, ordinances, and programs, will not result in a significant VMT impact, will not substantially increase hazards due to a geometric design feature, and will not cause a freeway safety impact. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of a project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

Per Section 3.2.2 of the TAG, if the answer is yes to all of the following questions, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities:

- Does the land use project involve a discretionary action that would be under review by LADCP?
    - Yes, the Project involves a discretionary action that would be under review by LADCP.
- Does the land use project include the construction, or addition of 50 dwelling units or guestrooms or combination thereof, or 50,000 square feet of non-residential space?
    - No, the Project proposes to reutilize the existing 118,784 square-foot multiplex building for a new Tesla Delivery Hub and Service Center. The Project as proposed, will consist of the demolition of existing interior improvements and fixtures, construction of interior tenant improvements and exterior facade renovations and site improvements, reorganization of the existing surface parking

lot, removal and replacement of existing parking lot landscaping, and the maintenance and operation of a new automobile sales and service center. The Project is inclusive of the sale, inventory, preparation, delivery, and service of Tesla electric vehicles.

- Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along a street classified as an Avenue, Boulevard, or Collector (as designated in the City's General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard in the City's General Plan?

    - Yes, the Project will generate a net increase of 1,000 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix B*), the Project will generate 1,844 net new daily vehicle trips. The Project has frontage along Winnetka Avenue, which is designated as a Boulevard II in the City's General Plan. Both Prairie Street and Oso Avenue are designated by the City as a Collector. The Project Site's frontage along Winnetka Avenue, Prairie Street, and Oso Avenue are approximately 62.33 linear feet, 909.03 linear feet, and 643.8 linear feet, respectively. The Project Site's frontages along Winnetka Avenue and Prairie Street do not encompass an entire block. The Project Site's frontage along Oso Avenue encompasses an entire block.

As the answer is "no" to one of the screening criteria questions, further analysis is not required to evaluate whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities. Therefore, it can be determined that the Project would not negatively affect pedestrian, bicycle, or transit facilities in the immediate Project vicinity. Furthermore, the Project will not modify or remove the existing sidewalks along the Project Site's Winnetka Avenue, Prairie Street, and Oso Avenue frontages.

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5–1*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix E*** contains the analysis data worksheets for the study intersections.

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

24-Oct-23

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]
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	477.7	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	284.0	14.8	B	287.2	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	282.5	14.4	B	282.5	0.0	14.5	B	289.1	14.5	B	289.1	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	124.2	23.1	23.0	C	106.5	23.6	C	129.9	23.4
2	Oso 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	Oso Avenue / Oso 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 Westerly 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

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

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 / Larian 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	19.6	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	443.6	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	524.0	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 *LADOT 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
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

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

[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.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions (refer to Section 3.3.2 of the TAG), further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
    - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 500 or more daily vehicle trips?
    - Yes, the Project will generate a net increase of 500 or more daily vehicle trips. As indicated on the Screening Tab of the VMT Calculator (Page 1 of *Appendix B*), the Project would generate 1,844 net new daily vehicle trips.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 500 daily trips), further analysis is required to evaluate Project access, safety and circulation.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Additional queue along through lanes and either of the following conditions are expected:
    - The projected peak hour intersection LOS is D and the through lane queue increases by greater than 75 feet on any approach with the directional approach LOS at E or F, or
    - The projected peak hour intersection LOS is E or F and the through lane queue increases by greater than 50 feet on any approach with the directional approach LOS at E or F.
- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.

- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies ("TNCs") and shared mobility services. As such, the TAG states that a Transportation Assessment should characterize the onsite loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed onsite passenger loading facility?
    - Not Anticipated. The Project does not propose any onsite passenger loading facilities. However, the Project's surface parking lot will provide sufficient space for any onsite passenger loading activities.
- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?
    - No, as discussed in the response to the question above, the Project does not propose any onsite passenger loading facilities. However, the Project's surface parking lot will provide sufficient space for any onsite passenger loading activities. Pedestrian and bicycle conflicts are expected to be minimal along the Project Site's Winnetka Avenue, Prairie Street, and Oso Avenue frontages due to the presence of sidewalks along all property frontages, as well as Class II Bicycle Lanes on both sides of Winnetka Avenue.

5.2.3 *Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the Transportation Assessment MOU, the following 10 study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Mason Avenue / Prairie Street
2. Oso Avenue / Prairie Street
3. Oso Avenue / Oso Avenue Driveway
4. Prairie Street Westerly Driveway / Prairie Street
5. Prairie Street Easterly Driveway / Prairie Street
6. Winnetka Avenue / Plummer Street

7. Winnetka Avenue / Prairie Street

8. Winnetka Avenue / Winnetka Avenue Driveway

9. Winnetka Avenue / Larian Way

10. Winnetka Avenue / Nordhoff Street

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The analysis was prepared based on the *Highway Capacity Manual*[12] ("HCM") operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS 2023* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS 2023* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.9.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.9.2
- Existing Vehicle Network: Refer to Subsection 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Subsection 3.4
- Related Projects (i.e., within a 0.63-mile radius) and Ambient Traffic Growth: Refer to Subsection 3.5

LADOT confirmed the appropriateness of the above data in the Transportation Assessment MOU it approved for the Project. The Transportation Assessment MOU is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2023) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (a) plus one 1.0% annual ambient traffic growth through year 2025 and with completion and occupancy of the related projects (i.e., Future Cumulative Baseline)

(d) Condition (c) with completion and occupancy of the Project.

[12] *Highway Capacity Manual 7th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2022.

Pursuant to the City's TAG, the HCM methodology for signalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), LOS, and 95th percentile queues (in feet) for all approaches for the signalized intersections. 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. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–1*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix E.*

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figure 3–8*. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 5–1***. The "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 ***Figure 5–2***. The "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 ***Figure 5–3***.

As presented in *Table 5–1*, the Project would not cause or substantially extend vehicle queuing at eight of the 10 study intersections during the weekday AM and PM peak hours. At these intersections, the change in queue length for individual traffic movements associated with the Project ranges from no increase to a maximum of 30.6 feet (i.e., just more than one vehicle length). The Project would result in unacceptable queuing and/or operational deficiencies at the following intersections:

- Mason Avenue / Prairie Street (Study Int. No. 1)

    - The change in peak queue length associated with the Project at the southbound Mason Avenue left-turn approach under Future Cumulative with Project conditions increases by 23.7 feet (i.e., less than one vehicle length) during the weekday PM peak hour. The total peak queue length on this approach during the weekday PM peak hour under Future Cumulative with Project conditions is forecast to be 90.6 feet (i.e., less than four vehicle lengths). The total peak queue length exceeds the available storage capacity during the weekday PM peak hour under Future Cumulative with Project conditions. It is noted that while there is no striping, the full width left-turn lane, which is approximately 75.0 feet in length (measured from the limit line to the beginning of the turn pocket) extends another approximately 47.0 feet beyond the existing striped left-turn lane for a total queuing capacity of 122.0 feet. During the weekday PM peak hour, the estimated peak queue length is 90.6 feet under Future Cumulative with Project conditions, and therefore, there is sufficient queuing capacity whereas vehicles would not spill over into the adjacent through lane. As a result, no physical improvements are required or recommended for this intersection.

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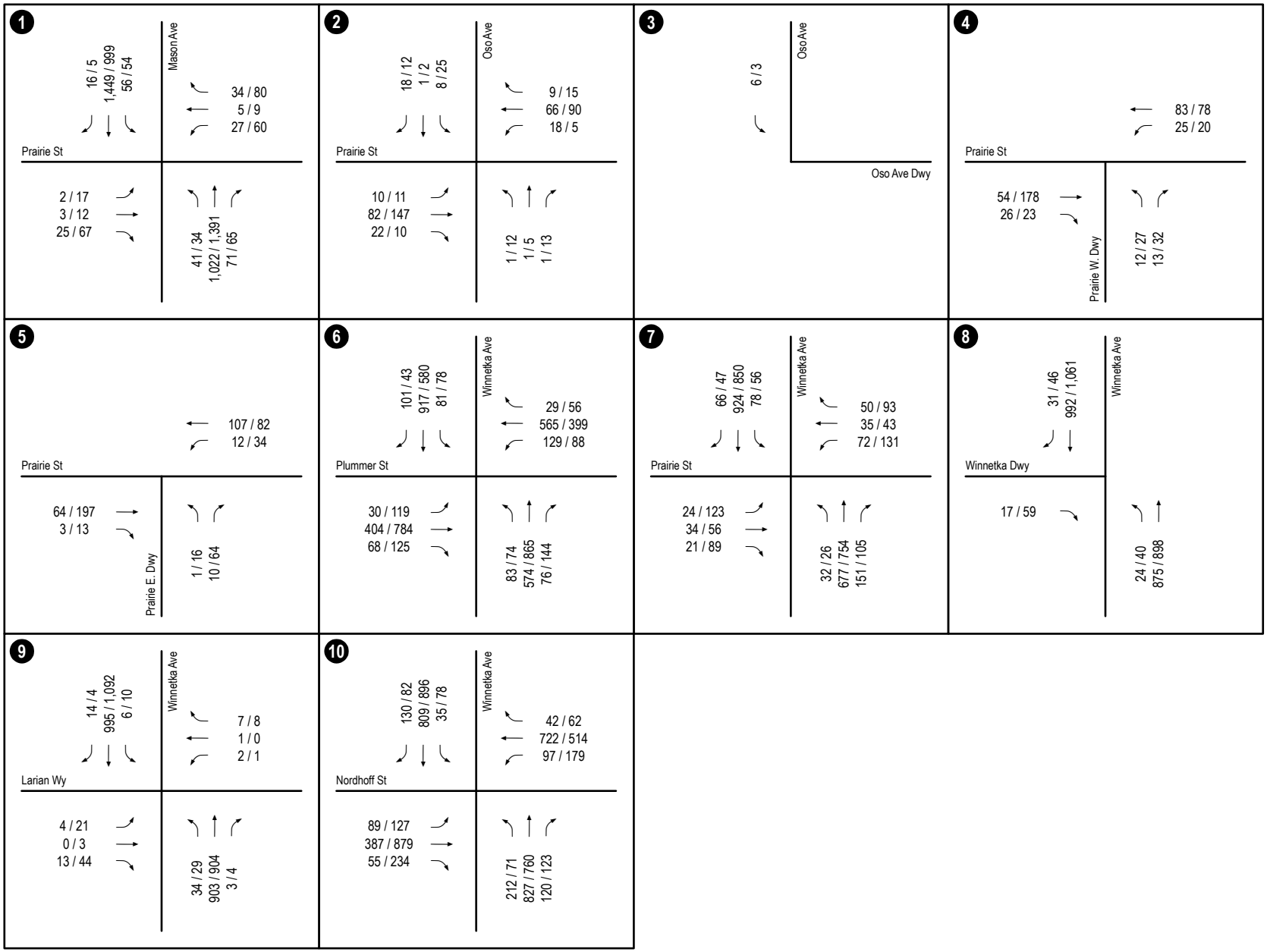
Figure 5-1
Existing with Project Traffic Volumes
(Page 1 of 2)



LINSCOTT LAW & GREENSPAN engineers

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Time: 10:16 AM

Figure 5-1
Existing with Project Traffic Volumes
(Page 2 of 2)

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Time: 9:51 AM

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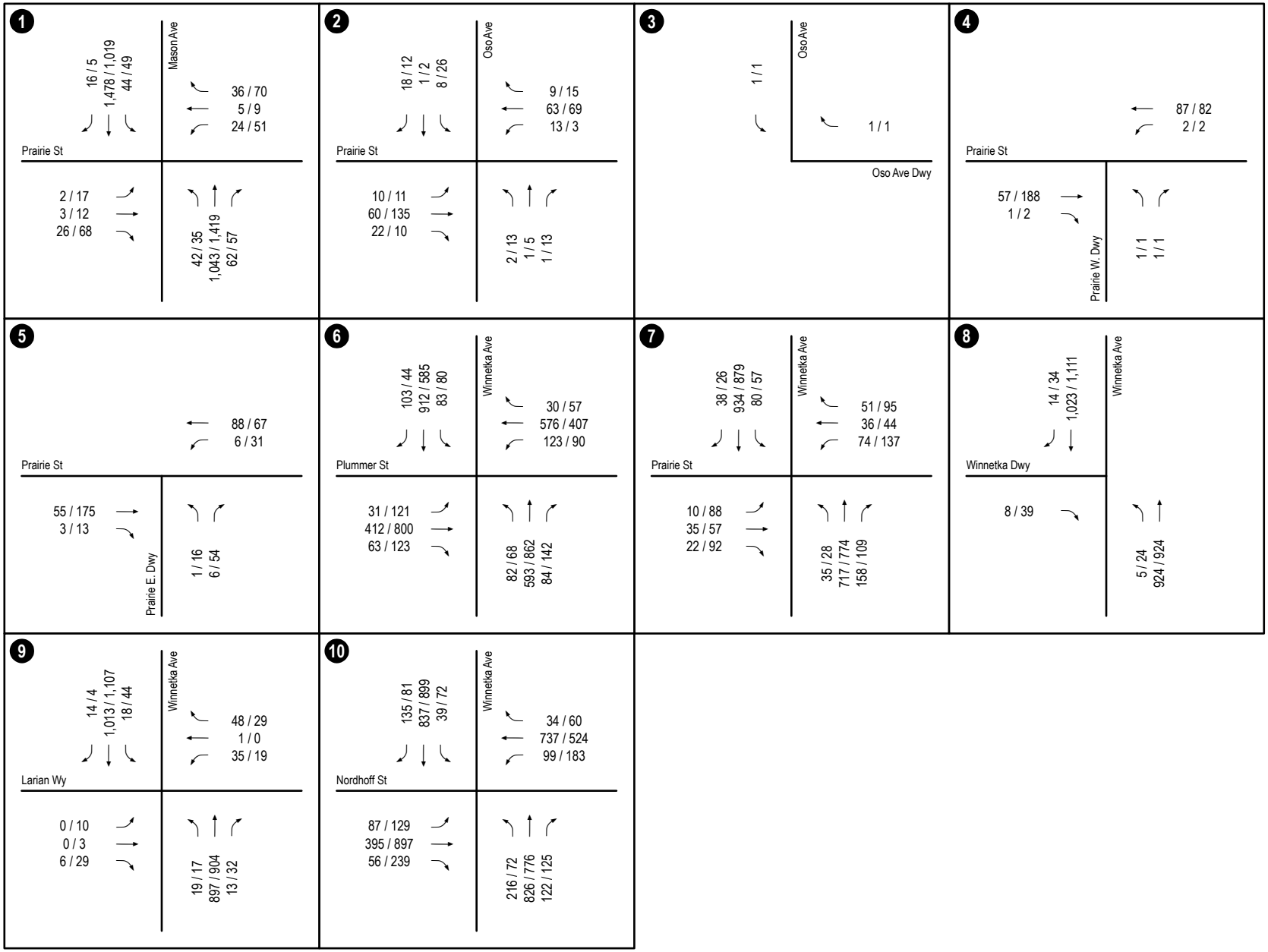
Figure 5-2
Future Cumulative Baseline Traffic Volumes
(Page 1 of 2)



LINSCOTT LAW & GREENSPAN engineers

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Time: 9:54 AM

Figure 5-2
Future Cumulative Baseline Traffic Volumes
(Page 2 of 2)

LINSCOTT LAW & GREENSPAN engineers

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Figure 5-3
Future Cumulative with Project Traffic Volumes
(Page 1 of 2)

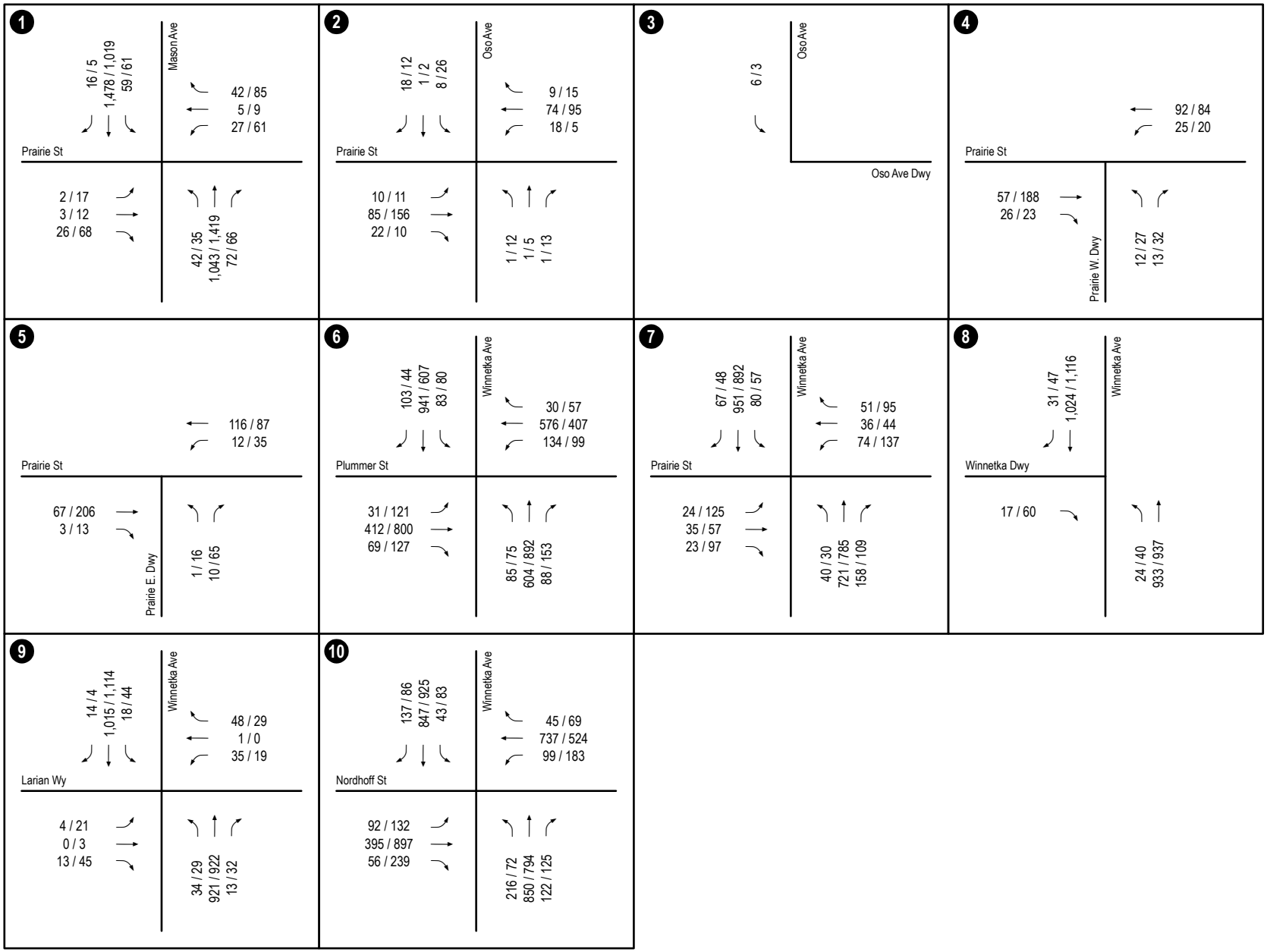

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Figure 5-3
Future Cumulative with Project Traffic Volumes
(Page 2 of 2)

- Winnetka Avenue / Nordhoff Street (Study Int. No. 10)

    - The forecast peak queue at the northbound Winnetka Avenue left-turn approach is expected to exceed the available storage capacity during all conditions (i.e., Existing through Future Cumulative with Project conditions) during the weekday AM peak hour. The forecast peak queues at the eastbound and westbound Nordhoff Street left-turn approach are expected to exceed the available storage capacity during all conditions (i.e., Existing through Future Cumulative with Project conditions) during the weekday PM peak hour. Although forecast peak queues for the northbound, eastbound, and westbound left-turn approaches are expected to exceed the available storage under all conditions, the Project-related contribution is expected to be minimal. The Project-related contribution to peak vehicle queuing on the northbound Winnetka Avenue left-turn approach and the eastbound and westbound Nordhoff Street left-turn approaches is calculated to be less than one vehicle during the peak hours. Therefore, no physical modifications are proposed due to Project-related traffic. LADOT could review the existing traffic signal timing for the intersection to determine if there are opportunities to improve operations.

No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. While not currently proposed, appropriate signage and pavement/curb markings will be required by the City and installed by the Project Applicant for any curbside loading/unloading zones that may be proposed by the Project Applicant in the future. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

    - No. The Project Site has frontage along Winnetka Avenue, which is designated as a Boulevard II within Mobility Plan 2035. Temporary travel lane closures on Winnetka Avenue due to Project construction are not anticipated. If closures were to be required, such closures are expected to be temporary in nature; no overnight closures of travel lanes on Winnetka Avenue are anticipated. A

detailed Construction Staging and Traffic Management Plan ("CSTMP") including the measures described herein will address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

    - No. The Project Site has frontage along Prairie Street and Oso Avenue, both of which are designated as a Collector within Mobility Plan 2035. Temporary travel lane closures on Prairie Street or Oso Avenue due to Project construction are not anticipated. If closures were to be required, such closures are expected to be temporary in nature; no overnight closures of travel lanes on either Prairie Street or Oso Avenue are anticipated. A detailed CSTMP including the measures described herein will address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

    - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Prairie Street and Oso Avenue may be required during portions of the construction period. Temporary closures of the sidewalks adjacent to the Project Site on Winnetka Avenue are not anticipated during the construction period. However, signs would be posted advising pedestrians and bicyclists of temporary sidewalk and bicycle lane closures and providing alternative routes. Construction activities will not affect access to any other adjacent or nearby land uses. As noted above, the CSTMP will include measures to address temporary construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

    - No. Temporary closures of the sidewalks adjacent to the Project Site on Winnetka Avenue, Prairie Street, or Oso Avenue are not anticipated during the construction period. Should ADA pedestrian access be lost due to construction activities, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative ADA routes to nearby transit stops located adjacent to or near the Project Site on Winnetka Avenue, Prairies Street, or Oso Avenue. As noted above, the CSTMP will include measures to address temporary

construction-related closures to minimize conflicts between construction activities and vehicular traffic, bicyclists, and pedestrians.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

    - No. Construction activities will not require the temporary closure or relocation of existing bus stops or rerouting of existing bus routes that serve the Project Site.

- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?

    - No. Parking is not permitted along the Project Site's Winnetka Avenue and Prairie Street frontages. While construction activities may require temporary removal and/or loss of on-street parking along the Project Site's Oso Avenue frontage for more than 30 days, the on-street parking is not metered.

- Would the project involve a discretionary action to construct new building of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?

    - No. The Project Site is not located within a hillside area.

As the answer is "yes" to one of the screening criteria questions, further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

The evaluation criteria for project construction are focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:

    - The length of time of temporary street closures or closures of two or more travel lanes;

- The classification of the street (major arterial, state highway, substandard hillside local or collector, etc.) affected;
- The existing congestion levels on the affected street segments and intersections;
- The operational constraints of substandard hillside streets needing to access construction sites;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

- Temporary loss of access:
  - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
  - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;
  - The length of time of any loss or impedance of access by emergency vehicles or area residents to hillside properties;
  - The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
  - The availability of nearby vehicular or pedestrian access within one-quarter mile of the lost access; and
  - The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within one-quarter mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a quarter-mile radius of the affected stops or routes; and

- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project location and physical setting are provided in Subsection 2.1, Project Site Location, and Section 3.0, Project Site Context, herein that apply to this analysis. The Project location and Project setting data items such as adjacent street classifications, public bicycle parking, inventory of existing transit lines, bus stops, etc. Per Section 3.4.4 of the TAG, the evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Permanent or temporary removal of parking meters.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria is to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria reviews in order to determine level of impact is provided in ***Table 5–2***.

As presented in *Table 5–2*, it is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of parking spaces along the Project Site's Oso Avenue frontage for more than 30 days. Additionally, Project construction may result in the temporary loss of pedestrian access along the Project Site's Prairie Street and Oso Avenue frontages.

5.3.3 *Recommended Project-Specific Action Items*

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Table 5-2
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Boulevard II, Collector**	**Winnetka Avenue is classified by the City of Los Angeles as a Boulevard II. Prairie Street and Oso Avenue are classified by the City of Los Angeles as a Collector.**
The existing congestion levels on the affected street segments and intersections.	**N/A**	**Existing congestion levels are consistent with those experienced on major thoroughfares in the Project vicinity.**
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway.	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Management Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**None**	**N/A**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction area.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The availability of nearby vehicular or pedestrian access within one quarter-mile of the lost access.	**Available**	**Signalized intersections with accommodations for pedestrian crossings are provided near the Project Site along the Winnetka Avenue and Prairie Street corridors.**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**

Table 5-2 (Continued)
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**N/A**	**Project construction will not require relocation of existing transit stops or interrupt existing transit service.**
The availability of a nearby location (within one quarter-mile) to which the bus stop or route can be temporarily relocated.	**N/A**	**N/A**
The existence of other bus stops or routes with similar routes/destinations within a quarter-mile radius of the affected stops or routes.	**N/A**	**N/A**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**N/A**	**N/A**

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Applicant proposes to reutilize the existing 118,784 square-foot multiplex building for a new Tesla Delivery Hub and Service Center. The Project as proposed, will consist of the demolition of existing interior improvements and fixtures, construction of interior tenant improvements and exterior facade renovations and site improvements, reorganization of the existing surface parking lot, removal and replacement of existing parking lot landscaping, and the maintenance and operation of a new automobile sales and service center. The Project is 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 Project proposes to provide remove 95 parking spaces for a total of 1,147 parking spaces onsite. Of the 1,147 parking spaces to remain, 898 parking spaces will repurposed as vehicle inventory/storage space, while 249 parking spaces will remain for use by employees, customers, and visitors. Construction and occupancy of the Project is proposed to be completed by the year 2025.

- ***Study Scope –*** This Transportation Assessment presents (i) a CEQA assessment of whether the Project conflicts or is inconsistent with local transportation-related plans and policies, (ii) a CEQA assessment of Project-related VMT, (iii) a CEQA assessment of whether the Project increases hazards due to a geometric design feature or incompatible use, (iv), a CEQA freeway safety analysis, (v) a non-CEQA assessment of pedestrian, bicycle and transit access, (vi) a non-CEQA evaluation of Project access, safety and circulation, and (vii) a non-CEQA review of Project construction activities. LADOT confirmed the appropriateness of the analysis criteria when it entered into a Transportation Assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 155 net new vehicle trips (111 inbound trips and 44 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 205 net new vehicle trips (88 inbound trips and 117 outbound trips). The Project is expected to generate 1,844 net new daily vehicle trips.

- ***CEQA Analysis***

    - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City transportation plans, programs, ordinances, or policies, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of less than significant can be made for the Project with respect to consistency with transportation plans, programs, ordinances, or policies. Furthermore, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other

requirements pursuant to the LAMC. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

- *VMT Analysis:* As outlined in Section 4.2.2, the Project, with inclusion of onsite bicycle parking per the LAMC as a Project Design Feature, would result in a significant VMT impact. Two TDM strategies to be incorporated as Mitigation Measures have been identified to reduce the VMT impact to a less than significant level. Furthermore, based on those TDM strategies, as well as the Project-related VMT analysis and the conclusions discussed in Section 4.2.3 (which demonstrate that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), cumulatively significant VMT impacts are not anticipated.

- *Geometric Design Review:* Given the existing physical condition of the Project Site, surrounding land uses, and planned retainment of the existing pedestrian infrastructure, no safety concerns related to geometric design are noted. The Project will maintain the existing driveways on Winnetka Avenue, Prairie Street, and Oso Avenue. No physical modifications are proposed at any of the Project Site driveways. Additionally, it is noted that the Project is not located directly along the City's HIN. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, resulting in a less than significant impact determination.

- *Freeway Safety Analysis:* Given that the Project would not add 25 or more net new vehicle trips to any nearby freeway off-ramp during either the AM or PM peak hours, the Project would not result in a significant freeway safety impact.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* It is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. It is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.

  - *Project Access and Circulation Review:* The Project's weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at eight of the 10 study intersections analyzed (as discussed in Section 5.2.3 herein). At the Mason Avenue / Prairie Street intersection, the change in peak queue length associated with the Project at the southbound Mason Avenue left-turn approach under Future Cumulative with Project conditions increases by 23.7 feet (i.e., less than one vehicle length) during the weekday PM peak hour. The total

peak queue length on this approach during the weekday PM peak hour under Future Cumulative with Project conditions is forecast to be 90.6 feet (i.e., less than four vehicle lengths). The total peak queue length exceeds the available storage capacity during the weekday PM peak hour under Future Cumulative with Project conditions. It is noted that while there is no striping, the full width left-turn lane, which is approximately 75.0 feet in length (measured from the limit line to the beginning of the turn pocket) extends another approximately 47.0 feet beyond the existing striped left-turn lane for a total queuing capacity of 122.0 feet. During the weekday PM peak hour, the estimated peak queue length is 90.6 feet under Future Cumulative with Project conditions, and therefore, there is sufficient queuing capacity whereas vehicles would not spill over into the adjacent through lane. As a result, no physical improvements are required or recommended for this intersection.

At the Winnetka Avenue / Nordhoff Street intersection, the forecast peak queue at the northbound Winnetka Avenue left-turn approach is expected to exceed the available storage capacity during all conditions (i.e., Existing through Future Cumulative with Project conditions) during the weekday AM peak hour. The forecast peak queues at the eastbound and westbound Nordhoff Street left-turn approach are expected to exceed the available storage capacity during all conditions (i.e., Existing through Future Cumulative with Project conditions) during the weekday PM peak hour. Although forecast peak queues for the northbound, eastbound, and westbound left-turn approaches are expected to exceed the available storage under all conditions, the Project-related contribution is expected to be minimal. The Project-related contribution to peak vehicle queuing on the northbound Winnetka Avenue left-turn approach and the eastbound and westbound Nordhoff Street left-turn approaches is calculated to be less than one vehicle during the peak hours. Therefore, no physical modifications are proposed due to Project-related traffic. LADOT could review the existing traffic signal timing for the intersection to determine if there are opportunities to improve operations.

- *Project Construction Effect on Nearby Mobility:* It is concluded that Project construction would not result in the closure of two or more travel lanes on any one roadway and would not impede emergency access. However, Project construction may result in the temporary loss of parking spaces along the Project Site's Oso Avenue frontage for more than 30 days. Additionally, Project construction may result in the temporary loss of pedestrian access along the Project Site's Prairie Street and Oso Avenue frontages. The Project Applicant will prepare a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which

includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

Transportation Assessment Memorandum of Understanding (MOU)

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

I. PROJECT INFORMATION

Project Name: Tesla Delivery Hub and Service Center

Project Address: 9201-9205 Winnetka Avenue

Project Description: Reutilization of an existing 118,784 square-foot movie theater for a new Tesla Delivery Hub and Service Center.

LADOT Project Case Number: SFV23-115384 Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Select any of the following TDM measures, which may be eligible as a Project Design Feature[1], that are being considered for this project:

	Reduced Parking Supply[2]	✓	Bicycle Parking and Amenities		Parking Cash Out

List any other TDM measures (e.g. bike share kiosks, unbundled parking, microtransit service, etc.) below that are also being considered and would require LADOT staff's determination of its eligibility as a TDM measure. LADOT staff will make the final determination of the TDM measure's eligibility for this project.

1 Ride-Share Program
2 Transit Subsidies
3
4
5
6

III. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 10th Edition / Other ITE 11th Edition

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☐	☑
Existing Active or Previous Land Use	☑	☐
Internal Trip	☐	☑
Pass-By Trip	☑	☐
Transportation Demand Management (See above)	☐	☑

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

	IN	OUT	TOTAL
AM Trips	102	40	142
PM Trips	80	108	188

NET Daily Vehicle Trips (DVT)
1,657 DVT (ITE 11th ed.)
1,658 DVT (VMT Calculator ver. 1.4)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or State law.
[2]Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or the City's Transit Oriented Community Guidelines.

IV. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2025 Ambient Growth Rate: 1.0 % Per Yr.

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

STUDY INTERSECTIONS and/or STREET SEGMENTS:
(May be subject to LADOT revision after access, safety, and circulation evaluation.)

1 _____ 4 _____

2 _____ 5 _____

3 _____ 6 _____

Provide a separate list if more than six study intersections and/or street segments. See bottom of Page 3 for list of study intersections.

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

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to MOU approval.

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 net DVT? ☑ Yes ☐ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No *Not required per coordination with LADOT Staff

VI. ACCESS ASSESSMENT CRITERIA

If Yes to any of the above questions a., b., or c., complete **Attachment C.1: Access Assessment Criteria**.

VII. SITE PLAN AND MAP OF STUDY AREA

Please note that the site plan should also be submitted to the Department of City Planning for cursory review.

Does the attached site plan and/or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
*Project Vehicle Peak Hour trips at each study intersection	☑	☐	☐
*Project Vehicle Peak Hour trips at each project access point	☑	☐	☐
*Project trip distribution percentages at each study intersection	☑	☐	☐
Project driveways designed per LADOT MPP 321 (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☐	☑
Delivery loading zone or area	☑	☐	☐
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

VIII. FREEWAY SAFETY ANALYSIS SCREENING

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour? ☐ YES ☑ NO

Provide a brief explanation or graphic identifying the number of project trips expected to be added to the nearby freeway off-ramps serving the project site. If Yes to the question above, a freeway ramp analysis is required.

IX. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law & Greenspan, Engineers	WINCAL, LLC
Address:	600 S. Lake Avenue, Suite 500, Pasadena, CA 91106	120 N. Robertson Boulevard, Los Angeles, CA 90048
Phone Number:	(626) 796-2322	(310) 854-8734
E-Mail:	jshender@llgengineers.com	Dinh.Wong@decurion.com

Approved by:	x		9/8/2023	x		9/11/2023
		Consultant's Representative	Date		LADOT Representative	**Date
Adjacent Municipality:			Approved by: (if applicable)		Representative	Date

**MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Study Intersections

1. Mason Avenue / Prairie Street
2. Oso Avenue / Prairie Street
3. Oso Avenue / Oso Avenue Driveway
4. Prairie Avenue Westerly Driveway / Prairie Avenue
5. Prairie Avenue Easterly Driveway / Prairie Avenue
6. Winnetka Avenue / Plummer Street
7. Winnetka Avenue / Prairie Street
8. Winnetka Avenue / Winnetka Avenue Driveway
9. Winnetka Avenue / Larian Way
10. Winnetka Avenue / Nordhoff Street

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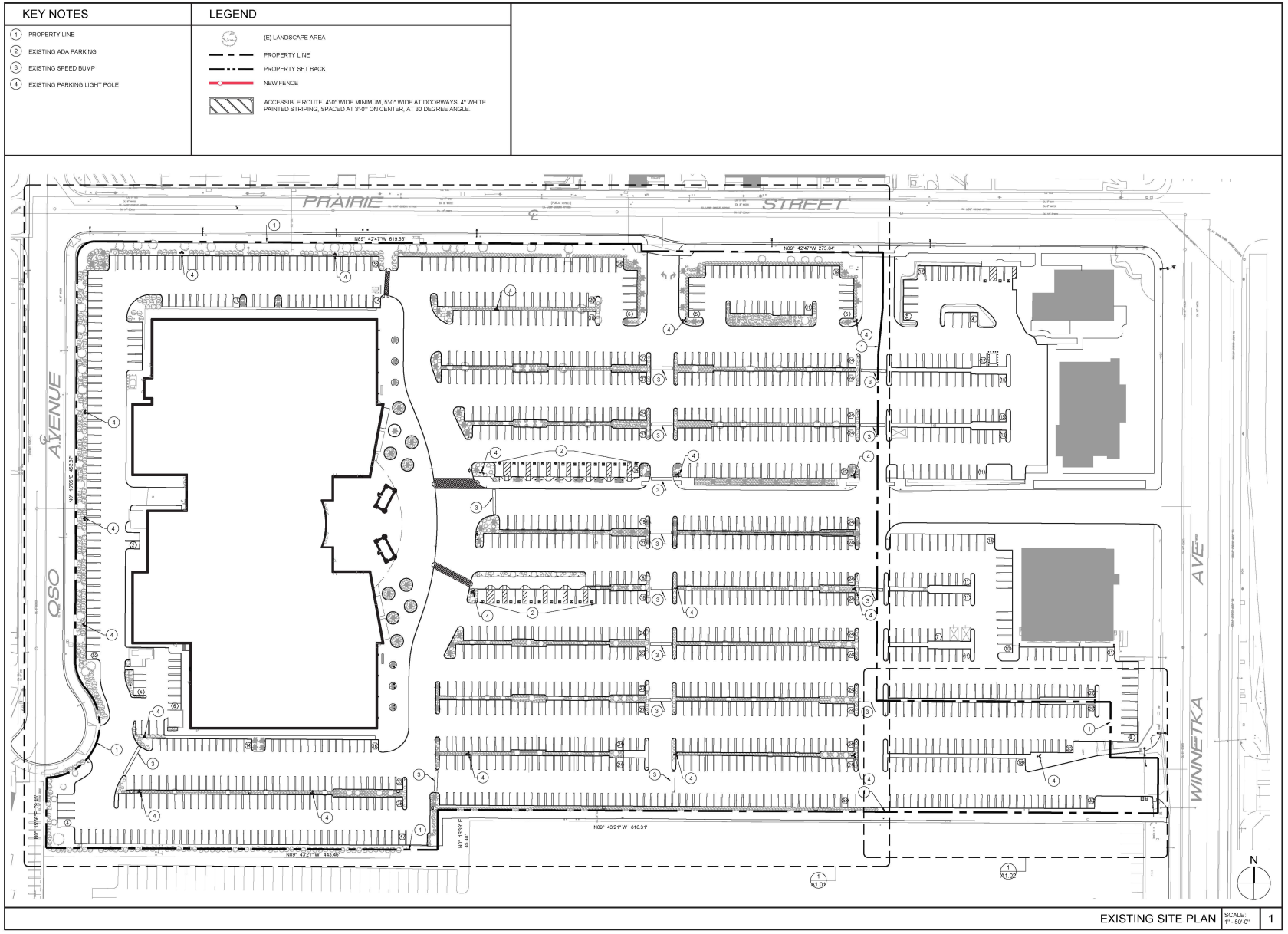
Figure 1-1
Vicinity Map

Tesla Delivery Hub and Service Center



TESLA

C-20788
REN. 08/30/23
7/13/23

ARCVISION INCORPORATED
ARCHITECTURE • ENGINEERING • STORE PLANNING
SAINT LOUIS / LAS VEGAS / ORLANDO
1160 CRAIG ROAD, SUITE 300 ST. LOUIS, MO 63146
PH: (314) 576-2400 FAX: (314) 415-2300 www.arcvision.com

DELIVERY HUB
AND
SERVICE CENTER
TRT ID - 57595
9201 - 9205 WINNETKA
AVE
CHATSWORTH, CA

ISSUE / REVISION
07.13.23 C.U.P.

DRAWING TITLE

SITE EXISTING PLAN

SCALE: AS NOTED
PROJECT NUMBER: 220774
TESLA ID: 57595

SHEET NUMBER

A1.00

LINSCOTT LAW & GREENSPAN engineers

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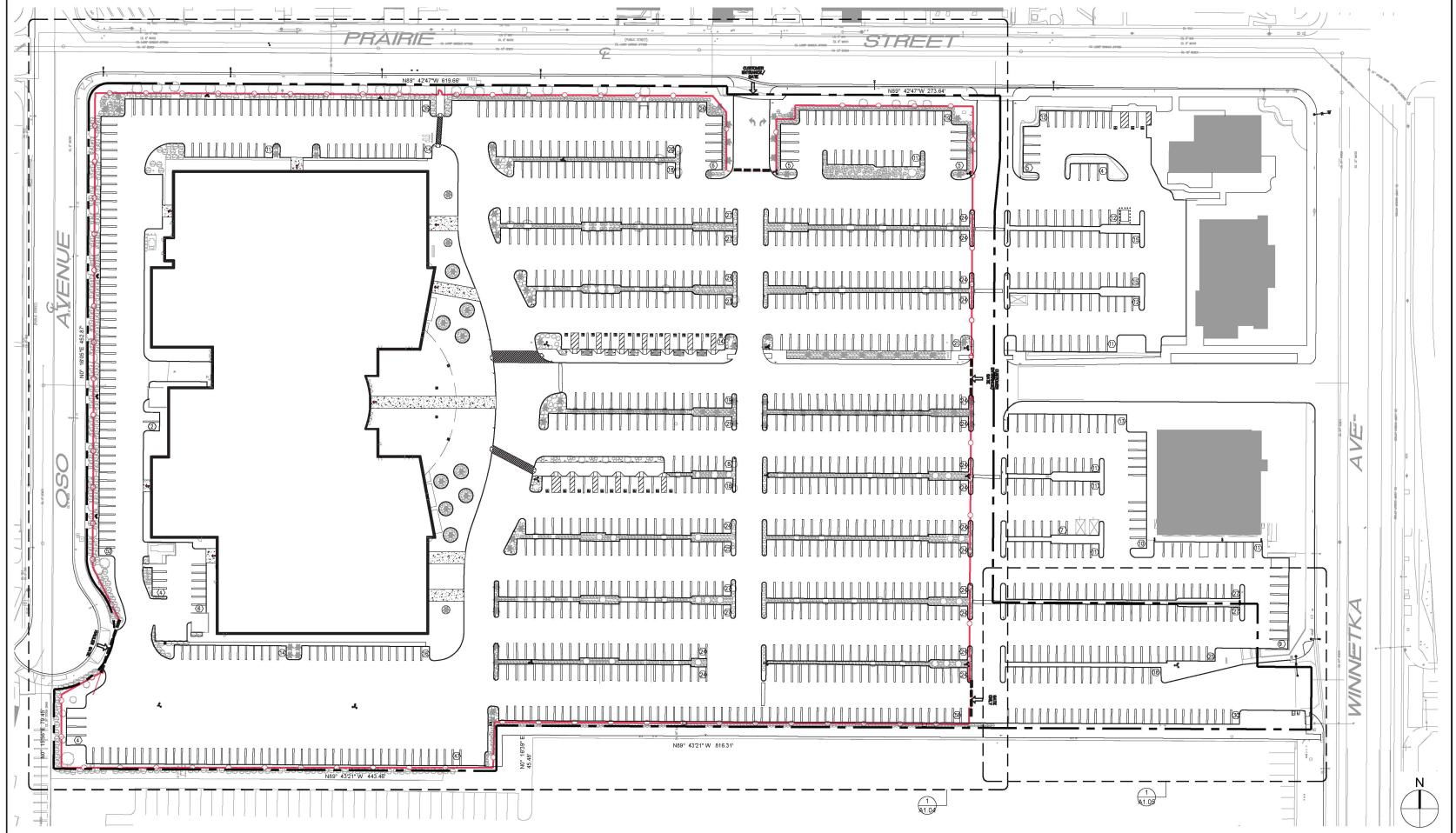
Figure 2-2
Existing Site Plan

KEY NOTES	LEGEND
1 PROPERTY LINE	(E) LANDSCAPE AREA
2 EXISTING ADA PARKING	PROPERTY LINE
3 EXISTING SPEED BUMP	PROPERTY SET BACK
4 EXISTING PARKING LIGHT POLE	NEW FENCE
	ACCESSIBLE ROUTE. 4'-0" WIDE MINIMUM, 5'-0" WIDE AT DOORWAYS. 4" WHITE PAINTED STRIPING, SPACED AT 3'-0" ON CENTER, AT 30 DEGREE ANGLE.



PROPOSED SITE PLAN | SCALE: 1" - 50'-0" | 1

TESLA

LICENSED ARCHITECT
C-20788
REN. 09/30/23
STATE OF CALIFORNIA
7/13/23

ARCVISION INCORPORATED
ARCHITECTURE • ENGINEERING • STORE PLANNING
SAN DIEGO, CA / LAS VEGAS, NV / CHANTILLY, VA
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DELIVERY HUB
AND
SERVICE CENTER
TRT ID - 57595
9201 - 9205 WINNETKA
AVE
CHATSWORTH, CA

ISSUE / REVISION
07.13.23 C.U.P.

DRAWING TITLE

PROPOSED SITE PLAN

SCALE: AS NOTED
PROJECT NUMBER: 220774
TESLA ID: 57595

SHEET NUMBER

A1.03

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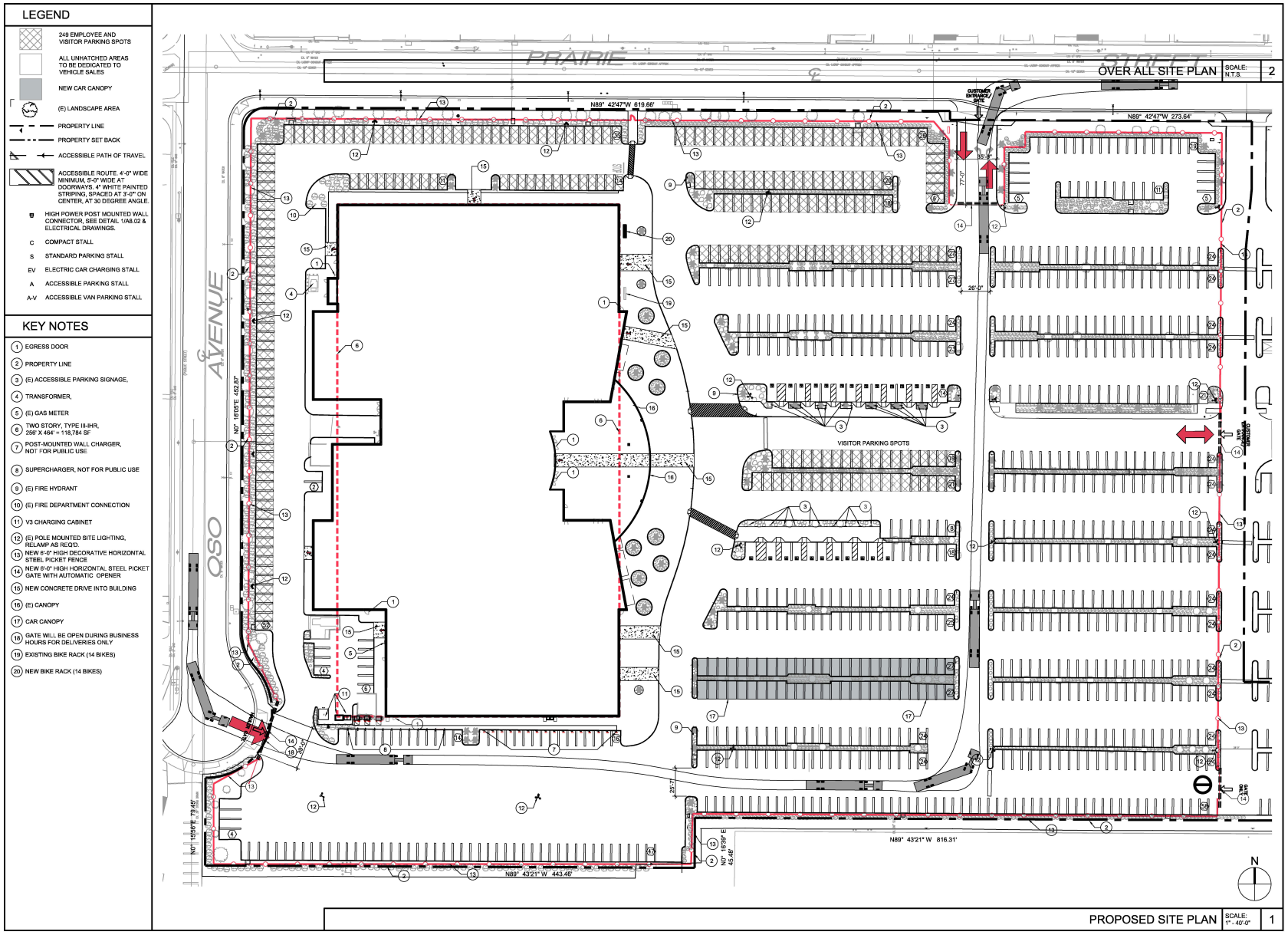
Figure 2-3
Proposed Overall Site Plan



LINSCOTT LAW & GREENSPAN engineers

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Figure 2-4
Focused Project Site Plan

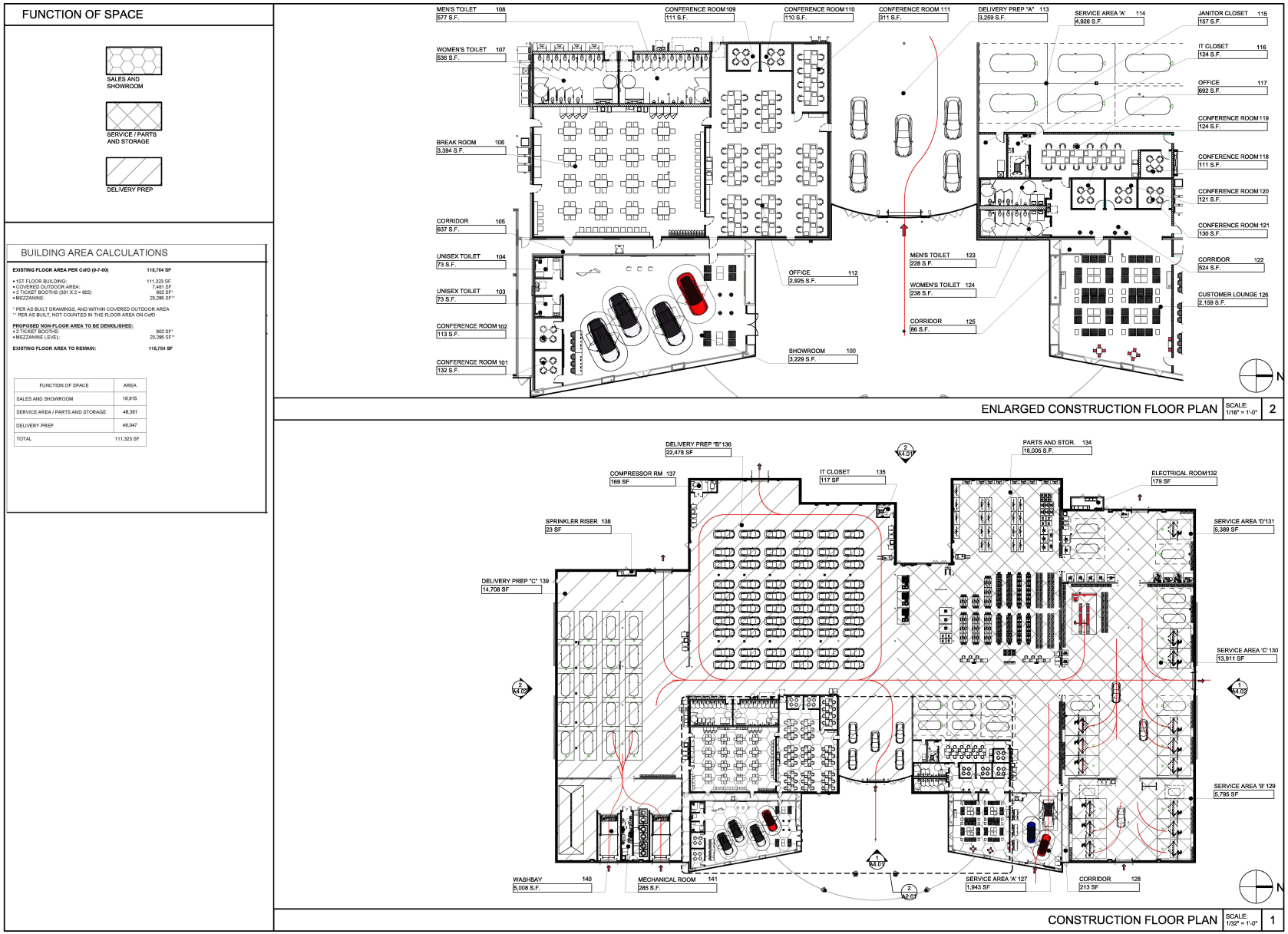

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Figure 2-5
Proposed Floor Plan

Table 2-1
PROJECT TRIP GENERATION [1]

06-Sep-23

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								
Sales and Showroom [3]	16,915 GSF	471	23	8	31	16	25	41
Service Area/Parts and Storage [4], [5]	48,361 GSF	1,309	72	37	109	72	78	150
Delivery Prep [6]	46,047 GSF	219	24	7	31	11	23	34
Subtotal		1,999	119	52	171	99	126	225
Subtotal Project Driveway Trips		**1,999**	**119**	**52**	**171**	**99**	**126**	**225**
Existing Site								
Health/Fitness Club [7]	(3,415) GSF	(205)	(10)	(9)	(19)	(12)	(9)	(21)
Subtotal Existing Driveway Trips		**(205)**	**(10)**	**(9)**	**(19)**	**(12)**	**(9)**	**(21)**
Proposed Pass-By Trips [8]								
Sales and Showroom (10%)		(47)	(2)	(1)	(3)	(2)	(3)	(5)
Service Area/Parts and Storage (10%)		(131)	(7)	(4)	(11)	(7)	(8)	(15)
Subtotal		(178)	(9)	(5)	(14)	(9)	(11)	(20)
Existing Site Pass-By Trips [8]								
Health/Fitness Club (20%)		41	2	2	4	2	2	4
NET INCREASE "OFF-SITE" TRIPS		**1,657**	**102**	**40**	**142**	**80**	**108**	**188**

[1] Source: ITE *Trip Generation Manual,* 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 840 (Automobile Sales [New]) trip generation average rates.
- Daily Trip Rate: 27.84 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.86 trips/1,000 SF of floor area; 73% inbound/27% outbound
- PM Peak Hour Trip Rate: 2.42 trips/1,000 SF of floor area; 40% inbound/60% outbound

[4] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates.
- Daily Trip Rate: 27.07 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.25 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 3.11 trips/1,000 SF of floor area; 48% inbound/52% outbound

[5] Daily rate for Service Area/Parts and Storage taken ratio of ITE 840 between Daily and PM peak hour rates
[6] ITE Land Use Code 140 (Manufacturing) trip generation average rates.
- Daily Trip Rate: 4.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.68 trips/1,000 SF of floor area; 76% inbound/24% outbound
- PM Peak Hour Trip Rate: 0.74 trips/1,000 SF of floor area; 31% inbound/69% outbound

[7] For Health/Fitness Club, trip generation rates based on City of Los Angeles Health Club Rates, LADOT, 2014.
- Daily Trip Rate: 60.10 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 5.68 trips/1,000 SF of floor area; 51% inbound/49% outbound
- PM Peak Hour Trip Rate: 6.01 trips/1,000 SF of floor area; 57% inbound/43% outbound

[8] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the Sales and Showroom and Service Area/Parts and Storage componen of the Project, as well as the existing use on the Project Site based on the *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines,* August 2022, for Auto Sales/Repair and Recreation/Health Club.

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Figure 2-6
Existing Site Trip Distribution
(Page 1 of 2)

Tesla Delivery Hub and Service Center

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Figure 2-6
Existing Site Trip Distribution
(Page 2 of 2)

Tesla Delivery Hub and Service Center

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Figure 2-7
Project Trip Distribution - Sales and Service Components
(Page 1 of 2)

Tesla Delivery Hub and Service Center

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Figure 2-7
Project Trip Distribution - Sales and Service Components
(Page 2 of 2)

Tesla Delivery Hub and Service Center

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Figure 2-8
Project Trip Distribution - Delivery Prep Component
(Page 1 of 2)

Tesla Delivery Hub and Service Center

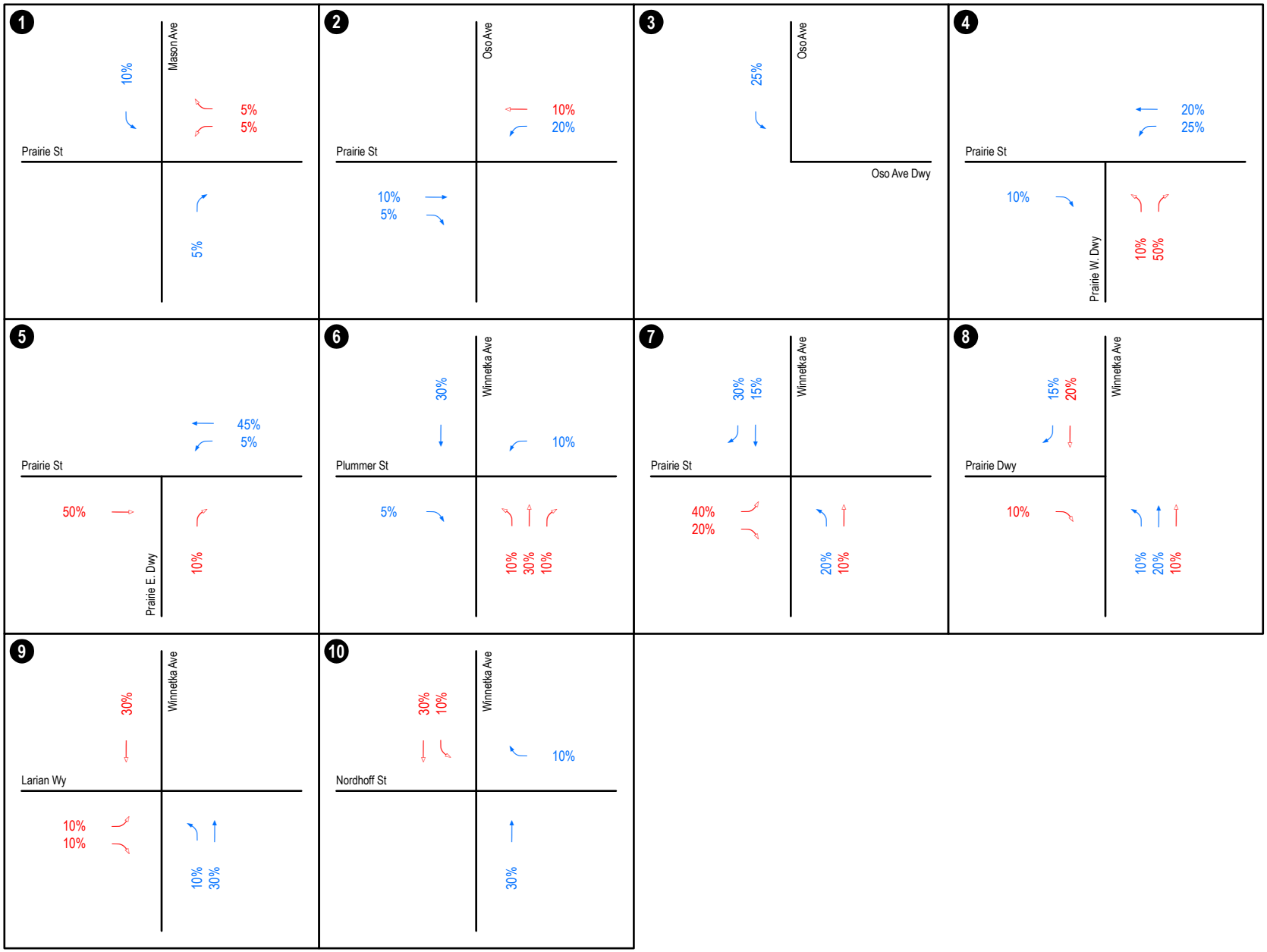

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Figure 2-8
Project Trip Distribution - Delivery Prep Component
(Page 2 of 2)

Tesla Delivery Hub and Service Center

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Figure 2-9
Net New Project Traffic Volumes
(Page 1 of 2)

Tesla Delivery Hub and Service Center

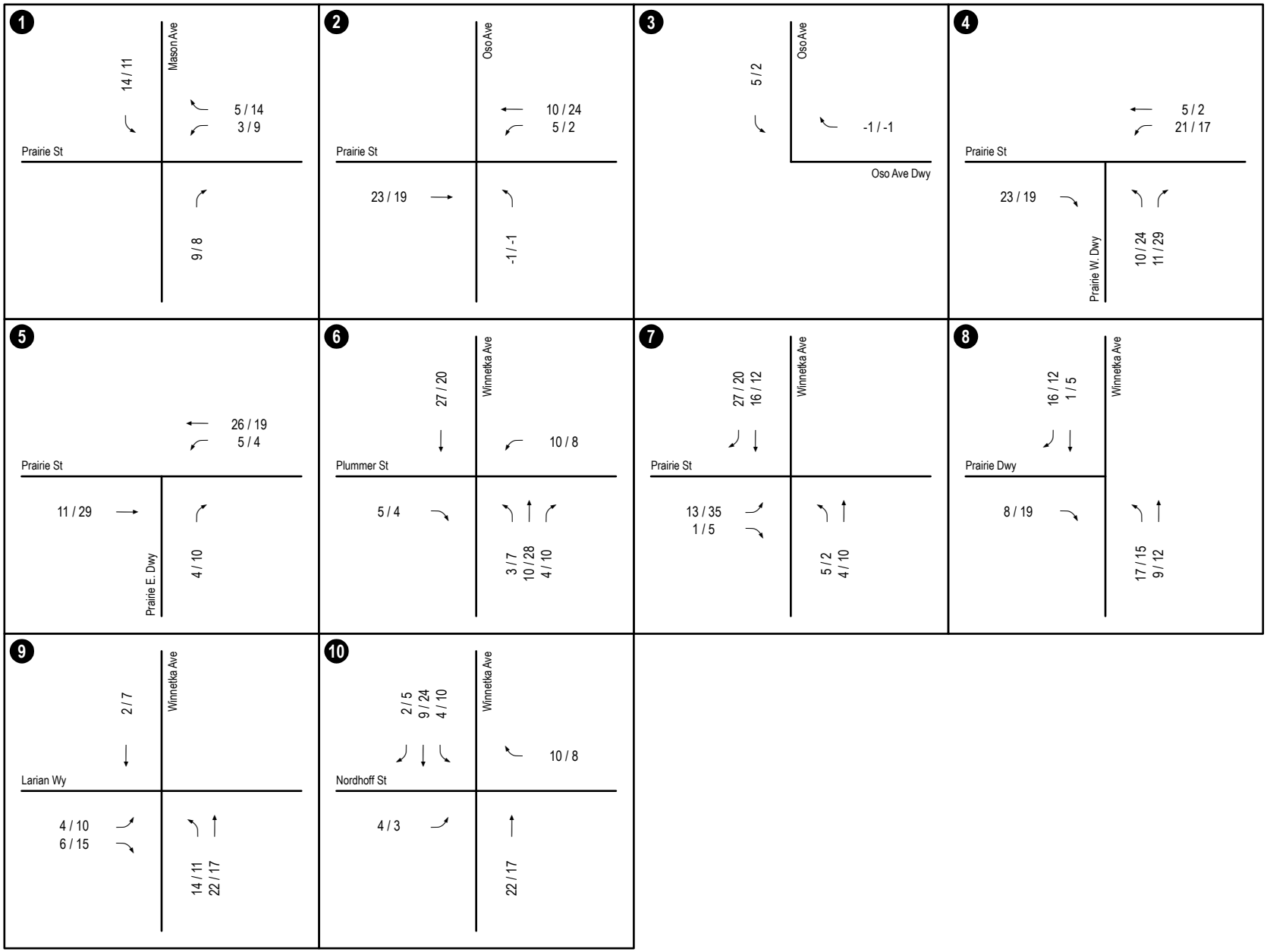

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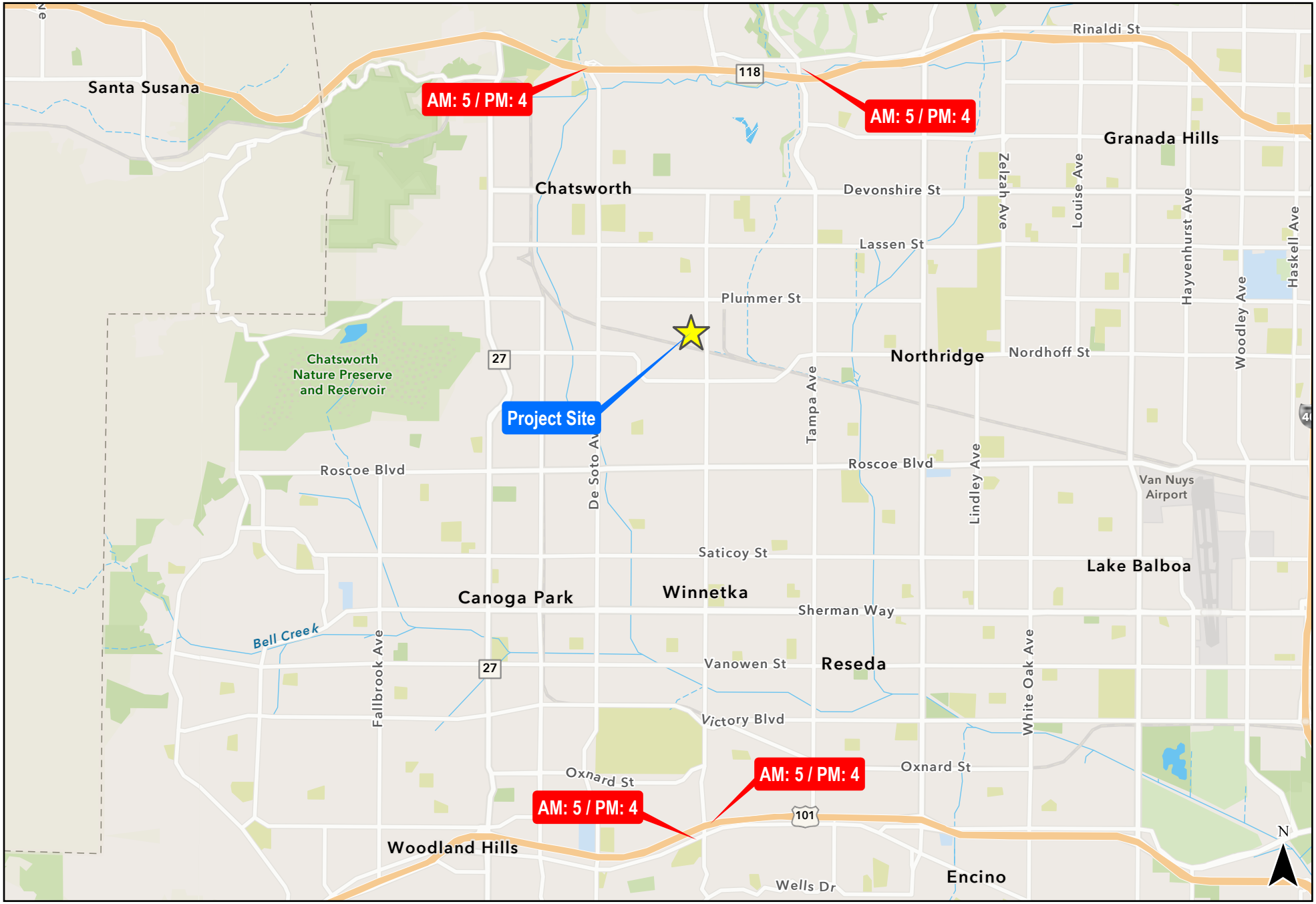
Figure 2-9
Net New Project Traffic Volumes
(Page 2 of 2)

Tesla Delivery Hub and Service Center



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County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Figure 4-1
Net New Project Freeway Off-Ramp Traffic Volumes

Tesla Delivery Hub and Service Center

Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

01-Aug-23

MAP NO.	PROJECT NAME	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
1	24 Campus - Phase III	Under Construction	20000 W. Prairie Street	Apartments	260 DU	[3]	1,180	22	74	96	62	39	101
TOTAL							1,180	22	74	96	62	39	101

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving
[3] ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) trip generation average rates

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: Tesla Delivery Hub and Service Center

Scenario: Proposed Project

Address: 9201 N WINNETKA AVE, 91311

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)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Manufacturing	46.047	ksf
Retail | Auto Repair	48.361	ksf
Industrial | Manufacturing	46.047	ksf
(custom) Sales and Showroom | Daily	471	Trips
(custom) Sales and Showroom | HBW-Attractic	5	Percent
(custom) Sales and Showroom | HBO-Attractio	51	Percent
(custom) Sales and Showroom | NHB-Attractio	22	Percent
(custom) Sales and Showroom | HBW-Product	0	Percent
(custom) Sales and Showroom | HBO-Producti	0	Percent
(custom) Sales and Showroom | NHB-Producti	22	Percent
(custom) Sales and Showroom | Daily	0	Residents
(custom) Sales and Showroom | Daily	17	Employees
(custom) Sales and Showroom | Daily	Retail	Retail/Non-R

☑ 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 Daily Vehicle Trips	1,761 Daily Vehicle Trips
923 Daily VMT	15,914 Daily VMT

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	1,658 Net Daily Trips
The net increase in daily VMT ≤ 0	14,991 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	48.361 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

8/14/2023

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

Proposed Project Land Use Type	Value	Unit
Retail | Auto Repair	48.361	ksf
Industrial | Manufacturing	46.047	ksf
(custom) Sales and Showroom | Daily	471	Trips
(custom) Sales and Showroom | HBW-Attractic	5	Percent
(custom) Sales and Showroom | HBO-Attractio	51	Percent
(custom) Sales and Showroom | NHB-Attractio	22	Percent
(custom) Sales and Showroom | HBW-Product	0	Percent
(custom) Sales and Showroom | HBO-Producti	0	Percent
(custom) Sales and Showroom | NHB-Producti	22	Percent
(custom) Sales and Showroom | Daily	0	Residents
(custom) Sales and Showroom | Daily	17	Employees
(custom) Sales and Showroom | Daily	Retail	Retail/Non-R

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

☐ Proposed Prj ☐ Mitigation

- 100 — percent reduction in headways (increase in frequency)
- 6 — percent existing transit mode share (as a % of total daily trips)
- >= 50 — percent of lines within project site improved

Implement Neighborhood Shuttle

☐ Proposed Prj ☐ Mitigation

- low — degree of implementation
- 50 — percent of employees and residents eligible

Transit Subsidies

☐ Proposed Prj ☑ Mitigation

- 100 — percent of employees and residents eligible
- 0.75 — 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
1,749 Daily Vehicle Trips	**1,734** Daily Vehicle Trips
15,814 Daily VMT	**15,617** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
17.1 Work VMT per Employee	**14.9** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

8/14/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 14, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*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	48.361	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	46.047	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	Sales and Showroom	471	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 14, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

Analysis Results			
Total Employees: 88 Total Population: 0			
Proposed Project		***With Mitigation***	
1,749	**Daily Vehicle Trips**	**1,734**	**Daily Vehicle Trips**
15,814	**Daily VMT**	**15,617**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
17.1	**Work VMT per Employee**	**14.9**	**Work VMT per Employee**

Significant VMT Impact?			
APC: North Valley			
Impact Threshold: 15% Below APC Average Household = 9.2 Work = 15.0			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.2 Work > 15.0	No Yes	Household > 9.2 Work > 15.0	No 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*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(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*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	100%
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)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: August 14, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		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%*	*0%*	*0%*	*0%*	*0%*	*0%*	*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%*	3%	*0%*	3%	*0%*	3%	*0%*	3%	*0%*	3%	*0%*	3%	
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%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*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%*	10%	*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: Suburban Center

		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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

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	*1%*	*4%*	*1%*	*14%*	*1%*	*4%*	*1%*	*4%*	*1%*	*4%*	*1%*	*4%*
MAX. TDM EFFECT	*1%*	*4%*	*1%*	*14%*	*1%*	*4%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	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: August 14, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	10.5	0	0
Home Based Other Production	0	0.0%	0	6.9	0	0
Non-Home Based Other Production	425	-1.9%	417	9.2	3,910	3,836
Home-Based Work Attraction	127	-6.3%	119	12.8	1,626	1,523
Home-Based Other Attraction	967	-16.4%	808	7.8	7,543	6,302
Non-Home Based Other Attraction	425	-1.9%	417	10.2	4,335	4,253

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	-0.6%	0	0	-4.0%	0	0
Home Based Other Production	-0.6%	0	0	-4.0%	0	0
Non-Home Based Other Production	-0.6%	414	3,812	-0.6%	414	3,812
Home-Based Work Attraction	-0.6%	118	1,513	-13.6%	103	1,316
Home-Based Other Attraction	-0.6%	803	6,263	-0.6%	803	6,263
Non-Home Based Other Attraction	-0.6%	414	4,226	-0.6%	414	4,226

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 88
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**1,513**	**1,316**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**17.1**	**14.9**

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, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	600 S. Lake Avenue, Suite 500 Pasadena, CA 91106
Phone:	(626) 796-2322
Email Address:	jshender@llgengineers.com
Date:	8/14/2023

APPENDIX B

LADOT VMT CALCULATOR OUTPUT

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: Tesla Delivery Hub and Service Center

Scenario: Proposed Project

Address: 9201 N WINNETKA AVE, 91311

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)

Proposed Project Land Use

Land Use Type	Value	Unit
Industrial | Manufacturing	46.047	ksf
Retail | Auto Repair	48.361	ksf
Industrial | Manufacturing	46.047	ksf
(custom) Sales and Showroom | Daily	679	Trips
(custom) Sales and Showroom | HBW-Attractic	5	Percent
(custom) Sales and Showroom | HBO-Attractio	51	Percent
(custom) Sales and Showroom | NHB-Attractio	22	Percent
(custom) Sales and Showroom | HBW-Product	0	Percent
(custom) Sales and Showroom | HBO-Producti	0	Percent
(custom) Sales and Showroom | NHB-Producti	22	Percent
(custom) Sales and Showroom | Daily	0	Residents
(custom) Sales and Showroom | Daily	24	Employees
(custom) Sales and Showroom | Daily	Retail	Retail/Non-R

☑ 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 Daily Vehicle Trips	1,947 Daily Vehicle Trips
923 Daily VMT	17,578 Daily VMT

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 Net Daily Trips
The net increase in daily VMT ≤ 0	16,655 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	48.361 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

10/19/2023

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

Proposed Project Land Use Type	Value	Unit
Retail | Auto Repair	48.361	ksf
Industrial | Manufacturing	46.047	ksf
(custom) Sales and Showroom | Daily	679	Trips
(custom) Sales and Showroom | HBW-Attractic	5	Percent
(custom) Sales and Showroom | HBO-Attractio	51	Percent
(custom) Sales and Showroom | NHB-Attractio	22	Percent
(custom) Sales and Showroom | HBW-Product	0	Percent
(custom) Sales and Showroom | HBO-Producti	0	Percent
(custom) Sales and Showroom | NHB-Producti	22	Percent
(custom) Sales and Showroom | Daily	0	Residents
(custom) Sales and Showroom | Daily	24	Employees
(custom) Sales and Showroom | Daily	Retail	Retail/Non-R

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

☐ Proposed Prj ☐ Mitigation

- 100 — percent reduction in headways (increase in frequency)
- 6 — percent existing transit mode share (as a % of total daily trips)
- >= 50 — percent of lines within project site improved

Implement Neighborhood Shuttle

☐ Proposed Prj ☐ Mitigation

- low — degree of implementation
- 50 — percent of employees and residents eligible

Transit Subsidies

☐ Proposed Prj ☑ Mitigation

- 100 — percent of employees and residents eligible
- 0.75 — 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 Daily Vehicle Trips	**1,918** Daily Vehicle Trips
17,468 Daily VMT	**17,255** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
17.1 Work VMT per Employee	**14.8** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
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

Measuring the Miles

10/19/2023

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 19, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*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	48.361	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	46.047	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	Sales and Showroom	679	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 19, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

Analysis Results

Total Employees: 95
Total Population: 0

Proposed Project		*With Mitigation*	
1,934	**Daily Vehicle Trips**	**1,918**	**Daily Vehicle Trips**
17,468	**Daily VMT**	**17,255**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
17.1	**Work VMT per Employee**	**14.8**	**Work VMT per Employee**

Significant VMT Impact?

APC: North Valley

Impact Threshold: 15% Below APC Average
Household = 9.2
Work = 15.0

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.2	No	Household > 9.2	No
Work > 15.0	Yes	Work > 15.0	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*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(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*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	100%
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)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: October 19, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		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%	0%	0%	0%	0%	0%	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%	3%	0%	3%	0%	3%	0%	3%	0%	3%	0%	3%	
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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	10%	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: Suburban Center

		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	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

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	*1%*	*4%*	*1%*	*14%*	*1%*	*4%*	*1%*	*4%*	*1%*	*4%*	*1%*	*4%*
MAX. TDM EFFECT	*1%*	*4%*	*1%*	*14%*	*1%*	*4%*	*1%*	*1%*	*1%*	*1%*	*1%*	*1%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	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: October 19, 2023
Project Name: Tesla Delivery Hub and Service Center
Project Scenario: Proposed Project
Project Address: 9201 N WINNETKA AVE, 91311

Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	10.5	0	0
Home Based Other Production	0	0.0%	0	6.9	0	0
Non-Home Based Other Production	470	-1.9%	461	9.2	4,324	4,241
Home-Based Work Attraction	137	-6.6%	128	12.8	1,754	1,638
Home-Based Other Attraction	1,073	-16.4%	897	7.8	8,369	6,997
Non-Home Based Other Attraction	470	-1.9%	461	10.2	4,794	4,702

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	-0.6%	0	0	-4.0%	0	0
Home Based Other Production	-0.6%	0	0	-4.0%	0	0
Non-Home Based Other Production	-0.6%	458	4,214	-0.6%	458	4,214
Home-Based Work Attraction	-0.6%	127	1,628	-13.6%	111	1,415
Home-Based Other Attraction	-0.6%	891	6,953	-0.6%	891	6,953
Non-Home Based Other Attraction	-0.6%	458	4,673	-0.6%	458	4,673

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 95
APC: North Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**1,628**	**1,415**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**17.1**	**14.8**

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, AICP
Title:	Transportation Planner III
Company:	Linscott, Law & Greenspan, Engineers
Address:	600 S. Lake Avenue, Suite 500 Pasadena, CA 91106
Phone:	(626) 796-2322
Email Address:	jshender@llgengineers.com
Date:	10/19/2023

APPENDIX C

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mason Avenue

East/West Prairie Street

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

School Day: YES **District:** West Valley I/S CODE 41422

	N/B	S/B	E/B	W/B
DUAL-WHEELED	145	118	17	46
BIKES	16	10	7	5
BUSES	7	17	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	300	7.45	419	8.00	13	7.15	23	9.30
PM PK 15 MIN	409	5.00	304	5.00	49	3.30	60	3.30
AM PK HOUR	1124	7.30	1516	7.15	43	8.30	71	9.00
PM PK HOUR	1481	4.30	1067	3.30	110	3.15	132	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	39	838	45	922
8-9	39	910	56	1005
9-10	40	586	41	667
3-4	33	1164	73	1270
4-5	15	1294	57	1366
5-6	49	1318	45	1412
TOTAL	215	6110	317	6642

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	1298	14	1337
8-9	53	1349	15	1417
9-10	33	861	8	902
3-4	25	1004	7	1036
4-5	42	957	7	1006
5-6	31	1026	4	1061
TOTAL	209	6495	55	6759

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2259	2	0	1	0
2422	1	0	0	0
1569	0	0	1	0
2306	7	0	0	0
2372	1	0	1	0
2473	7	0	1	0
13401	18	0	4	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	4	32	36
8-9	5	5	29	39
9-10	5	10	25	40
3-4	15	9	81	105
4-5	11	10	61	82
5-6	12	17	60	89
TOTAL	48	55	288	391

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	3	20	41
8-9	26	6	28	60
9-10	32	12	27	71
3-4	53	5	74	132
4-5	42	10	62	114
5-6	56	10	49	115
TOTAL	227	46	260	533

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
77	2	0	1	0
99	2	0	5	0
111	3	0	1	0
237	0	0	3	0
196	5	1	1	0
204	1	0	1	0
924	13	1	12	0

(Rev Oct 06)

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Mason Avenue
E/W: Prairie Street
Weather: Clear

File Name : 01_LAC_Mas_Prai AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Mason Avenue Southbound				Prairie Street Westbound				Mason Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	234	3	240	2	0	6	8	13	156	10	179	0	1	8	9	436
07:15 AM	9	341	2	352	6	0	1	7	4	192	9	205	0	0	13	13	577
07:30 AM	4	351	1	356	2	1	7	10	9	215	14	238	0	2	9	11	615
07:45 AM	9	372	8	389	8	2	6	16	13	275	12	300	0	1	2	3	708
Total	25	1298	14	1337	18	3	20	41	39	838	45	922	0	4	32	36	2336
08:00 AM	14	399	6	419	5	2	11	18	7	263	17	287	1	0	8	9	733
08:15 AM	14	327	1	342	9	0	4	13	12	269	18	299	1	0	6	7	661
08:30 AM	16	340	3	359	3	4	4	11	12	200	9	221	2	3	7	12	603
08:45 AM	9	283	5	297	9	0	9	18	8	178	12	198	1	2	8	11	524
Total	53	1349	15	1417	26	6	28	60	39	910	56	1005	5	5	29	39	2521
09:00 AM	9	254	1	264	5	3	6	14	5	159	10	174	1	3	8	12	464
09:15 AM	10	206	4	220	8	1	4	13	11	145	14	170	2	1	5	8	411
09:30 AM	10	202	1	213	6	4	13	23	16	156	9	181	1	5	6	12	429
09:45 AM	4	199	2	205	13	4	4	21	8	126	8	142	1	1	6	8	376
Total	33	861	8	902	32	12	27	71	40	586	41	667	5	10	25	40	1680
Grand Total	111	3508	37	3656	76	21	75	172	118	2334	142	2594	10	19	86	115	6537
Apprch %	3	96	1		44.2	12.2	43.6		4.5	90	5.5		8.7	16.5	74.8		
Total %	1.7	53.7	0.6	55.9	1.2	0.3	1.1	2.6	1.8	35.7	2.2	39.7	0.2	0.3	1.3	1.8	
Passenger Vehicles	102	3433	32	3567	58	18	66	142	111	2280	131	2522	9	16	83	108	6339
% Passenger Vehicles	91.9	97.9	86.5	97.6	76.3	85.7	88	82.6	94.1	97.7	92.3	97.2	90	84.2	96.5	93.9	97
Dual Wheeled	9	67	5	81	18	3	9	30	7	51	11	69	1	3	3	7	187
% Dual Wheeled	8.1	1.9	13.5	2.2	23.7	14.3	12	17.4	5.9	2.2	7.7	2.7	10	15.8	3.5	6.1	2.9
Buses	0	8	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
% Buses	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.2

	Mason Avenue Southbound				Prairie Street Westbound				Mason Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	351	1	356	2	1	7	10	9	215	14	238	0	**2**	**9**	**11**	615
07:45 AM	9	372	**8**	389	8	**2**	6	16	**13**	**275**	12	**300**	0	1	2	3	708
08:00 AM	**14**	**399**	6	**419**	5	2	**11**	**18**	7	263	17	287	**1**	0	8	9	**733**
08:15 AM	14	327	1	342	**9**	0	4	13	12	269	**18**	299	1	0	6	7	661
Total Volume	41	1449	16	1506	24	5	28	57	41	1022	61	1124	2	3	25	30	2717
% App. Total	2.7	96.2	1.1		42.1	8.8	49.1		3.6	90.9	5.4		6.7	10	83.3		
PHF	.732	.908	.500	.899	.667	.625	.636	.792	.788	.929	.847	.937	.500	.375	.694	.682	.927

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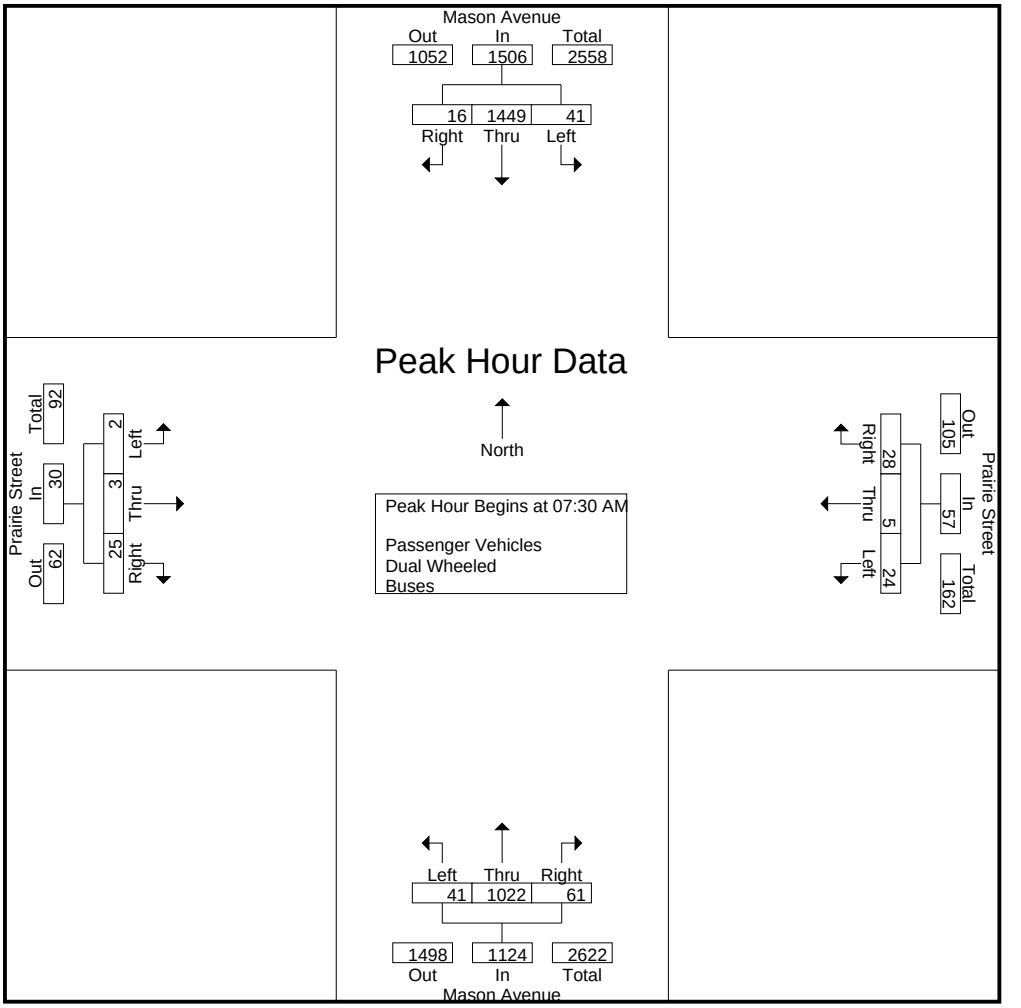
City of Los Angeles
N/S: Mason Avenue
E/W: Prairie Street
Weather: Clear

File Name : 01_LAC_Mas_Prai AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				09:00 AM				07:30 AM				08:30 AM			
+0 mins.	9	341	2	352	5	3	6	14	9	215	14	238	**2**	**3**	7	**12**
+15 mins.	4	351	1	356	8	1	4	13	**13**	**275**	12	**300**	1	2	**8**	11
+30 mins.	9	372	**8**	389	6	**4**	**13**	**23**	7	263	17	287	1	3	8	12
+45 mins.	**14**	**399**	6	**419**	**13**	4	4	21	12	269	**18**	299	2	1	5	8
Total Volume	36	1463	17	1516	32	12	27	71	41	1022	61	1124	6	9	28	43
% App. Total	2.4	96.5	1.1		45.1	16.9	38		3.6	90.9	5.4		14	20.9	65.1	
PHF	.643	.917	.531	.905	.615	.750	.519	.772	.788	.929	.847	.937	.750	.750	.875	.896

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Mason Avenue Southbound				Prairie Street Westbound				Mason Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	6	235	2	243	9	1	23	33	10	293	26	329	3	2	15	20	625
03:15 PM	8	226	0	234	11	0	14	25	11	245	17	273	0	4	13	17	549
03:30 PM	3	290	4	297	29	4	27	60	9	337	19	365	9	2	38	49	771
03:45 PM	8	253	1	262	4	0	10	14	3	289	11	303	3	1	15	19	598
Total	25	1004	7	1036	53	5	74	132	33	1164	73	1270	15	9	81	105	2543
04:00 PM	10	257	3	270	10	3	16	29	3	276	19	298	2	2	21	25	622
04:15 PM	11	226	1	238	11	2	12	25	2	326	9	337	1	1	5	7	607
04:30 PM	13	254	2	269	13	1	23	37	4	365	18	387	3	4	27	34	727
04:45 PM	8	220	1	229	8	4	11	23	6	327	11	344	5	3	8	16	612
Total	42	957	7	1006	42	10	62	114	15	1294	57	1366	11	10	61	82	2568
05:00 PM	10	294	0	304	16	0	17	33	9	387	13	409	7	3	22	32	778
05:15 PM	11	231	2	244	13	4	14	31	15	312	14	341	2	2	10	14	630
05:30 PM	4	284	1	289	13	2	11	26	14	340	9	363	1	6	17	24	702
05:45 PM	6	217	1	224	14	4	7	25	11	279	9	299	2	6	11	19	567
Total	31	1026	4	1061	56	10	49	115	49	1318	45	1412	12	17	60	89	2677
Grand Total	98	2987	18	3103	151	25	185	361	97	3776	175	4048	38	36	202	276	7788
Apprch %	3.2	96.3	0.6		41.8	6.9	51.2		2.4	93.3	4.3		13.8	13	73.2		
Total %	1.3	38.4	0.2	39.8	1.9	0.3	2.4	4.6	1.2	48.5	2.2	52	0.5	0.5	2.6	3.5	
Passenger Vehicles	96	2943	18	3057	143	24	178	345	92	3713	163	3968	35	34	197	266	7636
% Passenger Vehicles	98	98.5	100	98.5	94.7	96	96.2	95.6	94.8	98.3	93.1	98	92.1	94.4	97.5	96.4	98
Dual Wheeled	2	35	0	37	8	1	7	16	5	59	12	76	3	2	5	10	139
% Dual Wheeled	2	1.2	0	1.2	5.3	4	3.8	4.4	5.2	1.6	6.9	1.9	7.9	5.6	2.5	3.6	1.8
Buses	0	9	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
% Buses	0	0.3	0	0.3	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0.2

	Mason Avenue Southbound				Prairie Street Westbound				Mason Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**13**	254	**2**	269	13	1	**23**	**37**	4	365	**18**	387	3	**4**	**27**	**34**	727
04:45 PM	8	220	1	229	8	**4**	11	23	6	327	11	344	5	3	8	16	612
05:00 PM	10	**294**	0	**304**	**16**	0	17	33	9	**387**	13	**409**	**7**	3	22	32	**778**
05:15 PM	11	231	2	244	13	4	14	31	**15**	312	14	341	2	2	10	14	630
Total Volume	42	999	5	1046	50	9	65	124	34	1391	56	1481	17	12	67	96	2747
% App. Total	4	95.5	0.5		40.3	7.3	52.4		2.3	93.9	3.8		17.7	12.5	69.8		
PHF	.808	.849	.625	.860	.781	.563	.707	.838	.567	.899	.778	.905	.607	.750	.620	.706	.883

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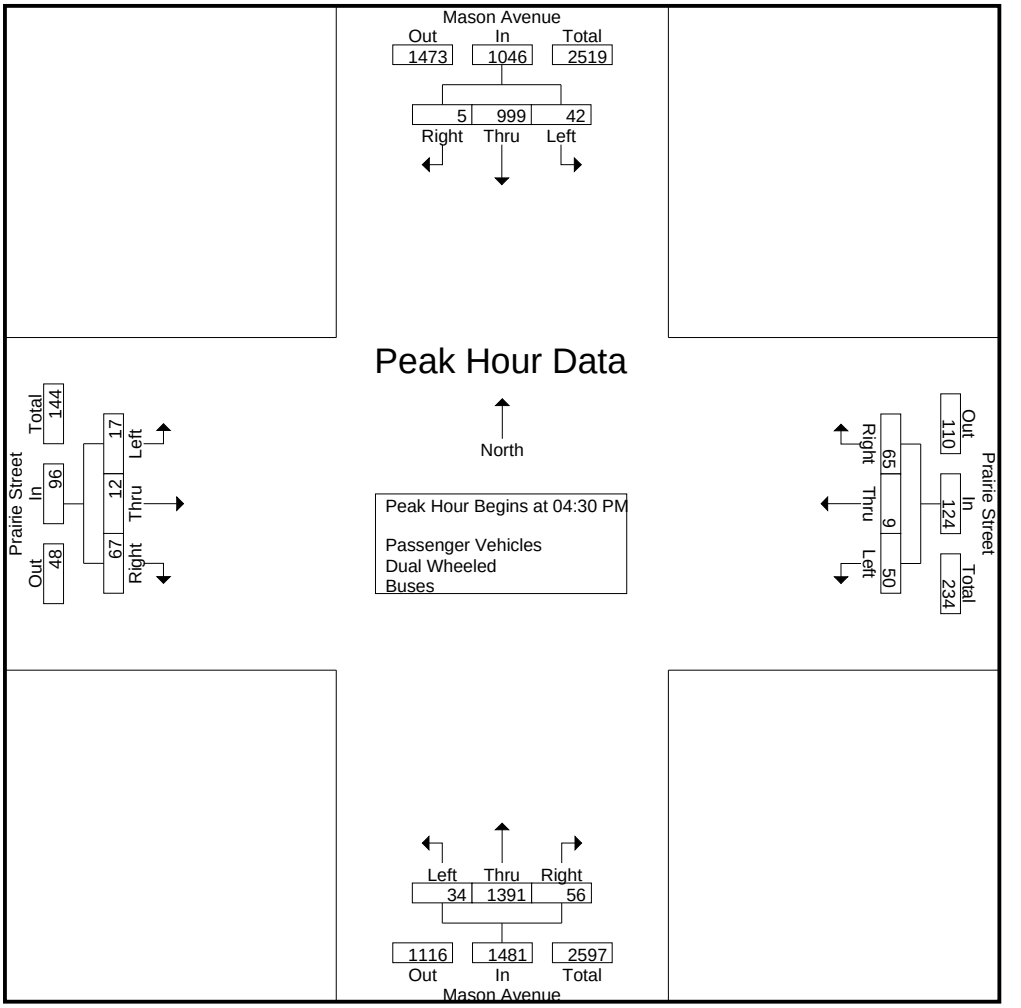

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM				03:00 PM				04:30 PM				03:15 PM			
+0 mins.	3	**290**	**4**	**297**	9	1	23	33	4	365	**18**	387	0	**4**	13	17
+15 mins.	8	253	1	262	11	0	14	25	6	327	11	344	**9**	2	**38**	**49**
+30 mins.	10	257	3	270	**29**	**4**	**27**	**60**	9	**387**	13	**409**	3	1	15	19
+45 mins.	**11**	226	1	238	4	0	10	14	**15**	312	14	341	2	2	21	25
Total Volume	32	1026	9	1067	53	5	74	132	34	1391	56	1481	14	9	87	110
% App. Total	3	96.2	0.8		40.2	3.8	56.1		2.3	93.9	3.8		12.7	8.2	79.1	
PHF	.727	.884	.563	.898	.457	.313	.685	.550	.567	.899	.778	.905	.389	.563	.572	.561

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Oso Avenue

East/West Prairie Street

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	20	27	44	34
BIKES	0	5	8	1
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	8	8.45	10	8.00	28	8.15	29	7.45
PM PK 15 MIN	10	3.15	17	4.30	65	3.30	27	5.00
AM PK HOUR	16	8.30	27	7.45	89	7.45	81	7.00
PM PK HOUR	34	4.15	44	4.30	166	3.15	88	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	0	1	4
8-9	10	1	1	12
9-10	8	4	1	13
3-4	14	2	12	28
4-5	13	5	13	31
5-6	10	5	10	25
TOTAL	58	17	38	113

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	3	4	19
8-9	6	3	18	27
9-10	9	7	5	21
3-4	19	0	9	28
4-5	25	2	12	39
5-6	17	2	13	32
TOTAL	88	17	61	166

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
23	1	0	0	0
39	0	0	0	0
34	3	0	2	0
56	3	0	0	0
70	1	0	2	0
57	1	0	0	0
279	9	0	4	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	10	39	11	60
8-9	8	54	26	88
9-10	10	50	7	67
3-4	13	138	5	156
4-5	11	126	10	147
5-6	10	94	6	110
TOTAL	62	501	65	628

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	55	13	81
8-9	10	41	8	59
9-10	5	58	12	75
3-4	9	56	8	73
4-5	3	64	15	82
5-6	2	68	14	84
TOTAL	42	342	70	454

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
141	2	0	0	0
147	1	0	1	0
142	2	0	4	0
229	0	0	0	0
229	0	0	0	0
194	0	0	0	0
1082	5	0	5	0

(Rev Oct 06)

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City of Los Angeles
N/S: Oso Avenue
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Weather: Clear

File Name : 02_LAC_Oso_Prai AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Oso Avenue Southbound				Prairie Street Westbound				Oso Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	1	0	5	5	15	4	24	1	0	1	2	4	3	3	10	41
07:15 AM	2	2	1	5	2	8	3	13	1	0	0	1	0	11	2	13	32
07:30 AM	1	0	2	3	1	13	1	15	1	0	0	1	3	12	3	18	37
07:45 AM	5	0	1	6	5	19	5	29	0	0	0	0	3	13	3	19	54
Total	12	3	4	19	13	55	13	81	3	0	1	4	10	39	11	60	164
08:00 AM	1	1	8	10	1	19	0	20	0	1	0	1	4	10	8	22	53
08:15 AM	1	0	6	7	3	10	1	14	1	0	0	1	3	22	3	28	50
08:30 AM	1	0	3	4	4	7	3	14	1	0	1	2	0	12	8	20	40
08:45 AM	3	2	1	6	2	5	4	11	8	0	0	8	1	10	7	18	43
Total	6	3	18	27	10	41	8	59	10	1	1	12	8	54	26	88	186
09:00 AM	2	1	2	5	2	11	1	14	2	1	0	3	3	13	4	20	42
09:15 AM	2	2	1	5	1	11	4	16	2	1	0	3	3	13	0	16	40
09:30 AM	3	3	0	6	1	21	7	29	1	1	0	2	3	15	2	20	57
09:45 AM	2	1	2	5	1	15	0	16	3	1	1	5	1	9	1	11	37
Total	9	7	5	21	5	58	12	75	8	4	1	13	10	50	7	67	176
Grand Total	27	13	27	67	28	154	33	215	21	5	3	29	28	143	44	215	526
Apprch %	40.3	19.4	40.3		13	71.6	15.3		72.4	17.2	10.3		13	66.5	20.5		
Total %	5.1	2.5	5.1	12.7	5.3	29.3	6.3	40.9	4	1	0.6	5.5	5.3	27.2	8.4	40.9	
Passenger Vehicles	18	10	19	47	24	147	27	198	9	3	2	14	22	139	34	195	454
% Passenger Vehicles	66.7	76.9	70.4	70.1	85.7	95.5	81.8	92.1	42.9	60	66.7	48.3	78.6	97.2	77.3	90.7	86.3
Dual Wheeled	9	3	8	20	4	7	6	17	12	2	1	15	6	4	10	20	72
% Dual Wheeled	33.3	23.1	29.6	29.9	14.3	4.5	18.2	7.9	57.1	40	33.3	51.7	21.4	2.8	22.7	9.3	13.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Oso Avenue Southbound				Prairie Street Westbound				Oso Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**5**	0	1	6	**5**	**19**	**5**	**29**	0	0	0	0	3	13	3	19	**54**
08:00 AM	1	**1**	**8**	**10**	1	19	0	20	0	**1**	0	1	**4**	10	**8**	22	53
08:15 AM	1	0	6	7	3	10	1	14	**1**	0	0	1	3	**22**	3	**28**	50
08:30 AM	1	0	3	4	4	7	3	14	1	0	**1**	**2**	0	12	8	20	40
Total Volume	8	1	18	27	13	55	9	77	2	1	1	4	10	57	22	89	197
% App. Total	29.6	3.7	66.7		16.9	71.4	11.7		50	25	25		11.2	64	24.7		
PHF	.400	.250	.563	.675	.650	.724	.450	.664	.500	.250	.250	.500	.625	.648	.688	.795	.912

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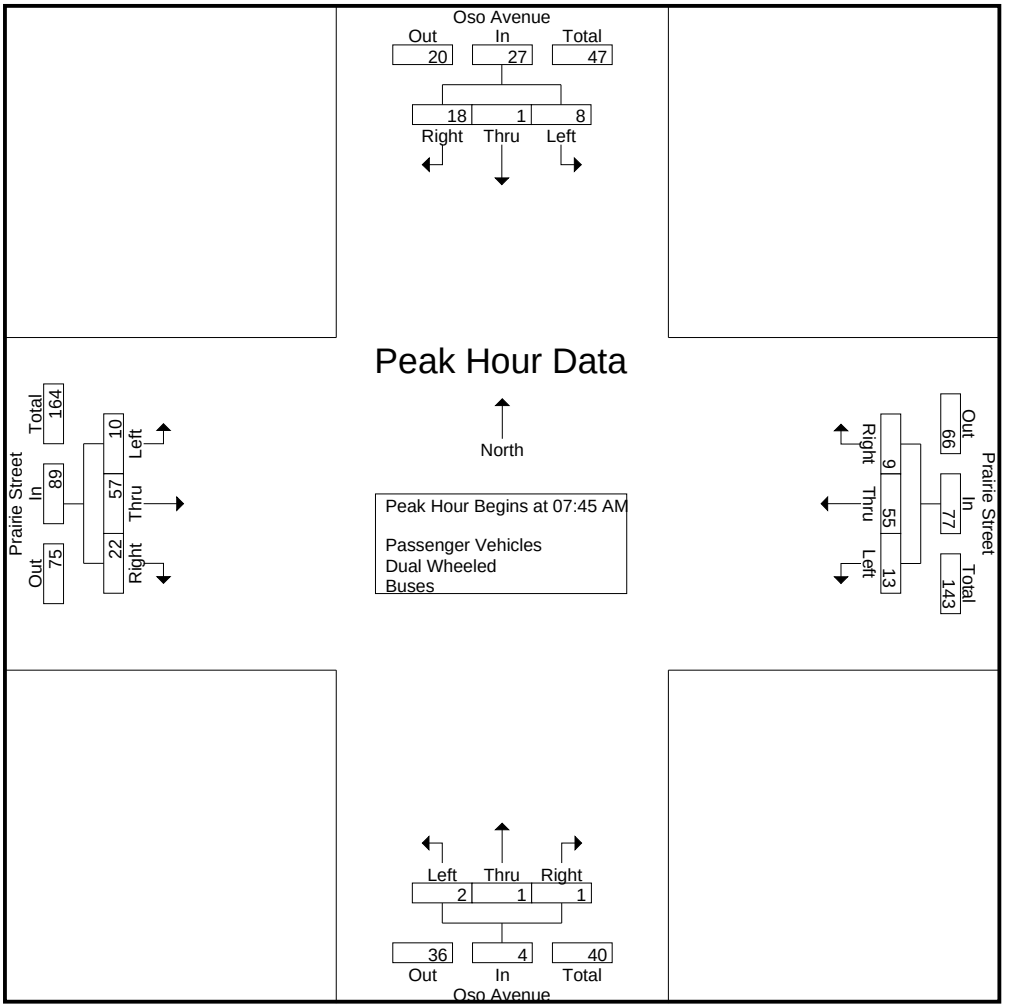

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				08:30 AM				07:45 AM			
+0 mins.	**5**	0	1	6	**5**	15	4	24	1	0	**1**	2	3	13	3	19
+15 mins.	1	**1**	**8**	**10**	2	8	3	13	**8**	0	0	**8**	**4**	10	**8**	22
+30 mins.	1	0	6	7	1	13	1	15	2	**1**	0	3	3	**22**	3	**28**
+45 mins.	1	0	3	4	5	**19**	**5**	**29**	2	1	0	3	0	12	8	20
Total Volume	8	1	18	27	13	55	13	81	13	2	1	16	10	57	22	89
% App. Total	29.6	3.7	66.7		16	67.9	16		81.2	12.5	6.2		11.2	64	24.7	
PHF	.400	.250	.563	.675	.650	.724	.650	.698	.406	.500	.250	.500	.625	.648	.688	.795

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Oso Avenue Southbound				Prairie Street Westbound				Oso Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	0	4	7	1	18	3	22	4	0	1	5	3	25	1	29	63
03:15 PM	2	0	2	4	2	16	2	20	6	0	4	10	3	31	2	36	70
03:30 PM	11	0	0	11	4	11	2	17	3	1	5	9	3	61	1	65	102
03:45 PM	3	0	3	6	2	11	1	14	1	1	2	4	4	21	1	26	50
Total	19	0	9	28	9	56	8	73	14	2	12	28	13	138	5	156	285
04:00 PM	5	0	3	8	2	15	5	22	0	3	4	7	2	36	1	39	76
04:15 PM	5	1	0	6	0	17	5	22	5	1	3	9	1	18	4	23	60
04:30 PM	11	0	6	17	1	16	2	19	6	0	3	9	3	46	5	54	99
04:45 PM	4	1	3	8	0	16	3	19	2	1	3	6	5	26	0	31	64
Total	25	2	12	39	3	64	15	82	13	5	13	31	11	126	10	147	299
05:00 PM	5	0	5	10	0	22	5	27	5	1	4	10	1	21	2	24	71
05:15 PM	7	0	2	9	1	21	1	23	3	0	1	4	4	19	3	26	62
05:30 PM	3	0	4	7	1	12	5	18	1	2	2	5	3	29	0	32	62
05:45 PM	2	2	2	6	0	13	3	16	1	2	3	6	2	25	1	28	56
Total	17	2	13	32	2	68	14	84	10	5	10	25	10	94	6	110	251
Grand Total	61	4	34	99	14	188	37	239	37	12	35	84	34	358	21	413	835
Apprch %	61.6	4	34.3		5.9	78.7	15.5		44	14.3	41.7		8.2	86.7	5.1		
Total %	7.3	0.5	4.1	11.9	1.7	22.5	4.4	28.6	4.4	1.4	4.2	10.1	4.1	42.9	2.5	49.5	
Passenger Vehicles	60	2	30	92	12	178	32	222	33	12	34	79	26	345	18	389	782
% Passenger Vehicles	98.4	50	88.2	92.9	85.7	94.7	86.5	92.9	89.2	100	97.1	94	76.5	96.4	85.7	94.2	93.7
Dual Wheeled	1	2	4	7	2	10	5	17	4	0	1	5	8	13	3	24	53
% Dual Wheeled	1.6	50	11.8	7.1	14.3	5.3	13.5	7.1	10.8	0	2.9	6	23.5	3.6	14.3	5.8	6.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Oso Avenue Southbound				Prairie Street Westbound				Oso Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	5	0	3	8	**2**	15	**5**	**22**	0	**3**	**4**	7	2	36	1	39	76
04:15 PM	5	**1**	0	6	0	**17**	5	22	5	1	3	**9**	1	18	4	23	60
04:30 PM	**11**	0	**6**	**17**	1	16	2	19	**6**	0	3	9	3	**46**	**5**	**54**	**99**
04:45 PM	4	1	3	8	0	16	3	19	2	1	3	6	**5**	26	0	31	64
Total Volume	25	2	12	39	3	64	15	82	13	5	13	31	11	126	10	147	299
% App. Total	64.1	5.1	30.8		3.7	78	18.3		41.9	16.1	41.9		7.5	85.7	6.8		
PHF	.568	.500	.500	.574	.375	.941	.750	.932	.542	.417	.813	.861	.550	.685	.500	.681	.755

Counts Unlimited, Inc.
PO Box 1178
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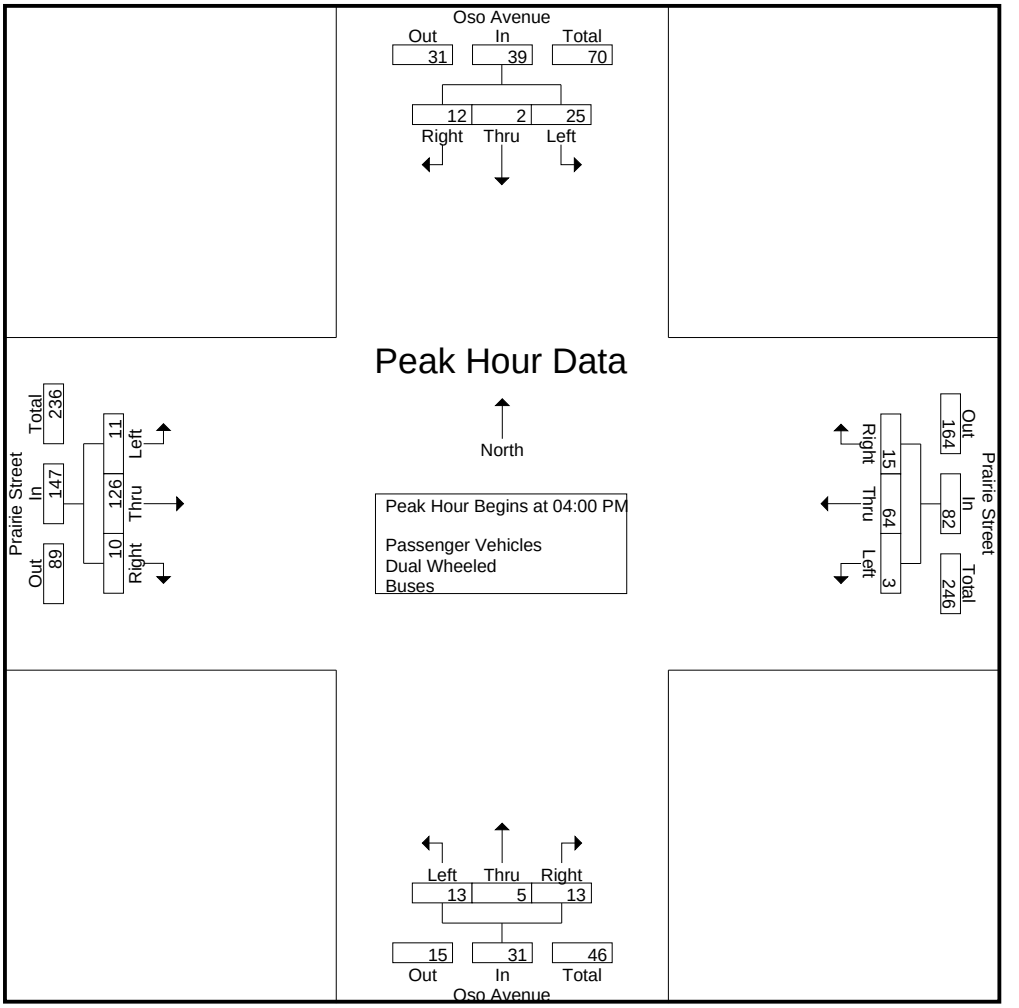
(951) 268-6268

City of Los Angeles
N/S: Oso Avenue
E/W: Prairie Street
Weather: Clear

File Name : 02_LAC_Oso_Prai PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:15 PM				03:15 PM			
+0 mins.	**11**	0	**6**	**17**	**1**	16	2	19	5	**1**	3	9	3	31	**2**	36
+15 mins.	4	**1**	3	8	0	16	3	19	**6**	0	3	9	3	**61**	1	**65**
+30 mins.	5	0	5	10	0	**22**	**5**	**27**	2	1	3	6	**4**	21	1	26
+45 mins.	7	0	2	9	1	21	1	23	5	1	**4**	**10**	2	36	1	39
Total Volume	27	1	16	44	2	75	11	88	18	3	13	34	12	149	5	166
% App. Total	61.4	2.3	36.4		2.3	85.2	12.5		52.9	8.8	38.2		7.2	89.8	3	
PHF	.614	.250	.667	.647	.500	.852	.550	.815	.750	.750	.813	.850	.750	.611	.625	.638

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South East Driveway

East/West Prairie Street

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	11	0	27	43
BIKES	0	0	4	0
BUSES	0	0	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	6	9.45	0	7.00	19	9.30	28	7.00
PM PK 15 MIN	27	3.15	0	3.00	79	3.30	36	5.00
AM PK HOUR	9	8.00	0	7.00	62	7.15	85	7.00
PM PK HOUR	76	3.00	0	3.00	179	3.15	104	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	0	6	7
8-9	1	0	8	9
9-10	3	0	6	9
3-4	18	0	58	76
4-5	14	0	41	55
5-6	13	0	55	68
TOTAL	50	0	174	224

SOUTHBOUND Approach

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

TOTAL

N-S
7
9
9
76
55
68
224

XING S/L

Ped	Sch
1	0
0	0
3	0
1	0
2	0
1	0
8	0

XING N/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	52	3	55
8-9	0	48	6	54
9-10	0	54	6	60
3-4	0	150	20	170
4-5	0	157	13	170
5-6	0	132	15	147
TOTAL	0	593	63	656

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	79	0	85
8-9	14	61	0	75
9-10	7	59	0	66
3-4	27	52	0	79
4-5	29	68	0	97
5-6	25	66	0	91
TOTAL	108	385	0	493

TOTAL

E-W
140
129
126
249
267
238
1149

XING W/L

Ped	Sch
0	0
1	0
0	0
0	0
0	0
0	0
1	0

XING E/L

Ped	Sch
0	0
0	0
0	0
0	0
0	0
0	0
0	0

(Rev Oct 06)

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: East Driveway
E/W: Prairie Street
Weather: Clear

File Name : 05_LAC_East DW_Prai AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Prairie Street Westbound			East Driveway Northbound			Prairie Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	26	28	0	2	2	6	1	7	37
07:15 AM	1	13	14	1	2	3	14	2	16	33
07:30 AM	3	15	18	0	1	1	15	0	15	34
07:45 AM	0	25	25	0	1	1	17	0	17	43
Total	6	79	85	1	6	7	52	3	55	147
08:00 AM	2	14	16	0	1	1	13	1	14	31
08:15 AM	3	18	21	0	2	2	11	2	13	36
08:30 AM	3	15	18	1	3	4	13	2	15	37
08:45 AM	6	14	20	0	2	2	11	1	12	34
Total	14	61	75	1	8	9	48	6	54	138
09:00 AM	5	14	19	0	1	1	14	2	16	36
09:15 AM	1	18	19	0	0	0	13	0	13	32
09:30 AM	1	21	22	1	1	2	17	2	19	43
09:45 AM	0	6	6	2	4	6	10	2	12	24
Total	7	59	66	3	6	9	54	6	60	135
Grand Total	27	199	226	5	20	25	154	15	169	420
Apprch %	11.9	88.1		20	80		91.1	8.9		
Total %	6.4	47.4	53.8	1.2	4.8	6	36.7	3.6	40.2	
Passenger Vehicles	23	184	207	5	13	18	141	14	155	380
% Passenger Vehicles	85.2	92.5	91.6	100	65	72	91.6	93.3	91.7	90.5
Dual Wheeled	4	15	19	0	7	7	13	1	14	40
% Dual Wheeled	14.8	7.5	8.4	0	35	28	8.4	6.7	8.3	9.5
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Prairie Street Westbound			East Driveway Northbound			Prairie Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	2	**26**	**28**	0	**2**	2	6	1	7	37
07:15 AM	1	13	14	**1**	2	**3**	14	**2**	16	33
07:30 AM	**3**	15	18	0	1	1	15	0	15	34
07:45 AM	0	25	25	0	1	1	**17**	0	**17**	**43**
Total Volume	6	79	85	1	6	7	52	3	55	147
% App. Total	7.1	92.9		14.3	85.7		94.5	5.5		
PHF	.500	.760	.759	.250	.750	.583	.765	.375	.809	.855

Counts Unlimited, Inc.
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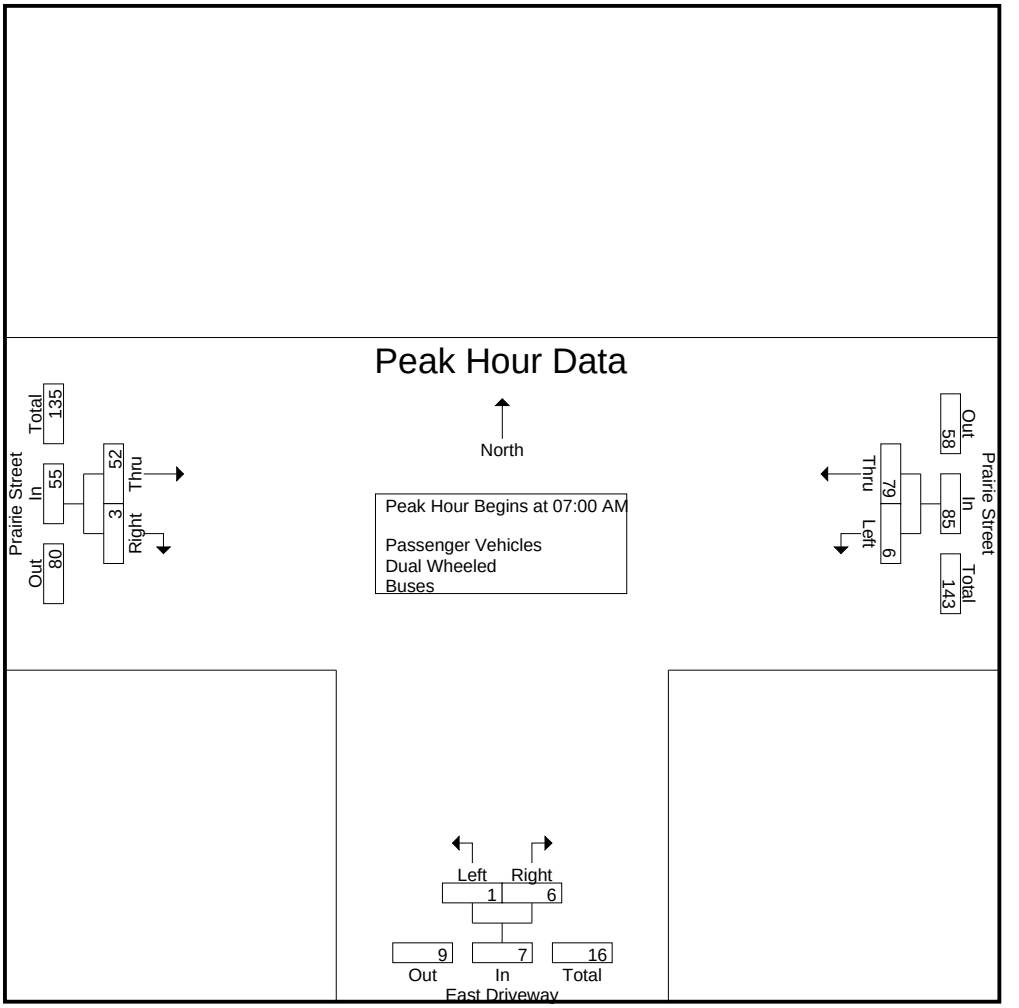
City of Los Angeles
N/S: East Driveway
E/W: Prairie Street
Weather: Clear

File Name : 05_LAC_East DW_Prai AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:15 AM		
+0 mins.	2	**26**	**28**	0	1	1	14	**2**	16
+15 mins.	1	13	14	0	2	2	15	0	15
+30 mins.	**3**	15	18	**1**	**3**	**4**	**17**	0	**17**
+45 mins.	0	25	25	0	2	2	13	1	14
Total Volume	6	79	85	1	8	9	59	3	62
% App. Total	7.1	92.9		11.1	88.9		95.2	4.8	
PHF	.500	.760	.759	.250	.667	.563	.868	.375	.912

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City of Los Angeles
N/S: East Driveway
E/W: Prairie Street
Weather: Clear

File Name : 05_LAC_East DW_Prai PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Prairie Street Westbound			East Driveway Northbound			Prairie Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	5	14	19	5	20	25	21	10	31	75
03:15 PM	10	11	21	8	19	27	35	2	37	85
03:30 PM	7	17	24	2	14	16	77	2	79	119
03:45 PM	5	10	15	3	5	8	17	6	23	46
Total	27	52	79	18	58	76	150	20	170	325
04:00 PM	8	24	32	3	15	18	37	3	40	90
04:15 PM	4	13	17	6	13	19	27	4	31	67
04:30 PM	7	16	23	2	4	6	56	5	61	90
04:45 PM	10	15	25	3	9	12	37	1	38	75
Total	29	68	97	14	41	55	157	13	170	322
05:00 PM	10	26	36	3	10	13	34	3	37	86
05:15 PM	2	18	20	3	13	16	38	2	40	76
05:30 PM	6	10	16	3	16	19	34	7	41	76
05:45 PM	7	12	19	4	16	20	26	3	29	68
Total	25	66	91	13	55	68	132	15	147	306
Grand Total	81	186	267	45	154	199	439	48	487	953
Apprch %	30.3	69.7		22.6	77.4		90.1	9.9		
Total %	8.5	19.5	28	4.7	16.2	20.9	46.1	5	51.1	
Passenger Vehicles	79	164	243	43	152	195	428	46	474	912
% Passenger Vehicles	97.5	88.2	91	95.6	98.7	98	97.5	95.8	97.3	95.7
Dual Wheeled	2	22	24	2	2	4	11	2	13	41
% Dual Wheeled	2.5	11.8	9	4.4	1.3	2	2.5	4.2	2.7	4.3
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0

	Prairie Street Westbound			East Driveway Northbound			Prairie Street Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	**10**	11	21	**8**	**19**	**27**	35	2	37	85
03:30 PM	7	17	24	2	14	16	**77**	2	**79**	**119**
03:45 PM	5	10	15	3	5	8	17	**6**	23	46
04:00 PM	8	**24**	**32**	3	15	18	37	3	40	90
Total Volume	30	62	92	16	53	69	166	13	179	340
% App. Total	32.6	67.4		23.2	76.8		92.7	7.3		
PHF	.750	.646	.719	.500	.697	.639	.539	.542	.566	.714

Counts Unlimited, Inc.
PO Box 1178
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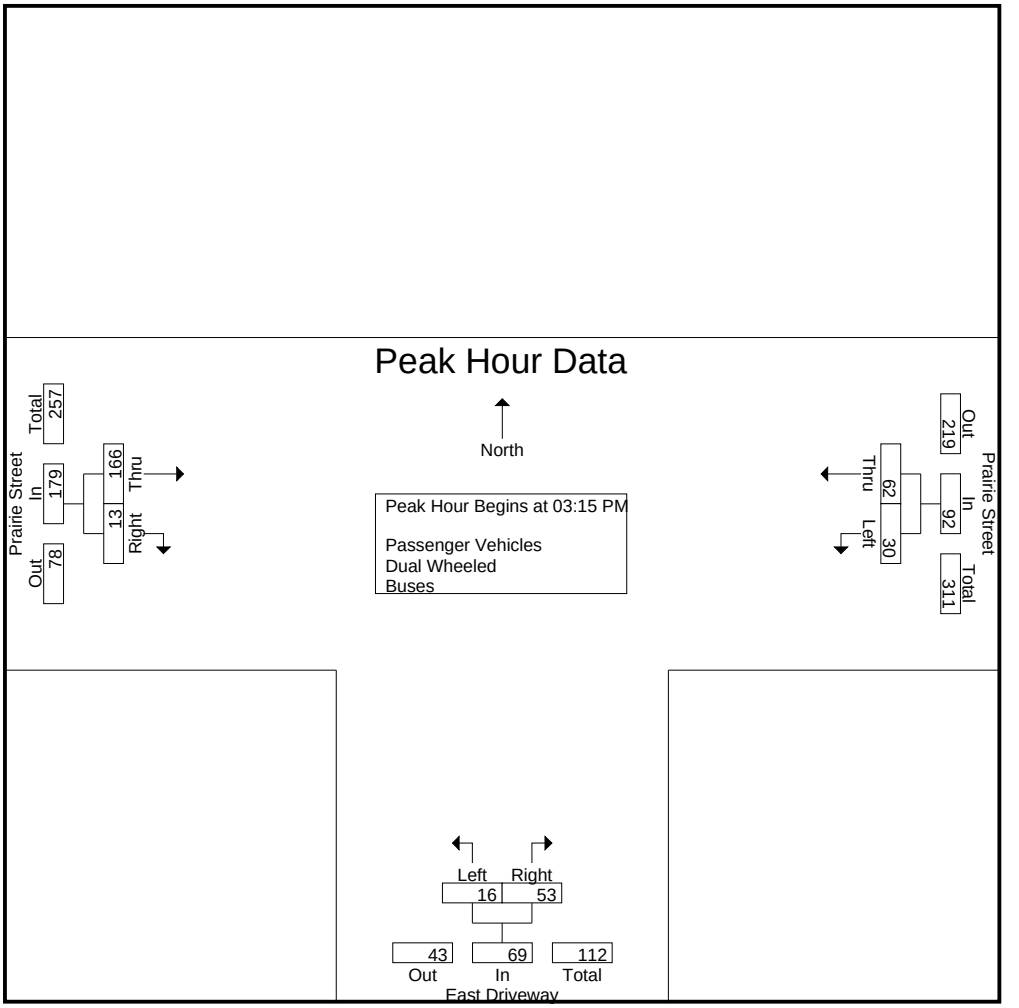
City of Los Angeles
N/S: East Driveway
E/W: Prairie Street
Weather: Clear

File Name : 05_LAC_East DW_Prai PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			03:00 PM			03:15 PM		
+0 mins.	7	16	23	5	**20**	25	35	2	37
+15 mins.	**10**	15	25	**8**	19	**27**	**77**	2	**79**
+30 mins.	10	**26**	**36**	2	14	16	17	**6**	23
+45 mins.	2	18	20	3	5	8	37	3	40
Total Volume	29	75	104	18	58	76	166	13	179
% App. Total	27.9	72.1		23.7	76.3		92.7	7.3	
PHF	.725	.721	.722	.563	.725	.704	.539	.542	.566

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Winnetka Avenue

East/West Plummer Street

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

School Day: YES **District:** West Valley I/S CODE 41136

	N/B	S/B	E/B	W/B
DUAL-WHEELED	76	78	92	46
BIKES	7	5	4	18
BUSES	23	13	24	24

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	209	7.45	318	7.45	131	7.30	193	8.00
PM PK 15 MIN	283	4.30	213	3.45	287	5.00	154	5.00
AM PK HOUR	715	7.30	1075	7.45	496	7.30	712	7.30
PM PK HOUR	1035	4.30	781	3.15	1024	4.30	557	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	508	65	657
8-9	55	445	71	571
9-10	51	333	83	467
3-4	80	709	126	915
4-5	75	766	132	973
5-6	60	776	127	963
TOTAL	405	3537	604	4546

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	779	90	939
8-9	54	791	86	931
9-10	38	545	58	641
3-4	71	653	29	753
4-5	74	566	30	670
5-6	73	538	47	658
TOTAL	380	3872	340	4592

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1596	6	0	1	0
1502	1	0	2	0
1108	3	0	0	0
1668	2	0	0	0
1643	0	0	0	0
1621	0	0	5	0
9138	12	0	8	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	331	67	425
8-9	16	376	54	446
9-10	16	285	56	357
3-4	87	629	139	855
4-5	112	753	112	977
5-6	99	694	104	897
TOTAL	357	3068	532	3957

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	99	477	27	603
8-9	106	488	19	613
9-10	73	292	17	382
3-4	89	397	46	532
4-5	65	376	37	478
5-6	80	401	70	551
TOTAL	512	2431	216	3159

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1028	0	0	10	0
1059	1	0	1	0
739	1	0	0	0
1387	0	0	0	0
1455	0	0	0	0
1448	4	0	1	0
7116	6	0	12	0

(Rev Oct 06)

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City of Los Angeles
N/S: Winnetka Avenue
E/W: Plummer Street
Weather: Clear

File Name : 06_LAC_Win_Plum AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Plummer Street Westbound				Winnetka Avenue Northbound				Plummer Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	158	19	184	19	89	3	111	17	91	12	120	5	55	12	72	487
07:15 AM	15	173	19	207	22	110	4	136	19	101	11	131	4	71	16	91	565
07:30 AM	17	187	26	230	26	138	5	169	23	150	24	197	9	100	22	131	727
07:45 AM	31	261	26	318	32	140	15	187	25	166	18	209	9	105	17	131	845
Total	70	779	90	939	99	477	27	603	84	508	65	657	27	331	67	425	2624
08:00 AM	19	224	26	269	37	153	3	193	15	134	12	161	4	99	9	112	735
08:15 AM	14	216	23	253	23	134	6	163	17	113	18	148	8	100	14	122	686
08:30 AM	11	205	19	235	25	119	4	148	13	111	27	151	2	100	11	113	647
08:45 AM	10	146	18	174	21	82	6	109	10	87	14	111	2	77	20	99	493
Total	54	791	86	931	106	488	19	613	55	445	71	571	16	376	54	446	2561
09:00 AM	9	157	15	181	24	93	3	120	9	74	23	106	3	68	16	87	494
09:15 AM	11	134	19	164	20	67	5	92	14	78	17	109	3	74	10	87	452
09:30 AM	8	132	8	148	20	72	2	94	12	97	22	131	2	67	15	84	457
09:45 AM	10	122	16	148	9	60	7	76	16	84	21	121	8	76	15	99	444
Total	38	545	58	641	73	292	17	382	51	333	83	467	16	285	56	357	1847
Grand Total	162	2115	234	2511	278	1257	63	1598	190	1286	219	1695	59	992	177	1228	7032
Apprch %	6.5	84.2	9.3		17.4	78.7	3.9		11.2	75.9	12.9		4.8	80.8	14.4		
Total %	2.3	30.1	3.3	35.7	4	17.9	0.9	22.7	2.7	18.3	3.1	24.1	0.8	14.1	2.5	17.5	
Passenger Vehicles	160	2065	229	2454	275	1219	62	1556	183	1253	213	1649	53	950	164	1167	6826
% Passenger Vehicles	98.8	97.6	97.9	97.7	98.9	97	98.4	97.4	96.3	97.4	97.3	97.3	89.8	95.8	92.7	95	97.1
Dual Wheeled	2	45	5	52	3	26	1	30	7	26	5	38	6	32	13	51	171
% Dual Wheeled	1.2	2.1	2.1	2.1	1.1	2.1	1.6	1.9	3.7	2	2.3	2.2	10.2	3.2	7.3	4.2	2.4
Buses	0	5	0	5	0	12	0	12	0	7	1	8	0	10	0	10	35
% Buses	0	0.2	0	0.2	0	1	0	0.8	0	0.5	0.5	0.5	0	1	0	0.8	0.5

	Winnetka Avenue Southbound				Plummer Street Westbound				Winnetka Avenue Northbound				Plummer Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	187	**26**	230	26	138	5	169	23	150	**24**	197	**9**	100	**22**	**131**	727
07:45 AM	**31**	**261**	26	**318**	32	140	**15**	187	**25**	**166**	18	**209**	9	**105**	17	131	**845**
08:00 AM	19	224	26	269	**37**	**153**	3	**193**	15	134	12	161	4	99	9	112	735
08:15 AM	14	216	23	253	23	134	6	163	17	113	18	148	8	100	14	122	686
Total Volume	81	888	101	1070	118	565	29	712	80	563	72	715	30	404	62	496	2993
% App. Total	7.6	83	9.4		16.6	79.4	4.1		11.2	78.7	10.1		6	81.5	12.5		
PHF	.653	.851	.971	.841	.797	.923	.483	.922	.800	.848	.750	.855	.833	.962	.705	.947	.886

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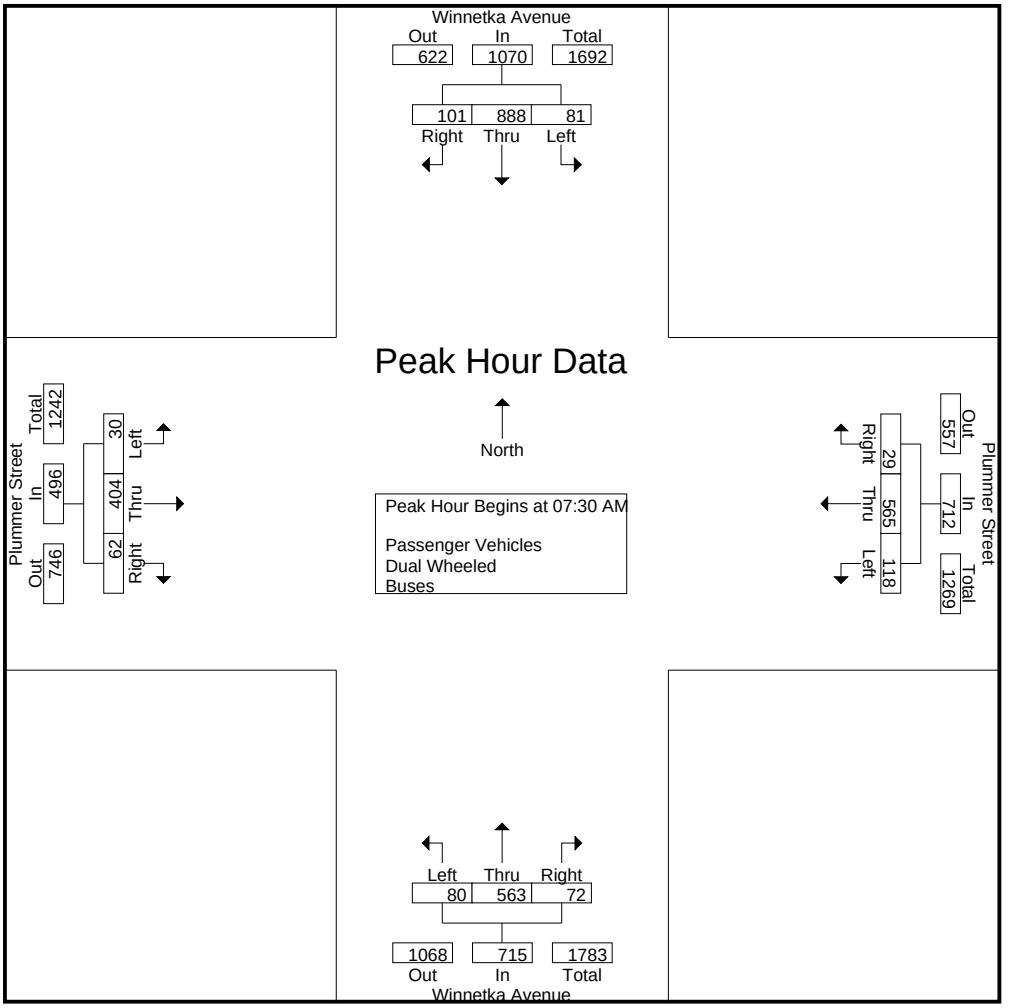
City of Los Angeles
N/S: Winnetka Avenue
E/W: Plummer Street
Weather: Clear

File Name : 06_LAC_Win_Plum AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**31**	**261**	**26**	**318**	26	138	5	169	23	150	**24**	197	**9**	100	**22**	**131**
+15 mins.	19	224	26	269	32	140	**15**	187	**25**	**166**	18	**209**	9	**105**	17	131
+30 mins.	14	216	23	253	**37**	**153**	3	**193**	15	134	12	161	4	99	9	112
+45 mins.	11	205	19	235	23	134	6	163	17	113	18	148	8	100	14	122
Total Volume	75	906	94	1075	118	565	29	712	80	563	72	715	30	404	62	496
% App. Total	7	84.3	8.7		16.6	79.4	4.1		11.2	78.7	10.1		6	81.5	12.5	
PHF	.605	.868	.904	.845	.797	.923	.483	.922	.800	.848	.750	.855	.833	.962	.705	.947

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Plummer Street Westbound				Winnetka Avenue Northbound				Plummer Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	18	127	11	156	15	94	11	120	21	162	27	210	9	133	22	164	650
03:15 PM	15	165	9	189	25	112	13	150	23	177	34	234	17	133	33	183	756
03:30 PM	12	176	7	195	23	99	9	131	18	198	36	252	38	195	48	281	859
03:45 PM	26	185	2	213	26	92	13	131	18	172	29	219	23	168	36	227	790
Total	71	653	29	753	89	397	46	532	80	709	126	915	87	629	139	855	3055
04:00 PM	15	162	7	184	20	83	5	108	21	185	33	239	41	192	29	262	793
04:15 PM	20	133	7	160	8	104	13	125	16	160	31	207	13	170	24	207	699
04:30 PM	17	119	8	144	20	93	14	127	19	225	39	283	35	215	34	284	838
04:45 PM	22	152	8	182	17	96	5	118	19	196	29	244	23	176	25	224	768
Total	74	566	30	670	65	376	37	478	75	766	132	973	112	753	112	977	3098
05:00 PM	21	133	15	169	20	114	20	154	15	223	36	274	39	204	44	287	884
05:15 PM	18	154	12	184	22	96	17	135	14	191	29	234	22	189	18	229	782
05:30 PM	15	128	13	156	28	100	22	150	14	212	35	261	21	177	22	220	787
05:45 PM	19	123	7	149	10	91	11	112	17	150	27	194	17	124	20	161	616
Total	73	538	47	658	80	401	70	551	60	776	127	963	99	694	104	897	3069
Grand Total	218	1757	106	2081	234	1174	153	1561	215	2251	385	2851	298	2076	355	2729	9222
Apprch %	10.5	84.4	5.1		15	75.2	9.8		7.5	79	13.5		10.9	76.1	13		
Total %	2.4	19.1	1.1	22.6	2.5	12.7	1.7	16.9	2.3	24.4	4.2	30.9	3.2	22.5	3.8	29.6	
Passenger Vehicles	217	1730	100	2047	234	1149	150	1533	210	2209	379	2798	294	2036	344	2674	9052
% Passenger Vehicles	99.5	98.5	94.3	98.4	100	97.9	98	98.2	97.7	98.1	98.4	98.1	98.7	98.1	96.9	98	98.2
Dual Wheeled	1	20	5	26	0	15	1	16	4	30	4	38	4	26	11	41	121
% Dual Wheeled	0.5	1.1	4.7	1.2	0	1.3	0.7	1	1.9	1.3	1	1.3	1.3	1.3	3.1	1.5	1.3
Buses	0	7	1	8	0	10	2	12	1	12	2	15	0	14	0	14	49
% Buses	0	0.4	0.9	0.4	0	0.9	1.3	0.8	0.5	0.5	0.5	0.5	0	0.7	0	0.5	0.5

	Winnetka Avenue Southbound				Plummer Street Westbound				Winnetka Avenue Northbound				Plummer Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	17	119	8	144	20	93	14	127	**19**	**225**	**39**	**283**	35	**215**	34	284	838
04:45 PM	**22**	152	8	182	17	96	5	118	19	196	29	244	23	176	25	224	768
05:00 PM	21	133	**15**	169	20	**114**	**20**	**154**	15	223	36	274	**39**	204	**44**	**287**	**884**
05:15 PM	18	**154**	12	**184**	**22**	96	17	135	14	191	29	234	22	189	18	229	782
Total Volume	78	558	43	679	79	399	56	534	67	835	133	1035	119	784	121	1024	3272
% App. Total	11.5	82.2	6.3		14.8	74.7	10.5		6.5	80.7	12.9		11.6	76.6	11.8		
PHF	.886	.906	.717	.923	.898	.875	.700	.867	.882	.928	.853	.914	.763	.912	.688	.892	.925

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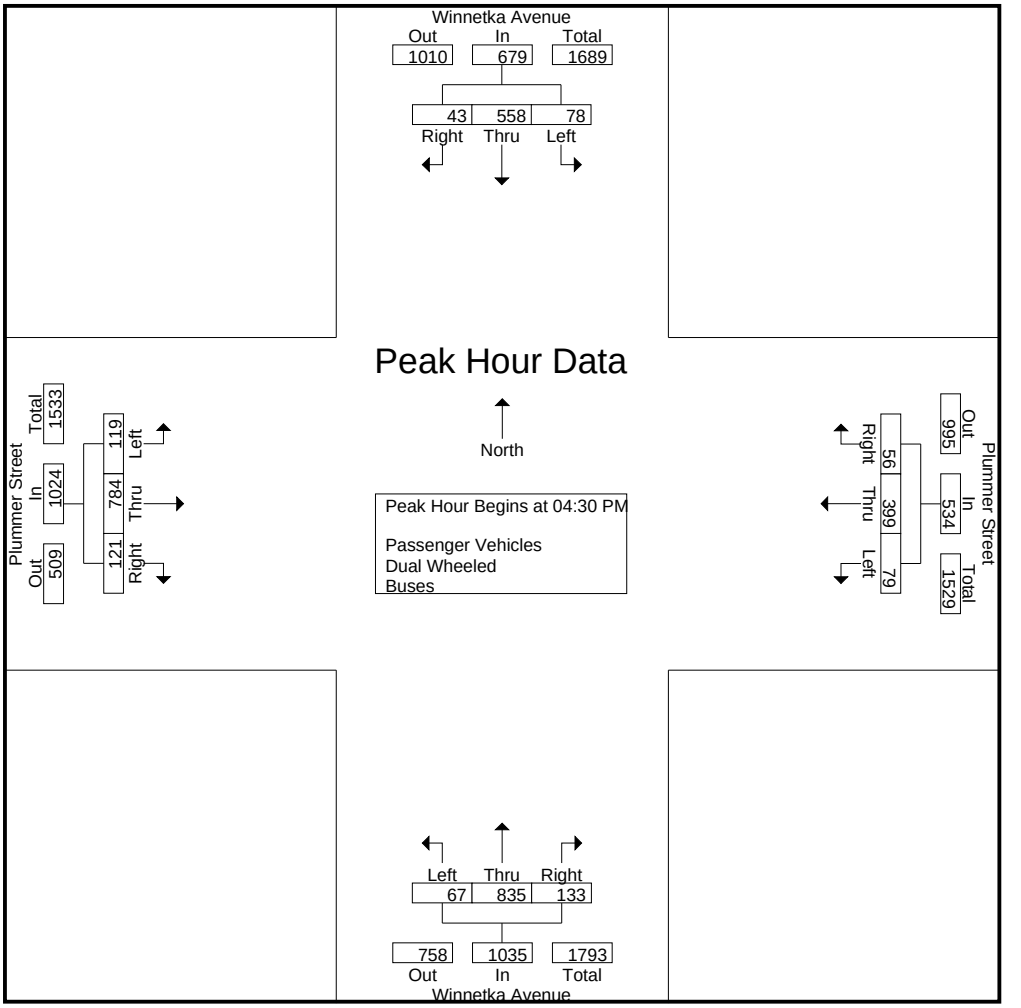

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM				04:45 PM				04:30 PM				04:30 PM			
+0 mins.	15	165	**9**	189	17	96	5	118	**19**	**225**	**39**	**283**	35	**215**	34	284
+15 mins.	12	176	7	195	20	**114**	20	**154**	19	196	29	244	23	176	25	224
+30 mins.	**26**	**185**	2	**213**	22	96	17	135	15	223	36	274	**39**	204	**44**	**287**
+45 mins.	15	162	7	184	**28**	100	**22**	150	14	191	29	234	22	189	18	229
Total Volume	68	688	25	781	87	406	64	557	67	835	133	1035	119	784	121	1024
% App. Total	8.7	88.1	3.2		15.6	72.9	11.5		6.5	80.7	12.9		11.6	76.6	11.8	
PHF	.654	.930	.694	.917	.777	.890	.727	.904	.882	.928	.853	.914	.763	.912	.688	.892

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Winnetka Avenue

East/West Prairie Street

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

School Day: YES **District:** West Valley I/S CODE 41340

	N/B	S/B	E/B	W/B
DUAL-WHEELED	83	78	32	23
BIKES	8	9	1	2
BUSES	23	13	0	4

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	245	7.45	299	7.45	20	9.30	51	7.45
PM PK 15 MIN	248	3.30	250	3.30	87	3.30	142	5.00
AM PK HOUR	851	7.30	1041	7.45	67	7.15	157	7.30
PM PK HOUR	888	4.30	918	3.15	226	3.15	379	4.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	627	137	798
8-9	22	542	141	705
9-10	27	405	86	518
3-4	22	756	104	882
4-5	22	731	88	841
5-6	19	744	93	856
TOTAL	146	3805	649	4600

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	822	29	910
8-9	75	794	37	906
9-10	65	569	30	664
3-4	50	787	24	861
4-5	60	676	24	760
5-6	52	669	25	746
TOTAL	361	4317	169	4847

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1708	3	0	2	0
1611	1	0	10	0
1182	3	0	5	0
1743	3	0	4	0
1601	3	0	4	0
1602	4	0	1	0
9447	17	0	26	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	7	30	19	56
8-9	15	27	18	60
9-10	15	26	20	61
3-4	80	47	85	212
4-5	67	61	72	200
5-6	68	48	67	183
TOTAL	252	239	281	772

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	49	29	44	122
8-9	77	30	34	141
9-10	56	32	54	142
3-4	102	36	79	217
4-5	155	54	124	333
5-6	145	45	111	301
TOTAL	584	226	446	1256

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
178	1	0	0	0
201	3	0	0	0
203	5	0	5	0
429	0	0	1	0
533	1	0	0	0
484	4	0	1	0
2028	14	0	7	0

(Rev Oct 06)

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File Name : 07_LAC_Win_Prai AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Prairie Street Westbound				Winnetka Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	173	8	190	7	7	5	19	16	116	32	164	1	3	4	8	381
07:15 AM	8	197	5	210	10	2	5	17	6	133	31	170	3	7	5	15	412
07:30 AM	13	190	8	211	14	9	12	35	5	189	25	219	0	10	4	14	479
07:45 AM	29	262	8	299	18	11	22	51	7	189	49	245	3	10	6	19	614
Total	59	822	29	910	49	29	44	122	34	627	137	798	7	30	19	56	1886
08:00 AM	17	242	9	268	19	9	8	36	8	156	39	203	7	4	8	19	526
08:15 AM	19	213	12	244	21	6	8	35	7	139	38	184	0	10	2	12	475
08:30 AM	20	200	10	230	14	8	8	30	2	148	33	183	3	8	5	16	459
08:45 AM	19	139	6	164	23	7	10	40	5	99	31	135	5	5	3	13	352
Total	75	794	37	906	77	30	34	141	22	542	141	705	15	27	18	60	1812
09:00 AM	24	166	13	203	15	7	9	31	7	91	35	133	2	10	4	16	383
09:15 AM	10	134	6	150	10	9	18	37	6	99	19	124	1	5	5	11	322
09:30 AM	18	149	8	175	15	12	13	40	9	113	19	141	10	6	4	20	376
09:45 AM	13	120	3	136	16	4	14	34	5	102	13	120	2	5	7	14	304
Total	65	569	30	664	56	32	54	142	27	405	86	518	15	26	20	61	1385
Grand Total	199	2185	96	2480	182	91	132	405	83	1574	364	2021	37	83	57	177	5083
Apprch %	8	88.1	3.9		44.9	22.5	32.6		4.1	77.9	18		20.9	46.9	32.2		
Total %	3.9	43	1.9	48.8	3.6	1.8	2.6	8	1.6	31	7.2	39.8	0.7	1.6	1.1	3.5	
Passenger Vehicles	189	2144	94	2427	179	88	122	389	73	1541	358	1972	33	78	49	160	4948
% Passenger Vehicles	95	98.1	97.9	97.9	98.4	96.7	92.4	96	88	97.9	98.4	97.6	89.2	94	86	90.4	97.3
Dual Wheeled	10	36	2	48	2	3	9	14	10	26	5	41	4	5	8	17	120
% Dual Wheeled	5	1.6	2.1	1.9	1.1	3.3	6.8	3.5	12	1.7	1.4	2	10.8	6	14	9.6	2.4
Buses	0	5	0	5	1	0	1	2	0	7	1	8	0	0	0	0	15
% Buses	0	0.2	0	0.2	0.5	0	0.8	0.5	0	0.4	0.3	0.4	0	0	0	0	0.3

	Winnetka Avenue Southbound				Prairie Street Westbound				Winnetka Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	190	8	211	14	9	12	35	5	**189**	25	219	0	**10**	4	14	479
07:45 AM	**29**	**262**	8	**299**	18	**11**	**22**	**51**	7	189	**49**	**245**	3	10	6	**19**	**614**
08:00 AM	17	242	9	268	19	9	8	36	**8**	156	39	203	**7**	4	**8**	19	526
08:15 AM	19	213	**12**	244	**21**	6	8	35	7	139	38	184	0	10	2	12	475
Total Volume	78	907	37	1022	72	35	50	157	27	673	151	851	10	34	20	64	2094
% App. Total	7.6	88.7	3.6		45.9	22.3	31.8		3.2	79.1	17.7		15.6	53.1	31.2		
PHF	.672	.865	.771	.855	.857	.795	.568	.770	.844	.890	.770	.868	.357	.850	.625	.842	.853

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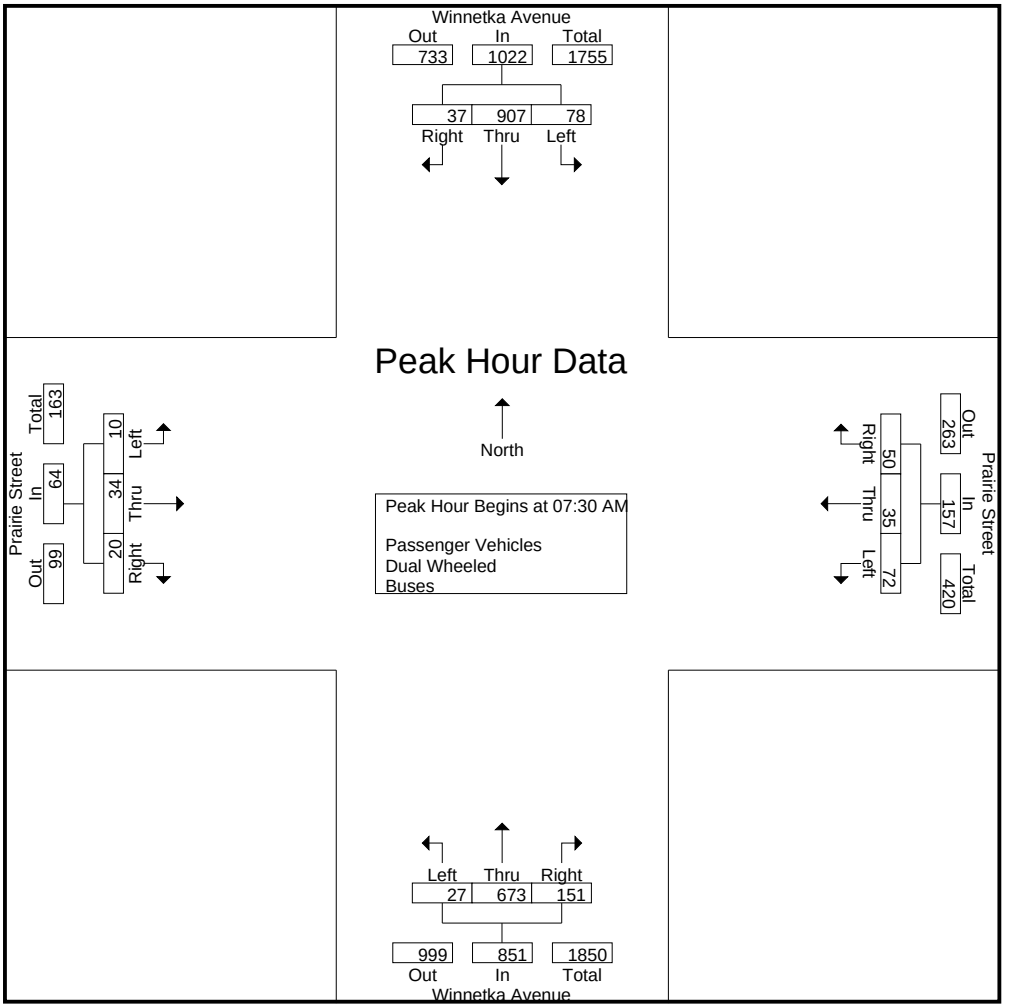

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	**29**	**262**	8	**299**	14	9	12	35	5	**189**	25	219	3	7	5	15
+15 mins.	17	242	9	268	18	**11**	**22**	**51**	7	189	**49**	**245**	0	**10**	4	14
+30 mins.	19	213	**12**	244	19	9	8	36	**8**	156	39	203	3	10	6	**19**
+45 mins.	20	200	10	230	**21**	6	8	35	7	139	38	184	**7**	4	**8**	19
Total Volume	85	917	39	1041	72	35	50	157	27	673	151	851	13	31	23	67
% App. Total	8.2	88.1	3.7		45.9	22.3	31.8		3.2	79.1	17.7		19.4	46.3	34.3	
PHF	.733	.875	.813	.870	.857	.795	.568	.770	.844	.890	.770	.868	.464	.775	.719	.882

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Prairie Street Westbound				Winnetka Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	12	144	6	162	19	9	18	46	7	189	20	216	20	11	11	42	466
03:15 PM	14	192	8	214	26	8	18	52	6	190	23	219	28	13	20	61	546
03:30 PM	11	233	6	250	25	12	15	52	5	206	37	248	29	15	43	87	637
03:45 PM	13	218	4	235	32	7	28	67	4	171	24	199	3	8	11	22	523
Total	50	787	24	861	102	36	79	217	22	756	104	882	80	47	85	212	2172
04:00 PM	18	194	7	219	48	16	32	96	9	176	21	206	26	20	10	56	577
04:15 PM	8	144	8	160	34	6	19	59	5	163	25	193	15	10	16	41	453
04:30 PM	14	169	5	188	42	14	40	96	4	212	21	237	15	17	27	59	580
04:45 PM	20	169	4	193	31	18	33	82	4	180	21	205	11	14	19	44	524
Total	60	676	24	760	155	54	124	333	22	731	88	841	67	61	72	200	2134
05:00 PM	14	189	6	209	64	19	59	142	10	197	29	236	16	11	18	45	632
05:15 PM	8	189	7	204	29	8	14	51	5	187	18	210	18	17	14	49	514
05:30 PM	13	153	5	171	28	9	18	55	3	204	22	229	21	9	18	48	503
05:45 PM	17	138	7	162	24	9	20	53	1	156	24	181	13	11	17	41	437
Total	52	669	25	746	145	45	111	301	19	744	93	856	68	48	67	183	2086
Grand Total	162	2132	73	2367	402	135	314	851	63	2231	285	2579	215	156	224	595	6392
Apprch %	6.8	90.1	3.1		47.2	15.9	36.9		2.4	86.5	11.1		36.1	26.2	37.6		
Total %	2.5	33.4	1.1	37	6.3	2.1	4.9	13.3	1	34.9	4.5	40.3	3.4	2.4	3.5	9.3	
Passenger Vehicles	159	2105	65	2329	401	129	310	840	56	2185	281	2522	212	153	215	580	6271
% Passenger Vehicles	98.1	98.7	89	98.4	99.8	95.6	98.7	98.7	88.9	97.9	98.6	97.8	98.6	98.1	96	97.5	98.1
Dual Wheeled	3	19	8	30	1	6	2	9	7	33	2	42	3	3	9	15	96
% Dual Wheeled	1.9	0.9	11	1.3	0.2	4.4	0.6	1.1	11.1	1.5	0.7	1.6	1.4	1.9	4	2.5	1.5
Buses	0	8	0	8	0	0	2	2	0	13	2	15	0	0	0	0	25
% Buses	0	0.4	0	0.3	0	0	0.6	0.2	0	0.6	0.7	0.6	0	0	0	0	0.4

	Winnetka Avenue Southbound				Prairie Street Westbound				Winnetka Avenue Northbound				Prairie Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	14	192	**8**	214	26	8	18	52	6	190	23	219	28	13	20	61	546
03:30 PM	11	**233**	6	**250**	25	12	15	52	5	**206**	**37**	**248**	**29**	15	**43**	**87**	**637**
03:45 PM	13	218	4	235	32	7	28	67	4	171	24	199	3	8	11	22	523
04:00 PM	**18**	194	7	219	**48**	**16**	**32**	**96**	**9**	176	21	206	26	**20**	10	56	577
Total Volume	56	837	25	918	131	43	93	267	24	743	105	872	86	56	84	226	2283
% App. Total	6.1	91.2	2.7		49.1	16.1	34.8		2.8	85.2	12		38.1	24.8	37.2		
PHF	.778	.898	.781	.918	.682	.672	.727	.695	.667	.902	.709	.879	.741	.700	.488	.649	.896

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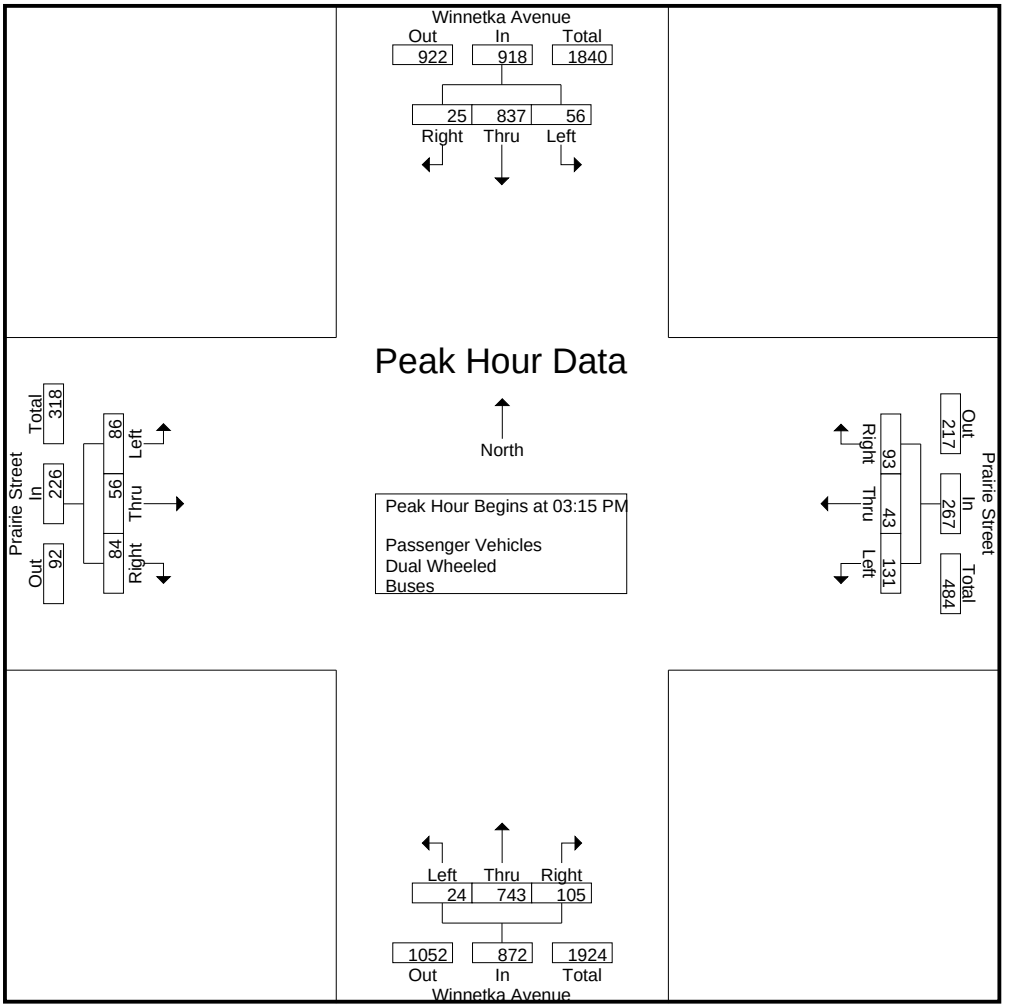
City of Los Angeles
N/S: Winnetka Avenue
E/W: Prairie Street
Weather: Clear

File Name : 07_LAC_Win_Prai PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM				04:15 PM				04:30 PM				03:15 PM			
+0 mins.	14	192	**8**	214	34	6	19	59	4	**212**	21	**237**	28	13	20	61
+15 mins.	11	**233**	6	**250**	42	14	40	96	4	180	21	205	**29**	15	**43**	**87**
+30 mins.	13	218	4	235	31	18	33	82	**10**	197	**29**	236	3	8	11	22
+45 mins.	**18**	194	7	219	**64**	**19**	**59**	**142**	5	187	18	210	26	**20**	10	56
Total Volume	56	837	25	918	171	57	151	379	23	776	89	888	86	56	84	226
% App. Total	6.1	91.2	2.7		45.1	15	39.8		2.6	87.4	10		38.1	24.8	37.2	
PHF	.778	.898	.781	.918	.668	.750	.640	.667	.575	.915	.767	.937	.741	.700	.488	.649

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Winnetka Avenue

East/West North Driveway

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	106	96	5	0
BIKES	10	9	2	0
BUSES	23	14	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	253	7.45	285	8.00	6	9.30	0	7.00
PM PK 15 MIN	259	3.30	299	3.30	14	4.00	0	3.00
AM PK HOUR	871	7.30	1022	7.45	11	8.00	0	7.00
PM PK HOUR	916	4.30	1089	3.15	41	3.15	0	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	796	0	800
8-9	9	714	0	723
9-10	5	517	0	522
3-4	17	880	0	897
4-5	29	867	0	896
5-6	19	855	0	874
TOTAL	83	4629	0	4712

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	867	3	870
8-9	0	904	18	922
9-10	0	651	7	658
3-4	0	961	26	987
4-5	0	904	26	930
5-6	0	865	33	898
TOTAL	0	5152	113	5265

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1670	0	0	0	0
1645	0	0	0	0
1180	0	0	0	0
1884	0	0	0	0
1826	0	0	0	0
1772	0	0	0	0
9977	0	0	0	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	4	4
8-9	0	0	11	11
9-10	1	0	9	10
3-4	4	0	35	39
4-5	5	0	29	34
5-6	3	0	23	26
TOTAL	13	0	111	124

WESTBOUND Approach

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

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
4	2	0	0	0
11	2	0	0	0
10	3	0	0	0
39	0	0	0	0
34	2	0	0	0
26	1	0	0	0
124	10	0	0	0

(Rev Oct 06)

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(951) 268-6268

City of Los Angeles
N/S: Winnetka Avenue
E/W: North Driveway
Weather: Clear

File Name : 08_LAC_Win_N DW AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound			Winnetka Avenue Northbound			North Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	172	1	173	2	163	165	0	2	2	340
07:15 AM	210	0	210	1	162	163	0	1	1	374
07:30 AM	214	1	215	0	219	219	0	0	0	434
07:45 AM	271	1	272	1	252	253	0	1	1	526
Total	867	3	870	4	796	800	0	4	4	1674
08:00 AM	280	5	285	0	206	206	0	2	2	493
08:15 AM	226	7	233	4	189	193	0	5	5	431
08:30 AM	227	5	232	1	184	185	0	2	2	419
08:45 AM	171	1	172	4	135	139	0	2	2	313
Total	904	18	922	9	714	723	0	11	11	1656
09:00 AM	190	2	192	3	133	136	0	1	1	329
09:15 AM	156	1	157	1	117	118	0	2	2	277
09:30 AM	164	2	166	0	142	142	1	5	6	314
09:45 AM	141	2	143	1	125	126	0	1	1	270
Total	651	7	658	5	517	522	1	9	10	1190
Grand Total	2422	28	2450	18	2027	2045	1	24	25	4520
Apprch %	98.9	1.1		0.9	99.1		4	96		
Total %	53.6	0.6	54.2	0.4	44.8	45.2	0	0.5	0.6	
Passenger Vehicles	2356	28	2384	14	1969	1983	1	22	23	4390
% Passenger Vehicles	97.3	100	97.3	77.8	97.1	97	100	91.7	92	97.1
Dual Wheeled	60	0	60	4	49	53	0	2	2	115
% Dual Wheeled	2.5	0	2.4	22.2	2.4	2.6	0	8.3	8	2.5
Buses	6	0	6	0	9	9	0	0	0	15
% Buses	0.2	0	0.2	0	0.4	0.4	0	0	0	0.3

	Winnetka Avenue Southbound			Winnetka Avenue Northbound			North Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	214	1	215	0	219	219	0	0	0	434
07:45 AM	271	1	272	1	**252**	**253**	0	1	1	**526**
08:00 AM	**280**	5	**285**	0	206	206	0	2	2	493
08:15 AM	226	**7**	233	**4**	189	193	0	**5**	**5**	431
Total Volume	991	14	1005	5	866	871	0	8	8	1884
% App. Total	98.6	1.4		0.6	99.4		0	100		
PHF	.885	.500	.882	.313	.859	.861	.000	.400	.400	.895

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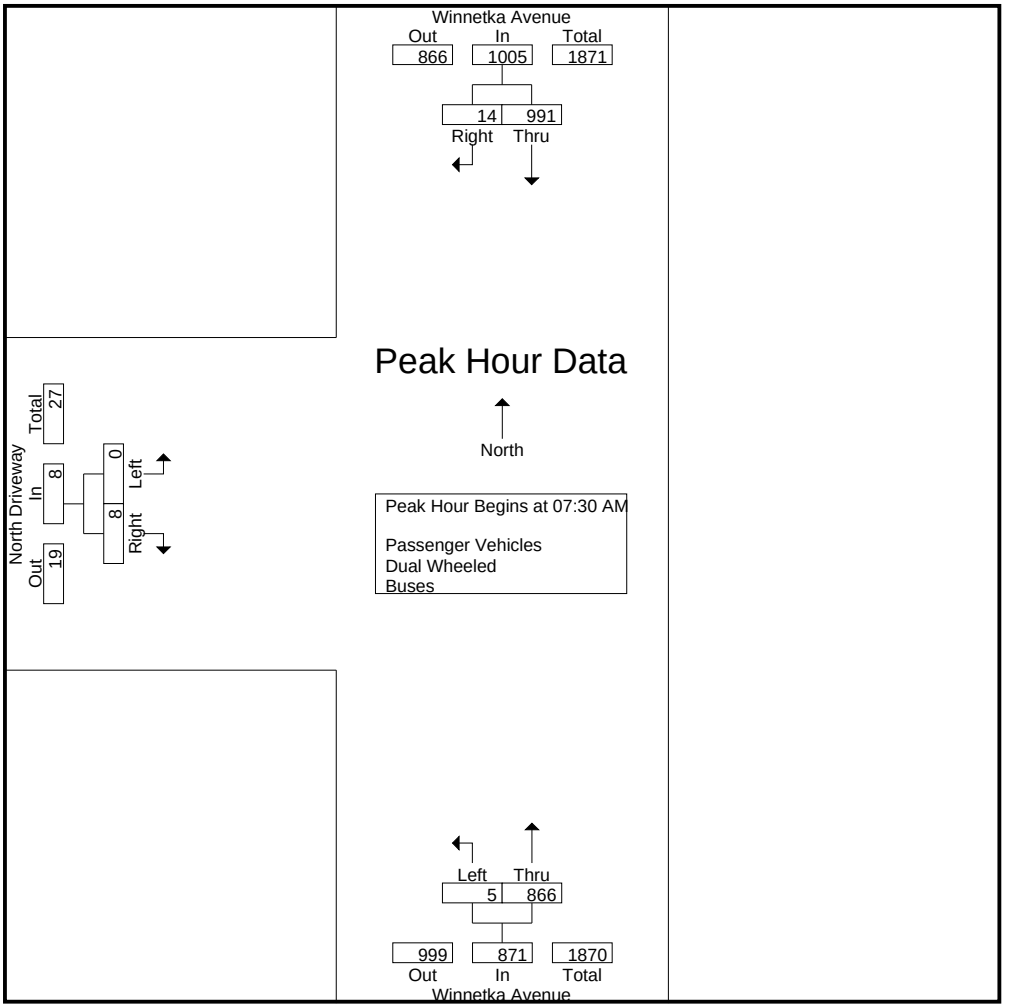
City of Los Angeles
N/S: Winnetka Avenue
E/W: North Driveway
Weather: Clear

File Name : 08_LAC_Win_N DW AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM			07:30 AM			08:00 AM		
+0 mins.	271	1	272	0	219	219	0	2	2
+15 mins.	**280**	5	**285**	1	**252**	**253**	0	**5**	**5**
+30 mins.	226	**7**	233	0	206	206	0	2	2
+45 mins.	227	5	232	**4**	189	193	0	2	2
Total Volume	1004	18	1022	5	866	871	0	11	11
% App. Total	98.2	1.8		0.6	99.4		0	100	
PHF	.896	.643	.896	.313	.859	.861	.000	.550	.550

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City of Los Angeles
N/S: Winnetka Avenue
E/W: North Driveway
Weather: Clear

File Name : 08_LAC_Win_N DW PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound			Winnetka Avenue Northbound			North Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	159	4	163	3	212	215	2	10	12	390
03:15 PM	238	6	244	4	215	219	1	11	12	475
03:30 PM	293	6	299	6	253	259	0	8	8	566
03:45 PM	271	10	281	4	200	204	1	6	7	492
Total	961	26	987	17	880	897	4	35	39	1923
04:00 PM	254	11	265	10	217	227	1	13	14	506
04:15 PM	199	5	204	4	199	203	0	7	7	414
04:30 PM	229	1	230	8	241	249	2	1	3	482
04:45 PM	222	9	231	7	210	217	2	8	10	458
Total	904	26	930	29	867	896	5	29	34	1860
05:00 PM	263	7	270	6	228	234	1	4	5	509
05:15 PM	223	11	234	3	213	216	0	7	7	457
05:30 PM	198	9	207	9	239	248	1	7	8	463
05:45 PM	181	6	187	1	175	176	1	5	6	369
Total	865	33	898	19	855	874	3	23	26	1798
Grand Total	2730	85	2815	65	2602	2667	12	87	99	5581
Apprch %	97	3		2.4	97.6		12.1	87.9		
Total %	48.9	1.5	50.4	1.2	46.6	47.8	0.2	1.6	1.8	
Passenger Vehicles	2687	84	2771	63	2537	2600	12	84	96	5467
% Passenger Vehicles	98.4	98.8	98.4	96.9	97.5	97.5	100	96.6	97	98
Dual Wheeled	35	1	36	2	51	53	0	3	3	92
% Dual Wheeled	1.3	1.2	1.3	3.1	2	2	0	3.4	3	1.6
Buses	8	0	8	0	14	14	0	0	0	22
% Buses	0.3	0	0.3	0	0.5	0.5	0	0	0	0.4

	Winnetka Avenue Southbound			Winnetka Avenue Northbound			North Driveway Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:15 PM										
03:15 PM	238	6	244	4	215	219	**1**	11	12	475
03:30 PM	**293**	6	**299**	6	**253**	**259**	0	8	8	**566**
03:45 PM	271	10	281	4	200	204	1	6	7	492
04:00 PM	254	**11**	265	**10**	217	227	1	**13**	**14**	506
Total Volume	1056	33	1089	24	885	909	3	38	41	2039
% App. Total	97	3		2.6	97.4		7.3	92.7		
PHF	.901	.750	.911	.600	.875	.877	.750	.731	.732	.901

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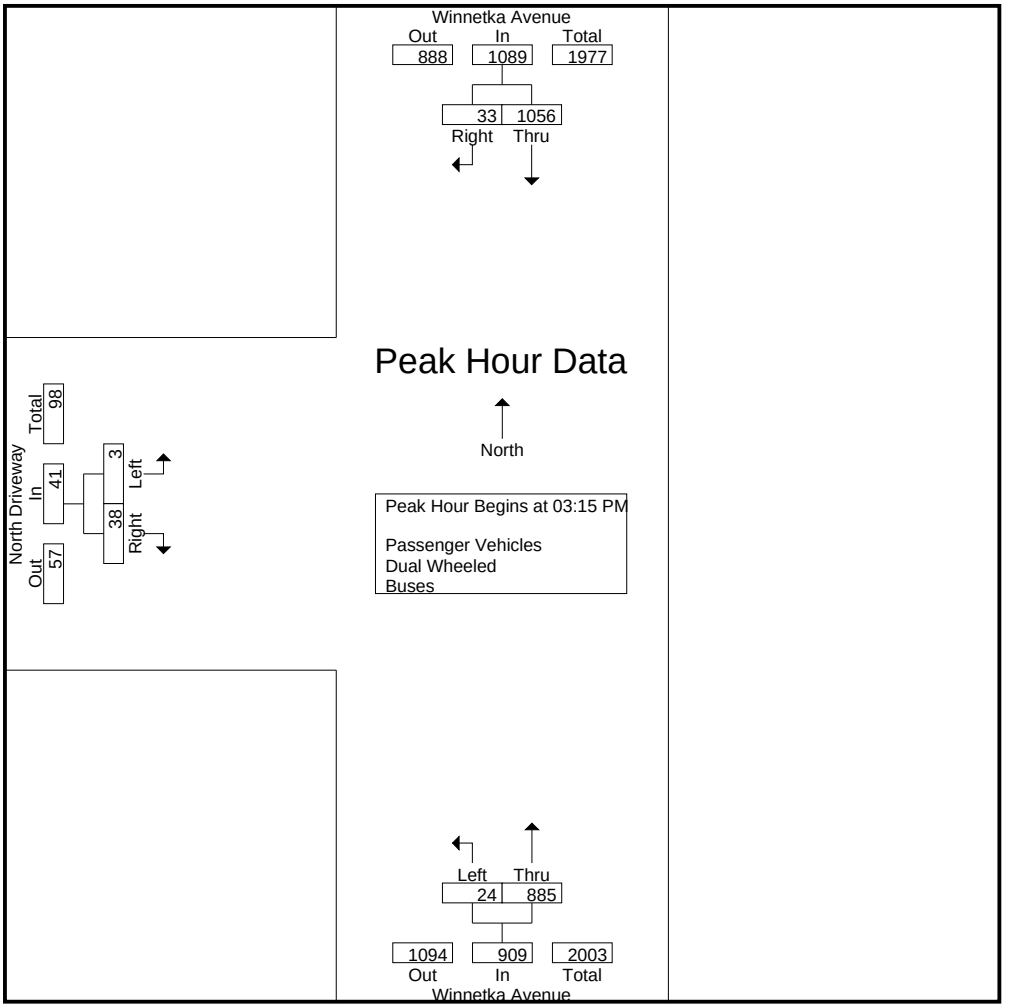
City of Los Angeles
N/S: Winnetka Avenue
E/W: North Driveway
Weather: Clear

File Name : 08_LAC_Win_N DW PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM			04:30 PM			03:15 PM		
+0 mins.	238	6	244	**8**	**241**	**249**	**1**	11	12
+15 mins.	**293**	6	**299**	7	210	217	0	8	8
+30 mins.	271	10	281	6	228	234	1	6	7
+45 mins.	254	**11**	265	3	213	216	1	**13**	**14**
Total Volume	1056	33	1089	24	892	916	3	38	41
% App. Total	97	3		2.6	97.4		7.3	92.7	
PHF	.901	.750	.911	.750	.925	.920	.750	.731	.732

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Winnetka Avenue

East/West South Driveway/Larian Way

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

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

	N/B	S/B	E/B	W/B
DUAL-WHEELED	103	106	3	10
BIKES	13	11	1	0
BUSES	22	13	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	247	7.45	281	8.00	6	9.30	5	7.00
PM PK 15 MIN	249	4.30	300	3.30	18	5.00	4	3.30
AM PK HOUR	901	7.30	1013	7.30	14	9.00	11	7.00
PM PK HOUR	932	4.30	1099	3.15	56	4.15	11	3.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	788	1	798
8-9	30	720	3	753
9-10	19	510	2	531
3-4	16	886	6	908
4-5	21	860	2	883
5-6	31	857	2	890
TOTAL	126	4621	16	4763

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	869	9	882
8-9	8	889	21	918
9-10	5	625	28	658
3-4	9	999	1	1009
4-5	6	924	6	936
5-6	6	868	3	877
TOTAL	38	5174	68	5280

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1680	0	0	32	0
1671	0	0	49	0
1189	0	0	62	0
1917	2	0	58	0
1819	0	0	52	0
1767	0	0	40	0
10043	2	0	293	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	0	4	6
8-9	0	1	7	8
9-10	3	1	10	14
3-4	10	3	30	43
4-5	13	2	30	45
5-6	9	0	37	46
TOTAL	37	7	118	162

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	1	8	11
8-9	1	1	5	7
9-10	0	1	3	4
3-4	2	0	7	9
4-5	4	0	6	10
5-6	2	1	3	6
TOTAL	11	4	32	47

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
17	4	0	4	0
15	2	0	4	0
18	3	0	7	0
52	2	0	2	0
55	3	1	4	0
52	3	0	2	0
209	17	1	23	0

(Rev Oct 06)

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City of Los Angeles
N/S: Winnetka Avenue
E/W: South Driveway/Larian Way
Weather: Clear

File Name : 09_LAC_Win_Lar AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Larian Way Westbound				Winnetka Avenue Northbound				South Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	185	4	190	1	1	3	5	5	158	0	163	2	0	3	5	363
07:15 AM	2	203	2	207	0	0	2	2	1	181	0	182	0	0	0	0	391
07:30 AM	0	210	1	211	0	0	2	2	1	204	1	206	0	0	0	0	419
07:45 AM	1	271	2	274	1	0	1	2	2	245	0	247	0	0	1	1	524
Total	4	869	9	882	2	1	8	11	9	788	1	798	2	0	4	6	1697
08:00 AM	3	273	5	281	0	1	1	2	7	209	1	217	0	0	5	5	505
08:15 AM	2	239	6	247	1	0	3	4	9	221	1	231	0	0	0	0	482
08:30 AM	1	203	6	210	0	0	0	0	10	150	0	160	0	1	0	1	371
08:45 AM	2	174	4	180	0	0	1	1	4	140	1	145	0	0	2	2	328
Total	8	889	21	918	1	1	5	7	30	720	3	753	0	1	7	8	1686
09:00 AM	1	172	16	189	0	0	0	0	4	132	0	136	1	1	1	3	328
09:15 AM	2	153	5	160	0	0	1	1	6	137	1	144	1	0	1	2	307
09:30 AM	1	167	3	171	0	0	1	1	5	119	0	124	0	0	6	6	302
09:45 AM	1	133	4	138	0	1	1	2	4	122	1	127	1	0	2	3	270
Total	5	625	28	658	0	1	3	4	19	510	2	531	3	1	10	14	1207
Grand Total	17	2383	58	2458	3	3	16	22	58	2018	6	2082	5	2	21	28	4590
Apprch %	0.7	96.9	2.4		13.6	13.6	72.7		2.8	96.9	0.3		17.9	7.1	75		
Total %	0.4	51.9	1.3	53.6	0.1	0.1	0.3	0.5	1.3	44	0.1	45.4	0.1	0	0.5	0.6	
Passenger Vehicles	13	2321	57	2391	2	2	11	15	58	1958	6	2022	5	1	20	26	4454
% Passenger Vehicles	76.5	97.4	98.3	97.3	66.7	66.7	68.8	68.2	100	97	100	97.1	100	50	95.2	92.9	97
Dual Wheeled	4	56	1	61	1	1	5	7	0	51	0	51	0	1	1	2	121
% Dual Wheeled	23.5	2.3	1.7	2.5	33.3	33.3	31.2	31.8	0	2.5	0	2.4	0	50	4.8	7.1	2.6
Buses	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
% Buses	0	0.3	0	0.2	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.3

	Winnetka Avenue Southbound				Larian Way Westbound				Winnetka Avenue Northbound				South Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	210	1	211	0	0	2	2	1	204	**1**	206	0	0	0	0	419
07:45 AM	1	271	2	274	**1**	0	1	2	2	**245**	0	**247**	0	0	1	1	**524**
08:00 AM	**3**	**273**	5	**281**	0	**1**	1	2	7	209	1	217	0	0	**5**	**5**	505
08:15 AM	2	239	**6**	247	1	0	**3**	**4**	**9**	221	1	231	0	0	0	0	482
Total Volume	6	993	14	1013	2	1	7	10	19	879	3	901	0	0	6	6	1930
% App. Total	0.6	98	1.4		20	10	70		2.1	97.6	0.3		0	0	100		
PHF	.500	.909	.583	.901	.500	.250	.583	.625	.528	.897	.750	.912	.000	.000	.300	.300	.921

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PO Box 1178
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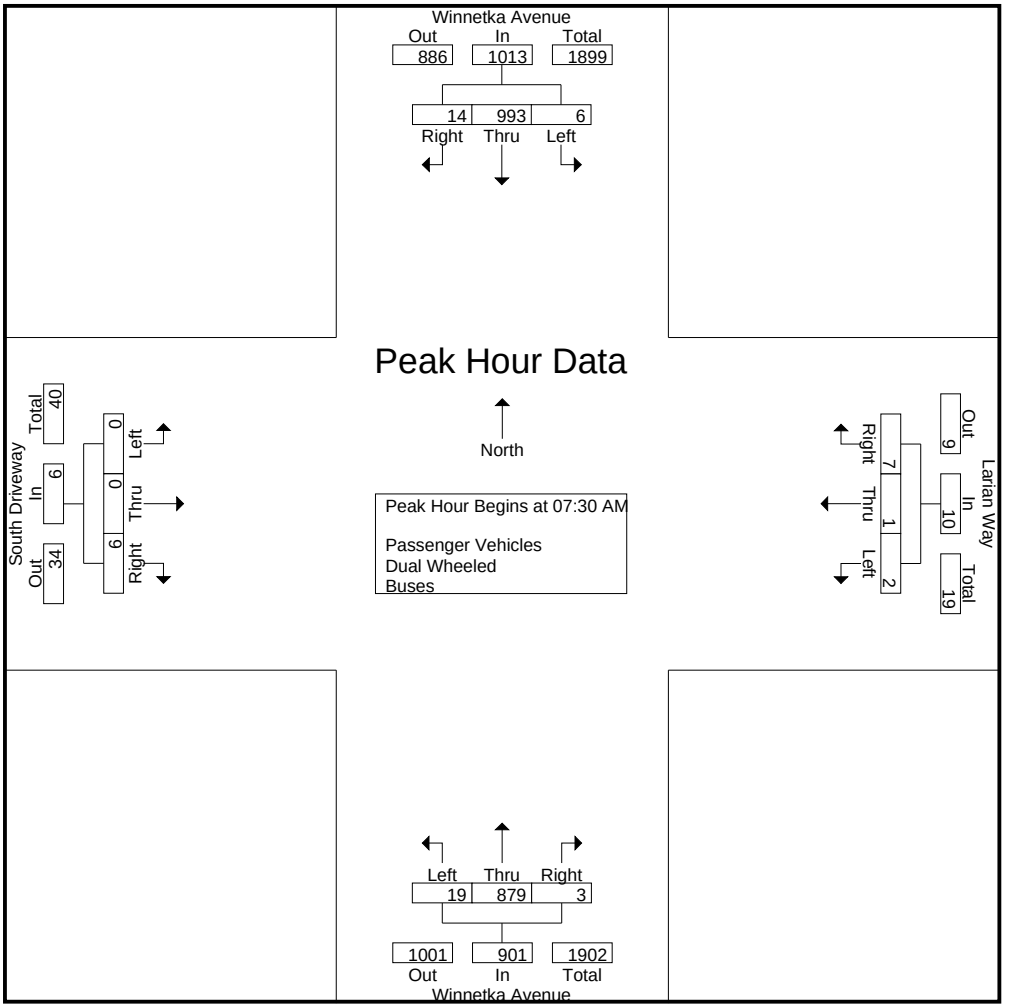
(951) 268-6268

City of Los Angeles
N/S: Winnetka Avenue
E/W: South Driveway/Larian Way
Weather: Clear

File Name : 09_LAC_Win_Lar AM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				09:00 AM			
+0 mins.	0	210	1	211	**1**	**1**	**3**	**5**	1	204	**1**	206	**1**	**1**	1	3
+15 mins.	1	271	2	274	0	0	2	2	2	**245**	0	**247**	1	0	1	2
+30 mins.	**3**	**273**	5	**281**	0	0	2	2	7	209	1	217	0	0	**6**	**6**
+45 mins.	2	239	**6**	247	1	0	1	2	**9**	221	1	231	1	0	2	3
Total Volume	6	993	14	1013	2	1	8	11	19	879	3	901	3	1	10	14
% App. Total	0.6	98	1.4		18.2	9.1	72.7		2.1	97.6	0.3		21.4	7.1	71.4	
PHF	.500	.909	.583	.901	.500	.250	.667	.550	.528	.897	.750	.912	.750	.250	.417	.583

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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Larian Way Westbound				Winnetka Avenue Northbound				South Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	180	1	182	2	0	1	3	4	206	3	213	1	0	8	9	407
03:15 PM	3	246	0	249	0	0	1	1	4	229	1	234	2	0	11	13	497
03:30 PM	3	297	0	300	0	0	4	4	5	240	1	246	7	1	7	15	565
03:45 PM	2	276	0	278	0	0	1	1	3	211	1	215	0	2	4	6	500
Total	9	999	1	1009	2	0	7	9	16	886	6	908	10	3	30	43	1969
04:00 PM	2	266	4	272	1	0	2	3	5	206	1	212	1	0	6	7	494
04:15 PM	0	191	0	191	0	0	3	3	6	201	0	207	2	2	8	12	413
04:30 PM	3	244	2	249	1	0	1	2	3	245	1	249	8	0	6	14	514
04:45 PM	1	223	0	224	2	0	0	2	7	208	0	215	2	0	10	12	453
Total	6	924	6	936	4	0	6	10	21	860	2	883	13	2	30	45	1874
05:00 PM	2	269	0	271	0	0	1	1	8	220	1	229	4	0	14	18	519
05:15 PM	2	226	1	229	1	0	1	2	10	229	0	239	1	0	9	10	480
05:30 PM	0	194	1	195	1	1	0	2	5	221	1	227	2	0	6	8	432
05:45 PM	2	179	1	182	0	0	1	1	8	187	0	195	2	0	8	10	388
Total	6	868	3	877	2	1	3	6	31	857	2	890	9	0	37	46	1819
Grand Total	21	2791	10	2822	8	1	16	25	68	2603	10	2681	32	5	97	134	5662
Apprch %	0.7	98.9	0.4		32	4	64		2.5	97.1	0.4		23.9	3.7	72.4		
Total %	0.4	49.3	0.2	49.8	0.1	0	0.3	0.4	1.2	46	0.2	47.4	0.6	0.1	1.7	2.4	
Passenger Vehicles	19	2741	10	2770	8	1	13	22	67	2539	10	2616	32	4	97	133	5541
% Passenger Vehicles	90.5	98.2	100	98.2	100	100	81.2	88	98.5	97.5	100	97.6	100	80	100	99.3	97.9
Dual Wheeled	2	43	0	45	0	0	3	3	1	51	0	52	0	1	0	1	101
% Dual Wheeled	9.5	1.5	0	1.6	0	0	18.8	12	1.5	2	0	1.9	0	20	0	0.7	1.8
Buses	0	7	0	7	0	0	0	0	0	13	0	13	0	0	0	0	20
% Buses	0	0.3	0	0.2	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0.4

	Winnetka Avenue Southbound				Larian Way Westbound				Winnetka Avenue Northbound				South Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**3**	246	0	249	0	0	1	1	4	229	**1**	234	2	0	**11**	13	497
03:30 PM	3	**297**	0	**300**	0	0	**4**	**4**	**5**	**240**	1	**246**	**7**	1	7	**15**	**565**
03:45 PM	2	276	0	278	0	0	1	1	3	211	1	215	0	**2**	4	6	500
04:00 PM	2	266	**4**	272	**1**	0	2	3	5	206	1	212	1	0	6	7	494
Total Volume	10	1085	4	1099	1	0	8	9	17	886	4	907	10	3	28	41	2056
% App. Total	0.9	98.7	0.4		11.1	0	88.9		1.9	97.7	0.4		24.4	7.3	68.3		
PHF	.833	.913	.250	.916	.250	.000	.500	.563	.850	.923	1.00	.922	.357	.375	.636	.683	.910

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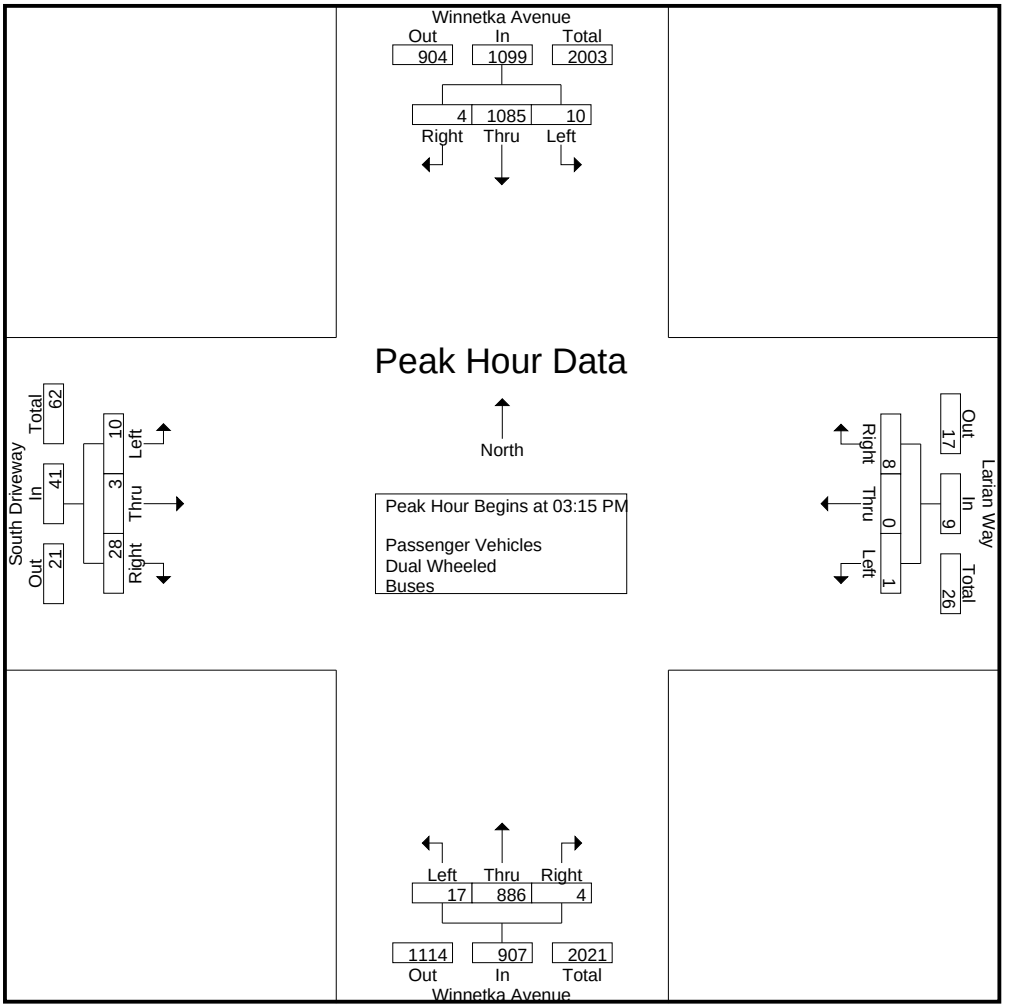

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM				03:30 PM				04:30 PM				04:15 PM			
+0 mins.	**3**	246	0	249	0	0	**4**	**4**	3	**245**	**1**	**249**	2	**2**	8	12
+15 mins.	3	**297**	0	**300**	0	0	1	1	7	208	0	215	**8**	0	6	14
+30 mins.	2	276	0	278	**1**	0	2	3	8	220	1	229	2	0	10	12
+45 mins.	2	266	**4**	272	0	0	3	3	**10**	229	0	239	4	0	**14**	**18**
Total Volume	10	1085	4	1099	1	0	10	11	28	902	2	932	16	2	38	56
% App. Total	0.9	98.7	0.4		9.1	0	90.9		3	96.8	0.2		28.6	3.6	67.9	
PHF	.833	.913	.250	.916	.250	.000	.625	.688	.700	.920	.500	.936	.500	.250	.679	.778

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Winnetka Avenue

East/West Nordhoff Street

Day: Wednesday **Date:** May 17, 2023 **Weather:** CLEAR

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

School Day: YES **District:** West Valley I/S CODE 41422

	N/B	S/B	E/B	W/B
DUAL-WHEELED	99	82	111	80
BIKES	14	17	16	16
BUSES	29	14	30	38

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	333	7.45	276	8.00	152	7.45	268	7.45
PM PK 15 MIN	249	3.30	308	3.30	322	4.30	210	5.00
AM PK HOUR	1135	7.30	958	7.30	526	7.30	875	7.45
PM PK HOUR	940	3.15	1113	3.15	1237	4.30	746	4.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	203	744	111	1058
8-9	167	674	124	965
9-10	87	511	115	713
3-4	81	731	113	925
4-5	69	738	111	918
5-6	54	691	129	874
TOTAL	661	4089	703	5453

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	693	108	820
8-9	35	715	117	867
9-10	47	461	126	634
3-4	69	892	78	1039
4-5	67	819	81	967
5-6	65	814	69	948
TOTAL	302	4394	579	5275

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1878	0	0	4	0
1832	2	0	0	0
1347	1	0	5	0
1964	3	0	2	0
1885	2	0	1	0
1822	6	0	3	0
10728	14	0	15	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	343	53	455
8-9	69	378	48	495
9-10	38	345	55	438
3-4	87	682	226	995
4-5	117	804	215	1136
5-6	111	803	164	1078
TOTAL	481	3355	761	4597

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	695	26	800
8-9	98	629	33	760
9-10	74	376	35	485
3-4	135	429	55	619
4-5	179	495	39	713
5-6	151	512	44	707
TOTAL	716	3136	232	4084

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1255	1	0	5	0
1255	0	0	5	1
923	4	1	8	0
1614	3	0	2	0
1849	5	1	3	0
1785	6	1	3	1
8681	19	3	26	2

(Rev Oct 06)

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Site Code : 05723450
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Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Winnetka Avenue Southbound				Nordhoff Street Westbound				Winnetka Avenue Northbound				Nordhoff Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	125	17	146	13	135	4	152	47	150	19	216	10	51	11	72	586
07:15 AM	5	183	33	221	23	170	5	198	43	158	25	226	8	84	13	105	750
07:30 AM	2	171	30	203	26	151	5	182	44	201	38	283	14	99	13	126	794
07:45 AM	8	214	28	250	17	239	12	268	69	235	29	333	27	109	16	152	1003
Total	19	693	108	820	79	695	26	800	203	744	111	1058	59	343	53	455	3133
08:00 AM	11	217	48	276	30	160	3	193	60	181	33	274	24	90	15	129	872
08:15 AM	10	197	22	229	24	172	11	207	39	186	20	245	19	89	11	119	800
08:30 AM	5	172	25	202	23	176	8	207	31	161	33	225	12	87	16	115	749
08:45 AM	9	129	22	160	21	121	11	153	37	146	38	221	14	112	6	132	666
Total	35	715	117	867	98	629	33	760	167	674	124	965	69	378	48	495	3087
09:00 AM	12	118	18	148	13	96	8	117	29	128	28	185	10	87	14	111	561
09:15 AM	5	117	17	139	20	96	3	119	21	139	31	191	8	92	13	113	562
09:30 AM	15	112	46	173	20	91	13	124	19	114	19	152	10	78	16	104	553
09:45 AM	15	114	45	174	21	93	11	125	18	130	37	185	10	88	12	110	594
Total	47	461	126	634	74	376	35	485	87	511	115	713	38	345	55	438	2270
Grand Total	101	1869	351	2321	251	1700	94	2045	457	1929	350	2736	166	1066	156	1388	8490
Apprch %	4.4	80.5	15.1		12.3	83.1	4.6		16.7	70.5	12.8		12	76.8	11.2		
Total %	1.2	22	4.1	27.3	3	20	1.1	24.1	5.4	22.7	4.1	32.2	2	12.6	1.8	16.3	
Passenger Vehicles	101	1833	334	2268	242	1649	87	1978	438	1892	344	2674	158	1012	132	1302	8222
% Passenger Vehicles	100	98.1	95.2	97.7	96.4	97	92.6	96.7	95.8	98.1	98.3	97.7	95.2	94.9	84.6	93.8	96.8
Dual Wheeled	0	31	16	47	4	38	7	49	19	30	2	51	6	41	24	71	218
% Dual Wheeled	0	1.7	4.6	2	1.6	2.2	7.4	2.4	4.2	1.6	0.6	1.9	3.6	3.8	15.4	5.1	2.6
Buses	0	5	1	6	5	13	0	18	0	7	4	11	2	13	0	15	50
% Buses	0	0.3	0.3	0.3	2	0.8	0	0.9	0	0.4	1.1	0.4	1.2	1.2	0	1.1	0.6

	Winnetka Avenue Southbound				Nordhoff Street Westbound				Winnetka Avenue Northbound				Nordhoff Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	171	30	203	26	151	5	182	44	201	**38**	283	14	99	13	126	794
07:45 AM	8	214	28	250	17	**239**	**12**	**268**	**69**	**235**	29	**333**	**27**	**109**	**16**	**152**	**1003**
08:00 AM	**11**	**217**	**48**	**276**	**30**	160	3	193	60	181	33	274	24	90	15	129	872
08:15 AM	10	197	22	229	24	172	11	207	39	186	20	245	19	89	11	119	800
Total Volume	31	799	128	958	97	722	31	850	212	803	120	1135	84	387	55	526	3469
% App. Total	3.2	83.4	13.4		11.4	84.9	3.6		18.7	70.7	10.6		16	73.6	10.5		
PHF	.705	.921	.667	.868	.808	.755	.646	.793	.768	.854	.789	.852	.778	.888	.859	.865	.865

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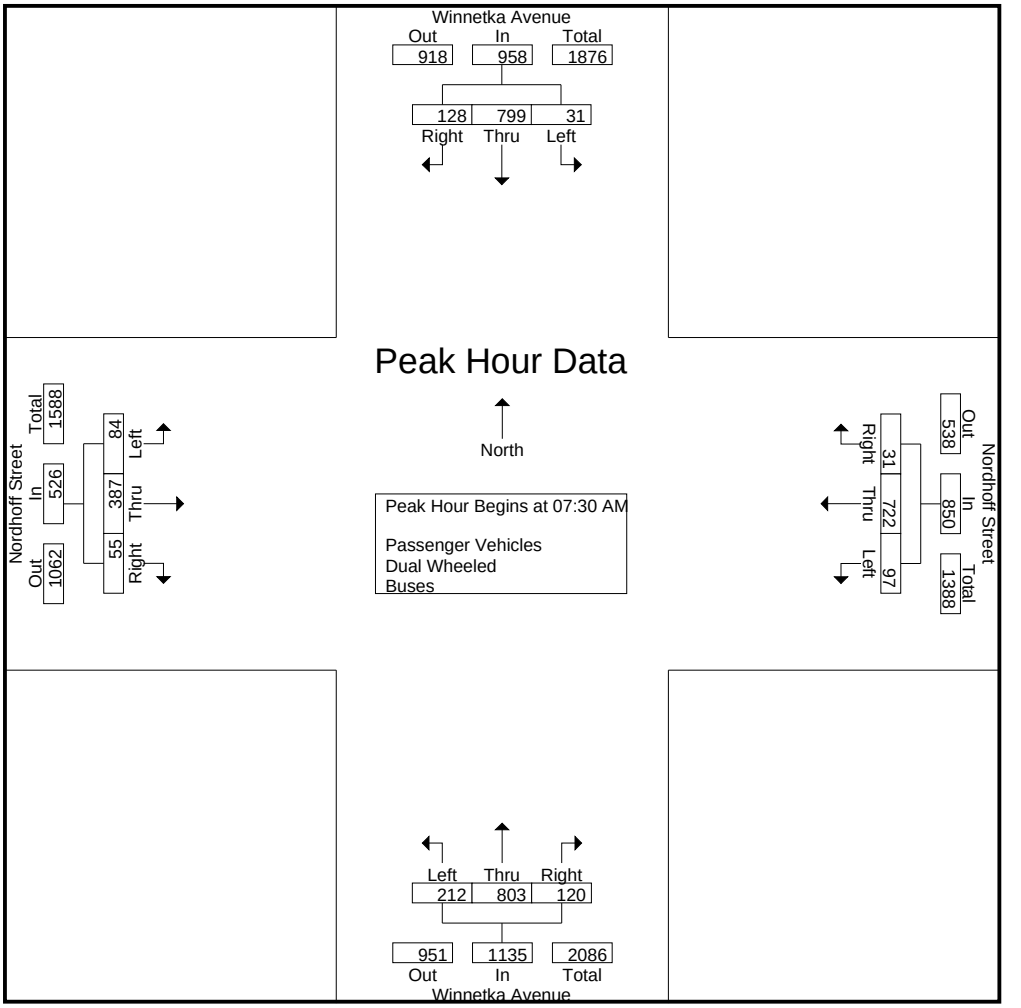

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	2	171	30	203	17	**239**	**12**	**268**	44	201	**38**	283	14	99	13	126
+15 mins.	8	214	28	250	**30**	160	3	193	**69**	**235**	29	**333**	**27**	**109**	**16**	**152**
+30 mins.	**11**	**217**	**48**	**276**	24	172	11	207	60	181	33	274	24	90	15	129
+45 mins.	10	197	22	229	23	176	8	207	39	186	20	245	19	89	11	119
Total Volume	31	799	128	958	94	747	34	875	212	803	120	1135	84	387	55	526
% App. Total	3.2	83.4	13.4		10.7	85.4	3.9		18.7	70.7	10.6		16	73.6	10.5	
PHF	.705	.921	.667	.868	.783	.781	.708	.816	.768	.854	.789	.852	.778	.888	.859	.865

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File Name : 10_LAC_Win_Nor PM
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Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

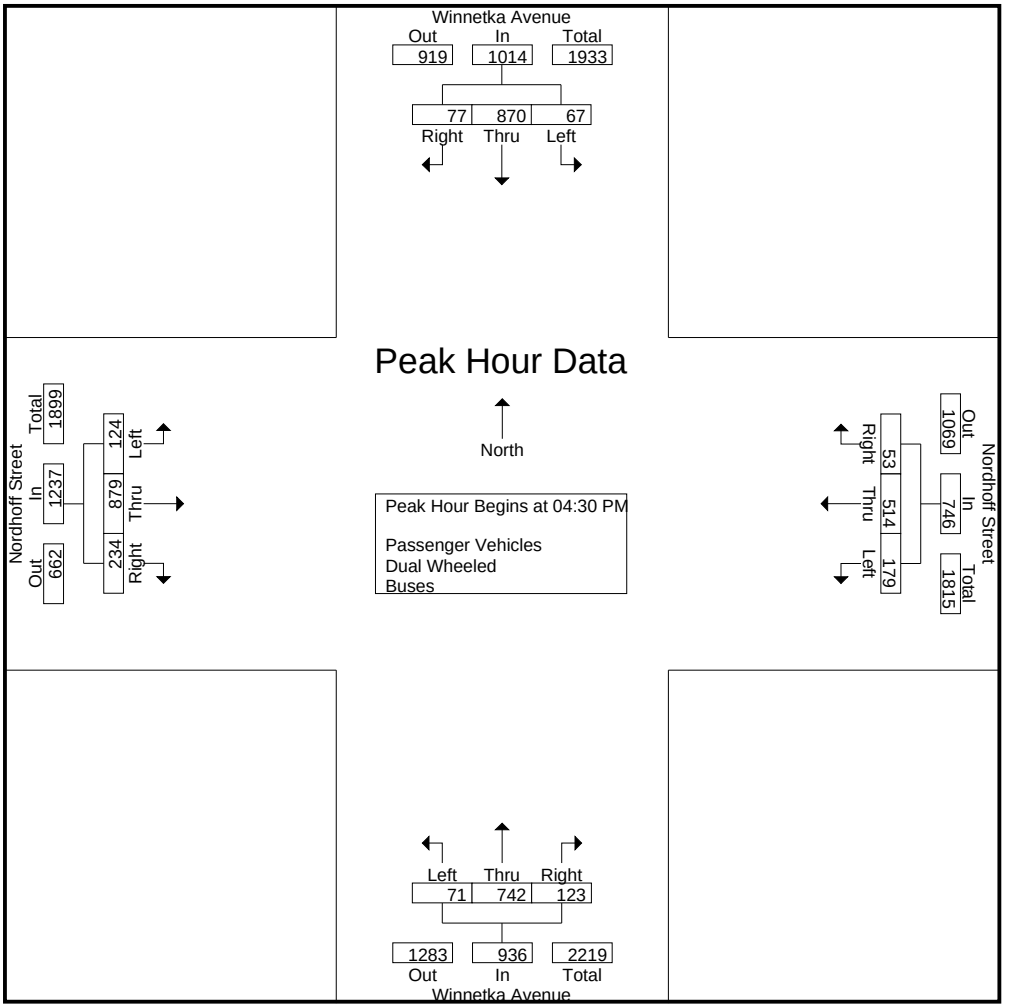
	Winnetka Avenue Southbound				Nordhoff Street Westbound				Winnetka Avenue Northbound				Nordhoff Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	11	154	20	185	37	118	12	167	22	174	18	214	22	122	46	190	756
03:15 PM	17	227	14	258	18	97	14	129	10	190	26	226	14	150	70	234	847
03:30 PM	22	263	23	308	37	109	18	164	23	194	32	249	32	194	59	285	1006
03:45 PM	19	248	21	288	43	105	11	159	26	173	37	236	19	216	51	286	969
Total	69	892	78	1039	135	429	55	619	81	731	113	925	87	682	226	995	3578
04:00 PM	17	215	27	259	49	123	10	182	18	184	27	229	37	188	50	275	945
04:15 PM	18	190	16	224	39	144	7	190	11	182	23	216	14	190	38	242	872
04:30 PM	18	192	20	230	57	105	13	175	27	189	33	249	39	213	70	322	976
04:45 PM	14	222	18	254	34	123	9	166	13	183	28	224	27	213	57	297	941
Total	67	819	81	967	179	495	39	713	69	738	111	918	117	804	215	1136	3734
05:00 PM	18	214	21	253	52	141	17	210	18	177	32	227	32	217	63	312	1002
05:15 PM	17	242	18	277	36	145	14	195	13	193	30	236	26	236	44	306	1014
05:30 PM	15	180	15	210	35	104	6	145	15	164	37	216	38	167	34	239	810
05:45 PM	15	178	15	208	28	122	7	157	8	157	30	195	15	183	23	221	781
Total	65	814	69	948	151	512	44	707	54	691	129	874	111	803	164	1078	3607
Grand Total	201	2525	228	2954	465	1436	138	2039	204	2160	353	2717	315	2289	605	3209	10919
Apprch %	6.8	85.5	7.7		22.8	70.4	6.8		7.5	79.5	13		9.8	71.3	18.9		
Total %	1.8	23.1	2.1	27.1	4.3	13.2	1.3	18.7	1.9	19.8	3.2	24.9	2.9	21	5.5	29.4	
Passenger Vehicles	194	2498	219	2911	461	1393	134	1988	192	2114	345	2651	307	2252	595	3154	10704
% Passenger Vehicles	96.5	98.9	96.1	98.5	99.1	97	97.1	97.5	94.1	97.9	97.7	97.6	97.5	98.4	98.3	98.3	98
Dual Wheeled	7	19	9	35	0	28	3	31	12	32	4	48	8	24	8	40	154
% Dual Wheeled	3.5	0.8	3.9	1.2	0	1.9	2.2	1.5	5.9	1.5	1.1	1.8	2.5	1	1.3	1.2	1.4
Buses	0	8	0	8	4	15	1	20	0	14	4	18	0	13	2	15	61
% Buses	0	0.3	0	0.3	0.9	1	0.7	1	0	0.6	1.1	0.7	0	0.6	0.3	0.5	0.6

	Winnetka Avenue Southbound				Nordhoff Street Westbound				Winnetka Avenue Northbound				Nordhoff Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**18**	192	20	230	**57**	105	13	175	**27**	189	**33**	**249**	**39**	213	**70**	**322**	976
04:45 PM	14	222	18	254	34	123	9	166	13	183	28	224	27	213	57	297	941
05:00 PM	18	214	**21**	253	52	141	**17**	**210**	18	177	32	227	32	217	63	312	1002
05:15 PM	17	**242**	18	**277**	36	**145**	14	195	13	**193**	30	236	26	**236**	44	306	**1014**
Total Volume	67	870	77	1014	179	514	53	746	71	742	123	936	124	879	234	1237	3933
% App. Total	6.6	85.8	7.6		24	68.9	7.1		7.6	79.3	13.1		10	71.1	18.9		
PHF	.931	.899	.917	.915	.785	.886	.779	.888	.657	.961	.932	.940	.795	.931	.836	.960	.970

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Winnetka Avenue
E/W: Nordhoff Street
Weather: Clear

File Name : 10_LAC_Win_Nor PM
Site Code : 05723450
Start Date : 5/17/2023
Page No : 2



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:15 PM				04:30 PM				03:15 PM				04:30 PM			
+0 mins.	17	227	14	258	**57**	105	13	175	10	190	26	226	**39**	213	**70**	**322**
+15 mins.	**22**	**263**	23	**308**	34	123	9	166	23	**194**	32	**249**	27	213	57	297
+30 mins.	19	248	21	288	52	141	**17**	**210**	**26**	173	**37**	236	32	217	63	312
+45 mins.	17	215	**27**	259	36	**145**	14	195	18	184	27	229	26	**236**	44	306
Total Volume	75	953	85	1113	179	514	53	746	77	741	122	940	124	879	234	1237
% App. Total	6.7	85.6	7.6		24	68.9	7.1		8.2	78.8	13		10	71.1	18.9	
PHF	.852	.906	.787	.903	.785	.886	.779	.888	.740	.955	.824	.944	.795	.931	.836	.960

APPENDIX D

DETAILED PLANS, PROGRAMS, ORDINANCES, AND POLICIES REVIEW

LADOT

Attachment D: Plan, Policy, and Program Consistency Worksheet

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

□ Yes ☒ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☒ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☒ N/A *

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☒ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☒ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

BOE has recommended a one-foot dedication along Prairie Street and Oso Avenue, as well as a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Prairie Street and Oso Avenue. Dedication and improvement requirements for the Project will be confirmed with BOE and the Department of City Planning.

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

□ Yes ☒ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** □ No ☒ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** □ No ☒ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

□ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

□ Yes □ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☒ Yes □ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☒ Yes □ **No** □ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☒ Yes ☐ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☒ **No** ☐ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☒ Yes ☐ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☐ Yes ☒ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☐ Yes ☐ **No** ☒ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☒ Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☒ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☐ No ☒ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Detailed Responses in Support of General Consistency with Transportation-Related Plans, Programs, Ordinances, or Policies (Adapted from Attachment D in *LADOT Transportation Assessment Guidelines*, August 2022)

The items below correspond with the TAG Attachment D: Plan, Policy, and Program Consistency Worksheet. Defined terms below have the same meanings as in the Transportation Assessment.

A. MOBILITY PLAN 2035 PROW CLASSIFICATION STANDARDS FOR DEDICATIONS AND IMPROVEMENTS

The Project does not include additions or new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. The Project proposes to reutilize the existing 118,784 square-foot building for a new Tesla Delivery Hub and Service Center. The Project Site has frontage along Winnetka Avenue, which is designated as a Boulevard II under the Mobility Plan 2035 Street Standards Plan. Additionally, the Project has frontage along Prairie Street and Oso Avenue, which are both designated as a Collector under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned [Q]M2-1 and P-1 per the LAMC. The City's Bureau of Engineering ("BOE") has recommended[1] that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and the City's Department of City Planning ("LADCP"). The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project does not conflict with any dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designation and Standard Roadway Dimensions requirements.

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

- BOE has recommended that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and LADCP. The Project will not alter adjacent streets or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets.

[1] *Case No. CPC-2023-4890-VZC-CU (9201-9205 North Winnetka Avenue),* Bureau of Engineering (BOE), September 19, 2023.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

- The Project would not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. While the Project's proposed uses are not expected to generate many pedestrian trips, the Project facilitates pedestrian access and connectivity. Pedestrian access to the Project Site will be provided via an existing pedestrian access point along the south side of Prairie Street, the driveways along the Winnetka Avenue, Prairie Street, and Oso Avenue frontages, as well as the access points from the adjacent commercial center to the east. The Project would not alter the existing sidewalks along the Project Site's Winnetka Avenue, Prairie Street, and Oso Avenue frontages. The perimeter of the building includes paved pathways to separate pedestrian and vehicle/truck traffic. The pedestrian entrance to the Project buildings will be located away from any truck loading/delivery areas to minimize potential conflict with truck traffic. The Project would not conflict with Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure within the public right-of-way.

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 3.2 – People with Disabilities.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project does not include additions or new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. The Project proposes to reutilize the existing 118,784 square-foot building for a new Tesla Delivery Hub and Service Center. The Project Site has frontage along Winnetka Avenue, which is designated as a Boulevard II under the Mobility Plan 2035 Street Standards Plan. Additionally, the Project has frontage along Prairie Street and Oso Avenue, which are both designated as a Collector under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned [Q]M2-1 and P-1 per the LAMC. BOE has recommended that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and LADCP. Therefore, the Project does not conflict with any dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designation and Standard Roadway Dimensions requirements.

Mobility Plan 2035 Networks

- The Project Site has frontage along the following networks in Mobility Plan 2035:
    - Neighborhood Enhanced Network: Oso Avenue
    - Bicycle Network (Tier 2 –Bicycle Lane Network): Winnetka Avenue

Mobility Plan 2035 Policy 2.4 – Neighborhood Enhanced Network. Provide a slow speed network of locally serving streets.

- Oso Avenue has been included within the City's NEN. Sidewalks are provided on Oso Avenue along the Project Site's frontage. The Project will not preclude or conflict with any potential modifications to Oso Avenue as part of the NEN. The Project will not modify Oso Avenue in a manner that would substantially increase travel speed. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 2.4 – Neighborhood Enhanced Network.

Mobility Plan 2035 Policy 2.6 – Bicycle Networks. Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

- Winnetka Avenue has been included within the Mobility Plan 2035 Bicycle Network. Specifically, Winnetka Avenue has been designated as Tier 2 facility (Bicycle Lane Network). Class II Bicycle Lanes are provided in each direction on Winnetka Avenue. The Project would not alter the existing Class II Bicycle Lanes on Winnetka Avenue, nor would it preclude the City from making improvements to the existing infrastructure. Additionally, the Project would not preclude the City from installing bicycle infrastructure on any roadway within the Project vicinity. Therefore, the Project does not conflict with Mobility Plan 2035 Policy 2.6 – Bicycle Networks.

B. MOBILITY PLAN 2035 PROW POLICY ALIGNMENT WITH PROJECT-INITIATED CHANGES

B.1. Project-Initiated Changes to the PROW Dimensions

The Project will not physically modify the curb placement or turning radius, nor does it physically alter the sidewalk and parkways space, in a manner that would change how people access the Project Site. The Project complies with the Mobility Plan 2035 policies outlined below.

Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

- BOE has recommended that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and LADCP. The Project will not alter adjacent streets or the right-of-way in a

manner that would preclude or conflict future changes by various City Departments. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 2.1 – Adaptive Reuse of Streets.

Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure. Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

- The Project would not alter pedestrian infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. While the Project's proposed uses are not expected to generate many pedestrian trips, the Project facilitates pedestrian access and connectivity. Pedestrian access to the Project Site will be provided via an existing pedestrian access point along the south side of Prairie Street, the driveways along the Winnetka Avenue, Prairie Street, and Oso Avenue frontages, as well as the access points from the adjacent commercial center to the east. The Project would not alter the existing sidewalks along the Project Site's Winnetka Avenue, Prairie Street, and Oso Avenue frontages. The perimeter of the building includes paved pathways to separate pedestrian and vehicle/truck traffic. The pedestrian entrance to the Project buildings will be located away from any truck loading/delivery areas to minimize potential conflict with truck traffic. The Project would not conflict with Mobility Plan 2035 Policy 2.3 – Pedestrian Infrastructure.

Mobility Plan 2035 Policy 3.2 – People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure within the public right-of-way.

- The Project will not alter existing ADA infrastructure or the right-of-way in a manner that would preclude or conflict future changes by various City Departments. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 3.2 – People with Disabilities.

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.

- Loading activities associated with service and delivery operations, trash collection, and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling containers will be located at the rear of the building, at the easterly portion of the Project Site. Service and delivery vehicles will utilize the Oso Avenue Driveway to access the Project's service and loading areas and will utilize the Prairie Street Westerly Driveway to exit the Project Site. No off-site loading areas are proposed as part of the Project. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 2.10 – Loading Areas.

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

- The Project does not propose new construction along a street designated as a Boulevard I and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone. Winnetka Avenue is designated as a Boulevard II under the Mobility Plan 2035 Street Standards Plan. Prairie Street and Oso Avenue are both designated as a Collector under the Mobility Plan 2035 Street Standards Plan. The Project Site is zoned [Q]M2-1 and P-1 per the LAMC. BOE has recommended that the Project provide a one-foot dedication along Prairie Street and Oso Avenue. Additionally, BOE has recommended a 15-foot radius property line return or a 10-foot by 10-foot corner cut dedication at the intersection of Oso Avenue and Prairie Street. Dedication and improvement requirements for the Project will be confirmed with BOE and LADCP. Therefore, the Project does not conflict with any dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designation and Standard Roadway Dimensions requirements.

B.2. Driveway Access

The Project does not add new driveways along a street designated as an Avenue or a Boulevard, therefore, the Project does not conflict with LADOT Manual of Policy and Procedures ("MPP"), Section 321, Driveway Design. Vehicular access to the Project Site 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. Truck access to the Project Site will be provided via the existing Oso Avenue driveway. Additional vehicle 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. It is noted that Winnetka Avenue is designated as a Boulevard II under the Mobility Plan 2035 Street Standards Plan, and both Prairie Street and Oso Avenue are designated as a Collector under the Mobility Plan 2035 Street Standards Plan.

Mobility Plan 2035 Policy 2.10 – Loading Areas. Facilitate the provision of on and off-site street loading areas.

- Loading activities associated with service and delivery operations, trash collection, and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling containers will be located at the rear of the building, at the easterly portion of the Project Site. Service and delivery vehicles will utilize the Oso Avenue Driveway to access the Project's service and loading areas and will utilize the Prairie Street Westerly Driveway to exit the Project Site. No off-site loading areas are proposed as part of the Project. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 2.10 – Loading Areas.

Mobility Plan 2035 Program PL.1. Driveway Access. Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.

- The Project Site has frontage along Winnetka Avenue, which is designated as a Boulevard II under the Mobility Plan 2035 Street Standards Plan. Additionally, the Project Site has frontage along Prairie Street and Oso Avenue, which are both designated as a Collector under the Mobility Plan 2035 Street Standards Plan. Vehicular access to the Project would be provided via the existing driveway along the west side of Winnetka Avenue (signed as Larian Way) and the Westerly Prairie Street Driveway. Inbound truck access would be provided via the existing Oso Avenue driveway, while outbound truck access would be provided via the Westerly Prairie Street Driveway. Additionally, vehicle 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. Truck access to the Project Site will not be permitted from either Winnetka Avenue driveway.

Citywide Design Guidelines – Guideline 2. Carefully incorporate vehicular access such that it does not degrade the pedestrian experience, in accordance with the Site Planning Best Practices listed below.

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*

    - The Project prioritizes pedestrian access first. The Project will maintain the existing curb cuts along Winnetka Avenue, Prairie Street, and Oso Avenue and will not add new curb cuts within the public right-of-way. The Project will include a fence around the Project Site to separate vehicular and pedestrian circulation. The pedestrian access point from the sidewalk on Prairie Street will be maintained with the Project, and the Project will not result in the modifications to the existing sidewalks on Winnetka Avenue, Prairie Street, and Oso Avenue. The Project will result in the loss of 95 parking spaces. The driveways on Prairie Street and Oso Avenue are located away from intersections. Parking is located away from the public right-of-way.

- *Minimize both the number of driveway entrances and overall driveway widths.*

    - The existing curb cuts along Winnetka Avenue, Prairie Street, and Oso Avenue will be maintained. The Project does not propose the addition of new curb cuts along the public right-of-way.

- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*

    - The Project does not propose any on-street drop-off/pick-up areas.

- *Orient vehicular access as far from street intersections as possible.*

    - The Project will result in the retention of the driveways on Winnetka Avenue, Prairie Street, and Oso Avenue. The Winnetka Avenue driveway (signed as Larian Way) is at a signalized intersection. The Westerly Prairie Street Driveway is located approximately 550 feet west of the signalized Winnetka Avenue / Prairie Street intersection (measured from the centerline of the Westerly Prairie Street Driveway to the prolongation of the Winnetka Avenue curb line) and approximately 675 feet east of the Oso Avenue / Prairie Street intersection (measured from the centerline of the Westerly Prairie Street Driveway to the prolongation of the Oso Avenue curb line). The Oso Avenue driveway is located at the end of the cul-de-sac, as far from the Oso Avenue / Winnetka Avenue intersection as possible.

- *Place drive-through elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*

    - The Project does not propose any drive-through elements.

- *Ensure that loading areas do not interfere with onsite pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

    - Loading activities associated with service and delivery operations, trash collection, and waste management for the Project will occur off-street and internal to the Project Site. Trash and recycling containers will be located at the rear of the building, at the easterly portion of the Project Site. Service and delivery vehicles will utilize the Oso Avenue Driveway to access the Project's service and loading areas and will utilize the Prairie Street Westerly Driveway to exit the Project Site. Trucks will access the Project Site utilizing a separate entrance to minimize truck conflicts with automobile and pedestrian circulation.

C. NETWORK ACCESS

C.1. Alley, Street and Stairway Access

The Project does not conflict with Mobility Plan 2035 policy below because it will not vacate or otherwise restrict public access to a street, alley, or public stairway.

Mobility Plan 2035 Policy 3.9 – Increased Network Access. Discourage the vacation of public rights-of-way.

- The Project will not vacate any public rights-of-way. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 3.9 – Increased Network Access.

C.2. New Cul-de-sacs

The Project does not conflict with the Mobility Plan 2035 policy below because while the Project is located adjacent to an existing cul-de-sac, it will not modify the cul-de-sac in a manner which would result in loss of access for active transportation options.

Mobility Plan 2035 Policy 3.10 – Cul-de-sacs. Discourage the use of cul-de-sacs that do not provide access for active transportation options.

- While the Project Site is located next to an adjacent cul-de-sac, Oso Avenue, access for all modes of transportation would be provided. The Project's Oso Avenue frontage is included in the City's NEN. The Project will not preclude or conflict with any potential modifications to Oso Avenue as part of the NEN. The Project will not modify Oso Avenue in a manner that would substantially increase travel speed. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 3.10 – Cul-de-sacs.

D. Parking Supply and Transportation Demand Management

The Project is consistent with the Mobility Plan 2035 polices below because while it provides vehicle parking in excess of the requirements of the LAMC, the Project properly balances parking and land use management. Upon completion of the Project, a total of 1,147 parking spaces will be provided within the onsite surface parking lot (a reduction of 95 parking spaces). 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. The Project will also provide short-term and long-term bicycle parking in excess of LAMC requirements.

The Project Applicant will comply with the City's existing transportation demand management ("TDM") Ordinance in LAMC Section 12.26.J. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

Therefore, the Project does not conflict with the LAMC vehicle and bicycle parking requirements or the City's TDM measures.

Mobility Plan 2035 Policy 3.8 – Bicycle Parking. Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.

- The Project is required to provide 12 short-term and 12 long-term bicycle parking spaces in accordance with the LAMC. Per the Certificate of Occupancy issued for the existing theater building, 26 bicycle parking spaces are to be provided on the Project Site. The Project will provide a total of 28 bicycle parking spaces onsite. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 3.8 – Bicycle Parking.

Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.

- As described in Section 2.10 of the Transportation Assessment, the Project will utilize three TDM strategies as Mitigation Measures or Project Design Features: Transit Subsidies, Ride-Share Program, and Include Bike Parking per the LAMC. The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the LAMC Section 12.26.J) and the other requirements per the City's Municipal Code. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project. Therefore, the Project would not conflict with Mobility Plan 2035 Policy 4.8 – Transportation Demand Management Strategies.

Mobility Plan 2035 Policy 4.13 – Parking and Land Use Management. Balance on-street and off-street parking supply with other transportation and land use objectives.

- Upon completion of the Project, a total of 1,147 vehicular parking spaces will be provided within the onsite surface parking lot (a net reduction of 95 vehicular parking spaces). Of the 1,147 parking spaces to remain, 898 parking spaces will be repurposed as vehicle inventory/storage space, while 249 parking spaces will be remain for use by employees, customers, and visitors. Additionally, the Project will provide the LAMC-required number of short-term and long-term bicycle parking spaces. Moreover, the Project is located within a high-quality transit area ("HQTA") in *Connect SoCal*, the Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") of the Southern California Association of Governments ("SCAG") and is currently served by many local lines and regional/commuter lines via stops located within convenient walking distance along Winnetka Avenue, Oso Avenue, Plummer Street, Prairie Street, Nordhoff Street, and other nearby streets.

  The Project would not conflict with the portion of Policy 4.13 that discourages utilizing land for parking that could have been used for other valuable uses since the onsite parking

will be located along the easterly portion of the Project Site, as well as the perimeter of the building.

Parking requirements for the Project are per the State Enterprise Zone (two spaces per 1,000 square feet of floor area). While the Project would include parking in excess of the minimum requirements as determined per the State Enterprise Zone, it would include features to encourage walking and bicycling and bicycle parking spaces in excess of LAMC requirements. Furthermore, the Project will implement a ride-share program to encourage high-occupancy vehicle trips to and from the Project Site and will proactively offer transit subsidies to employees. As discussed in Section 4.2 of the Transportation Assessment, the Project would be consistent with the applicable goals and objectives of *Connect SoCal,* the SCAG RTP/SCS, to locate jobs in infill locations served by public transportation. Therefore, the Project would not undermine broader regional goals of creating vibrant public spaces and a robust multi-modal transportation system.

Under CEQA, a project is considered consistent with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. Therefore, even though the Project's parking may exceed the minimum requirements as determined by the LAMC, the Project is consistent with the overall intent of Policy 4.13 – Parking and Land Use Management, and Mobility Plan 2035.

Moreover, any inconsistency with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation were adopted for the purpose of avoiding or mitigating an environmental effect and the inconsistency itself would result in a direct physical impact on the environment. The above policy is intended to implement broader regional goals, not to mitigate an environmental effect. Therefore, even if the Project's amount of parking was conservatively considered to be inconsistent with Policy 4.13, such inconsistency would not be considered to be a significant impact under CEQA.

E. CONSISTENCY WITH REGIONAL PLANS

The Project applies one of the City's efficiency-based impact thresholds (i.e., VMT per Employee) as discussed in Section 4.2 of the Transportation Assessment. The Project's VMT analysis concludes that the Project, with TDM mitigation, will not result in a significant Work VMT per Employee impact. As the Project will not result in a significant VMT impact, the Project is shown to be consistent with the VMT and greenhouse gas ("GHG") goals of the SCAG RTP/SCS.

Additional Review

The following provides a review of the transportation-related goals listed in the Plan for a Healthy Los Angeles (Healthy LA).

- The Project supports the transportation-related goals listed in Healthy LA. The Project is designed in a manner that facilitates travel on foot between the Project Site and the nearby destinations along the Vermont Avenue and Adams Boulevard corridors. The Project will provide bicycle parking spaces in excess of the LAMC requirements. The Project would not conflict with, limit or preclude the City's ability to implement programs and policies in furtherance of Healthy LA.

The following provides a review of relevant policies within the LADOT MPP.

- The LADOT MPP, Section 321, Driveway Design, includes driveway design standards to minimize adverse effects on-street traffic. The Project Site has frontage along Winnetka Avenue, which is designated as a Boulevard II under the Mobility Plan 2035 Street Standards Plan, as well as Prairie Street and Oso Avenue, which are both designated as a Collector under the Mobility Plan 2035 Street Standards Plan. Vehicular access to the Project Site 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. Truck access to the Project Site will be provided via the existing Oso Avenue driveway. Additional vehicle 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 Project Site's frontage along Winnetka Avenue, Prairie Street, and Oso Avenue are approximately 62.33 linear feet, 909.03 linear feet, and 643.8 linear feet, respectively. Per LADOT MPP, Section 321, driveways on arterials with frontages greater than 250 feet should not be placed within 150 feet of the adjacent street. As the Project's Winnetka Avenue driveway (signed as Larian Way) is at a signalized intersection, this is not applicable, and the Project would not conflict with LADOT MPP, Section 321. On streets classified as a Collector or Local, MPP 321 states that driveways should not be placed within 75 feet of the adjacent street (for a project with frontage greater than 250 feet). The Westerly Prairie Street Driveway is located approximately 550 feet west of the signalized Winnetka Avenue / Prairie Street intersection (measured from the centerline of the Westerly Prairie Street Driveway to the prolongation of the Winnetka Avenue curb line) and approximately 675 feet east of the Oso Avenue / Prairie Street intersection (measured from the centerline of the Westerly Prairie Street Driveway to the prolongation of the Oso Avenue curb line). The Oso Avenue driveway is located at the end of the cul-de-sac, approximately 550 feet from the Oso Avenue / Winnetka Avenue intersection (measured from the centerline of the Oso Avenue driveway to the prolongation of the Prairie Street curb line). Therefore, the Project would not conflict with the LADOT MPP, Section 321.

The following provides a review of Vision Zero.

- Vision Zero is a plan that strives to eliminate traffic-related deaths in Los Angeles by 2025 through strategies, such as modifying streets to better serve vulnerable road users. Projects located in the HIN should make improvements or fund them. The Project Site's Winnetka Avenue, Prairie Street, and Oso Avenue frontages are not included within the HIN. Furthermore, no roadways within a one-quarter mile radius of the Project Site are included in the HIN. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way along any roadways within the immediate vicinity of the Project Site.

The following provides a review of the Mobility Hubs Reader's Guide.

- The Mobility Hubs Reader's Guide specifically focuses on enhancing bicycle connections, providing vehicle sharing services, improving bus infrastructure, providing real-time transit and wayfinding information, and enhancing walkability and pedestrian connections. The Project would incorporate several components, including short- and long-term bicycle parking in excess of LAMC requirements that both facilitate and encourage employees to bicycle to and from the Project Site. Further, the Project will proactively aim to increase employee vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, and providing a website or message board to connect riders and coordinate rides. Additionally, the Project will proactively offer transit subsidies to employees. Lastly, the sidewalks surrounding the Project Site will be retained. The Project would not conflict with the Mobility Hubs Reader's Guide.

The following provides a review of the City's Walkability Checklist.

- The Project would result in the retention of all sidewalks along the Project Site's Winnetka Avenue, Prairie Street, and Oso Avenue frontages. Furthermore, the Project will result in the retention of the pedestrian access point from the Project's Prairie Street frontage. These features support the Walkability Checklist recommendations and serve to enhance the pedestrian experience. The Project would not conflict with the Walkability Checklist.

The following provides a review of the transportation-related goals listed in the Chatsworth-Porter Ranch Community Plan ("Community Plan"). The Community Plan was last updated in 1993 and forms the basis for this review of potential conflicts relating to the transportation system.

From a transportation perspective, the Community Plan encourages the implementation of Transportation Management Plans ("TMP") to provide vehicular alternatives to the automobile for efficiently transporting large numbers of people to local and regional destinations. As discussed in Section 2.10 of the Transportation Assessment, the Project will implement three TDM strategies as Mitigation Measures or Project Design Features: Transit Subsidies; Ride-Share Program; and Include Bike Parking per LAMC. The Project Applicant will comply with the City's existing TDM Ordinance in LAMC Section 12.26.J. It is noted that the City's TDM Ordinance is currently being updated. Although not yet adopted, the Project Applicant will comply with the terms of the

proposed TDM Ordinance update, which is expected to be completed prior to the anticipated construction of the Project.

APPENDIX E

HCM AND LEVELS OF SERVICE EXPLANATION
HCM 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, 2022, 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.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2022, 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.

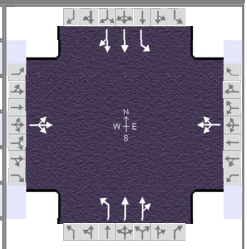
LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

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.

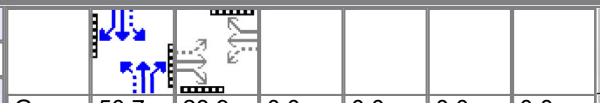
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 21, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.93
Urban Street	Mason Avenue	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mason / Prairie	File Name	01AM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	3	25	24	5	28	41	1022	61	41	1449	16

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	50.7	28.9	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.7	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.4	0.0	0.0	0.0	0.0				

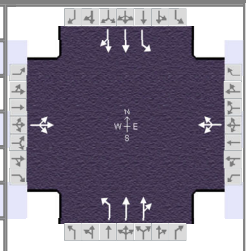
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		3.2		4.3				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		32			61		44	588	577	44	789	787
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1613			1530		325	1870	1833	482	1870	1863
Queue Service Time (g_s), s		0.0			0.0		10.7	18.0	18.0	5.8	28.6	28.7
Cycle Queue Clearance Time (g_c), s		1.2			2.3		39.4	18.0	18.0	23.8	28.6	28.7
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		561			548		159	1054	1033	255	1054	1050
Volume-to-Capacity Ratio (*X*)		0.058			0.112		0.276	0.558	0.558	0.173	0.748	0.750
Back of Queue (*Q*), ft/ln (95 th percentile)		21.5			41.6		44.8	292.1	284	32.6	442.4	435.6
Back of Queue (*Q*), veh/ln (95 th percentile)		0.8			1.6		1.8	11.5	11.4	1.3	17.4	17.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		21.2			21.5		29.7	12.5	12.5	20.1	14.8	14.9
Incremental Delay (d_2), s/veh		0.0			0.1		4.3	2.1	2.2	1.5	4.9	4.9
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		21.2			21.6		34.0	14.6	14.7	21.6	19.7	19.8
Level of Service (LOS)		C			C		C	B	B	C	B	B
Approach Delay, s/veh / LOS	21.2	C		21.6	C		15.4	B		19.8	B	
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.59	A	1.48	A	1.82	B

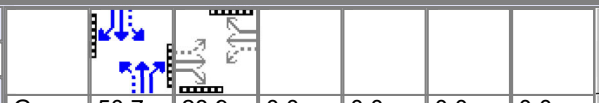
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - AM	PHF	0.93
Urban Street	Mason Avenue	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mason / Prairie	File Name	01AM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	3	25	27	5	34	41	1022	71	56	1449	16

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	50.7	28.9	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.7	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.4	0.0	0.0	0.0	0.0				

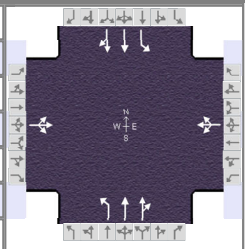
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		3.2		4.6				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		32			71		44	594	581	60	789	787
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1613			1531		325	1870	1827	477	1870	1863
Queue Service Time (g_s), s		0.0			0.0		10.7	18.3	18.3	8.3	28.6	28.7
Cycle Queue Clearance Time (g_c), s		1.2			2.6		39.4	18.3	18.3	26.6	28.6	28.7
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		561			548		159	1054	1029	252	1054	1050
Volume-to-Capacity Ratio (*X*)		0.058			0.130		0.276	0.564	0.565	0.239	0.748	0.750
Back of Queue (*Q*), ft/ln (95 th percentile)		21.5			48.4		44.8	296.6	287.2	47	442.4	435.6
Back of Queue (*Q*), veh/ln (95 th percentile)		0.8			1.9		1.8	11.7	11.5	1.8	17.4	17.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		21.2			21.6		29.7	12.6	12.6	21.1	14.8	14.9
Incremental Delay (d_2), s/veh		0.0			0.1		4.3	2.2	2.2	2.2	4.9	4.9
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		21.2			21.7		34.0	14.8	14.8	23.3	19.7	19.8
Level of Service (LOS)		C			C		C	B	B	C	B	B
Approach Delay, s/veh / LOS	21.2	C		21.7	C		15.5	B		19.9	B	
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.60	A	1.49	A	1.84	B

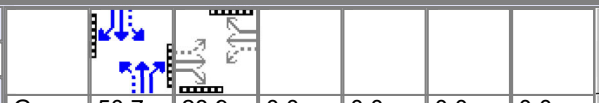
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 21, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.93
Urban Street	Mason Avenue	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Mason / Prairie	File Name	01AM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				

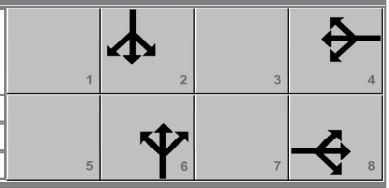


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	3	26	24	5	36	42	1043	62	44	1478	16

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	50.7	28.9	0.0	0.0	0.0	0.0						
Yellow	4.7	3.7	0.0	0.0	0.0	0.0						
Red	0.6	1.4	0.0	0.0	0.0	0.0						



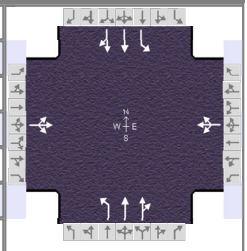
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		3.3		4.6				
Green Extension Time (g_e), s		0.3		0.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		33			70		45	600	588	47	804	802
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1612			1540		316	1870	1833	471	1870	1863
Queue Service Time (g_s), s		0.0			0.0		11.5	18.6	18.6	6.5	29.6	29.7
Cycle Queue Clearance Time (g_c), s		1.3			2.6		41.2	18.6	18.6	25.0	29.6	29.7
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		560			549		154	1054	1033	248	1054	1050
Volume-to-Capacity Ratio (*X*)		0.059			0.127		0.294	0.569	0.570	0.191	0.763	0.764
Back of Queue (*Q*), ft/ln (95 th percentile)		22.2			47.7		47.5	299.7	291.4	35.9	457.2	450.2
Back of Queue (*Q*), veh/ln (95 th percentile)		0.9			1.9		1.9	11.8	11.7	1.4	18.0	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		21.2			21.6		30.9	12.6	12.6	20.7	15.1	15.1
Incremental Delay (d_2), s/veh		0.0			0.1		4.8	2.2	2.3	1.7	5.2	5.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		21.2			21.7		35.7	14.9	14.9	22.4	20.3	20.4
Level of Service (LOS)		C			C		D	B	B	C	C	C
Approach Delay, s/veh / LOS	21.2	C		21.7	C		15.7	B		20.4	C	
Intersection Delay, s/veh / LOS	18.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.60	A	1.51	B	1.85	B

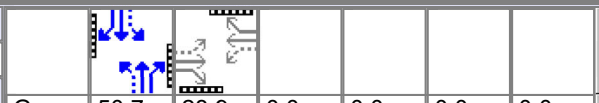
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - AM	PHF	0.93
Urban Street	Mason Avenue	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Mason / Prairie	File Name	01AM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	2	3	26	27	5	42	42	1043	72	59	1478	16

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	50.7	28.9	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.7	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.4	0.0	0.0	0.0	0.0				

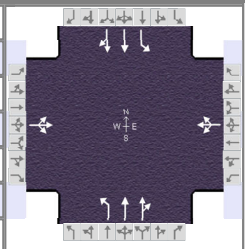
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		3.3		5.0				
Green Extension Time (g_e), s		0.4		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		33			80		45	606	593	63	804	802
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1612			1539		316	1870	1827	467	1870	1863
Queue Service Time (g_s), s		0.0			0.0		11.5	18.8	18.9	9.2	29.6	29.7
Cycle Queue Clearance Time (g_c), s		1.3			3.0		41.2	18.8	18.9	28.0	29.6	29.7
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		560			549		154	1054	1029	245	1054	1050
Volume-to-Capacity Ratio (*X*)		0.059			0.145		0.294	0.575	0.576	0.259	0.763	0.764
Back of Queue (*Q*), ft/ln (95 th percentile)		22.2			54.6		47.5	304.2	294.6	50.9	457.2	450.2
Back of Queue (*Q*), veh/ln (95 th percentile)		0.9			2.1		1.9	12.0	11.8	2.0	18.0	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		21.2			21.8		30.9	12.7	12.7	21.8	15.1	15.1
Incremental Delay (d_2), s/veh		0.0			0.1		4.8	2.3	2.3	2.5	5.2	5.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		21.2			21.9		35.7	15.0	15.0	24.3	20.3	20.4
Level of Service (LOS)		C			C		D	B	B	C	C	C
Approach Delay, s/veh / LOS	21.2	C		21.9	C		15.8	B		20.5	C	
Intersection Delay, s/veh / LOS	18.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.54	A	0.62	A	1.51	B	1.87	B

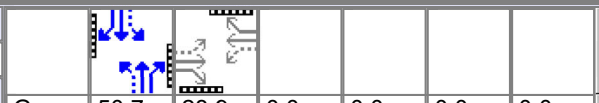
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 21, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.88
Urban Street	Mason Avenue	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	Mason / Prairie	File Name	01PM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				

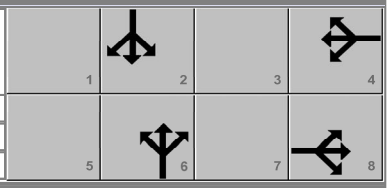


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	12	67	50	9	65	34	1391	56	42	999	5

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	50.7	28.9	0.0	0.0	0.0	0.0	
Yellow	4.7	3.7	0.0	0.0	0.0	0.0	
Red	0.6	1.4	0.0	0.0	0.0	0.0	



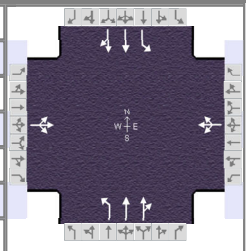
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.4		4.4		0.0		0.0
Queue Clearance Time (g_s), s		6.3		7.8				
Green Extension Time (g_e), s		0.9		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			141		39	825	819	48	571	570
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1589			1504		493	1870	1845	304	1870	1867
Queue Service Time (g_s), s		0.0			1.5		4.8	31.0	31.4	13.1	17.3	17.3
Cycle Queue Clearance Time (g_c), s		4.3			5.8		22.1	31.0	31.4	44.5	17.3	17.3
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		557			539		263	1054	1039	145	1054	1052
Volume-to-Capacity Ratio (*X*)		0.196			0.261		0.147	0.783	0.788	0.328	0.542	0.542
Back of Queue (*Q*), ft/ln (95 th percentile)		76.4			101.1		27.6	477.7	471.2	53.1	282.5	277.7
Back of Queue (*Q*), veh/ln (95 th percentile)		3.0			4.0		1.1	18.8	18.8	2.1	11.1	11.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		22.2			22.6		19.3	15.4	15.4	32.9	12.4	12.4
Incremental Delay (d_2), s/veh		0.2			0.3		1.2	5.8	6.1	5.9	2.0	2.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		22.4			22.9		20.5	21.2	21.5	38.9	14.4	14.4
Level of Service (LOS)		C			C		C	C	C	D	B	B
Approach Delay, s/veh / LOS	22.4	C		22.9	C		21.3	C		15.3	B	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.67	A	0.72	A	1.88	B	1.47	A

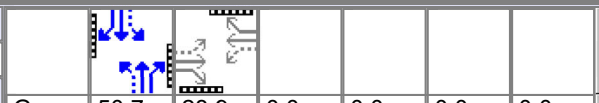
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - PM	PHF	0.88
Urban Street	Mason Avenue	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	Mason / Prairie	File Name	01PM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	12	67	60	9	80	34	1391	65	54	999	5

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	50.7	28.9	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.7	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.4	0.0	0.0	0.0	0.0				

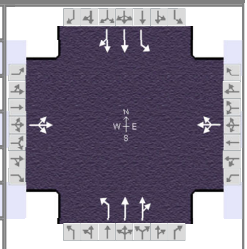
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.4		4.4		0.0		0.0
Queue Clearance Time (g_s), s		6.3		9.3				
Green Extension Time (g_e), s		1.0		1.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			169		39	831	824	61	571	570
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1586			1502		493	1870	1841	301	1870	1867
Queue Service Time (g_s), s		0.0			3.0		4.8	31.4	31.8	18.2	17.3	17.3
Cycle Queue Clearance Time (g_c), s		4.3			7.3		22.1	31.4	31.8	50.0	17.3	17.3
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		556			538		263	1054	1037	143	1054	1052
Volume-to-Capacity Ratio (*X*)		0.196			0.314		0.147	0.788	0.795	0.429	0.542	0.542
Back of Queue (*Q*), ft/ln (95 th percentile)		76.4			124.2		27.6	483.7	477.8	74.5	282.5	277.7
Back of Queue (*Q*), veh/ln (95 th percentile)		3.0			4.9		1.1	19.0	19.1	2.9	11.1	11.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		22.2			23.1		19.3	15.4	15.5	35.3	12.4	12.4
Incremental Delay (d_2), s/veh		0.2			0.3		1.2	6.0	6.3	9.1	2.0	2.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		22.4			23.4		20.5	21.4	21.8	44.4	14.4	14.4
Level of Service (LOS)		C			C		C	C	C	D	B	B
Approach Delay, s/veh / LOS	22.4	C		23.4	C		21.6	C		15.9	B	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.67	A	0.77	A	1.88	B	1.48	A

HCS Signalized Intersection Results Summary

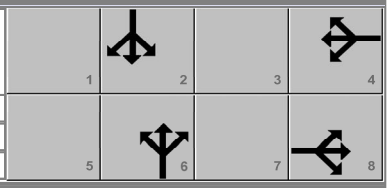
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 21, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.88
Urban Street	Mason Avenue	Analysis Year	2025	Analysis Period	1> 16:30
Intersection	Mason / Prairie	File Name	01PM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	12	68	51	9	70	35	1419	57	49	1019	5

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	50.7	28.9	0.0	0.0	0.0	0.0	
Yellow	4.7	3.7	0.0	0.0	0.0	0.0	
Red	0.6	1.4	0.0	0.0	0.0	0.0	



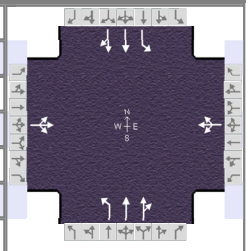
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.4		4.4		0.0		0.0
Queue Clearance Time (g_s), s		6.3		8.1				
Green Extension Time (g_e), s		1.0		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		110			148		40	841	836	56	582	581
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1588			1506		483	1870	1845	295	1870	1867
Queue Service Time (g_s), s		0.0			1.8		5.1	32.1	32.6	16.7	17.8	17.8
Cycle Queue Clearance Time (g_c), s		4.3			6.1		22.9	32.1	32.6	49.3	17.8	17.8
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		557			539		257	1054	1039	139	1054	1052
Volume-to-Capacity Ratio (*X*)		0.198			0.274		0.155	0.799	0.804	0.399	0.553	0.553
Back of Queue (*Q*), ft/ln (95 th percentile)		77.4			106.5		29	495.7	489.5	66.9	289.1	284.2
Back of Queue (*Q*), veh/ln (95 th percentile)		3.0			4.2		1.1	19.5	19.6	2.6	11.4	11.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		22.2			22.8		19.7	15.6	15.7	35.4	12.5	12.5
Incremental Delay (d_2), s/veh		0.2			0.3		1.3	6.3	6.6	8.3	2.1	2.1
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		22.4			23.0		21.0	21.9	22.3	43.7	14.5	14.6
Level of Service (LOS)		C			C		C	C	C	D	B	B
Approach Delay, s/veh / LOS	22.4	C		23.0	C		22.1	C		15.9	B	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.67	A	0.73	A	1.90	B	1.49	A

HCS Signalized Intersection Results Summary

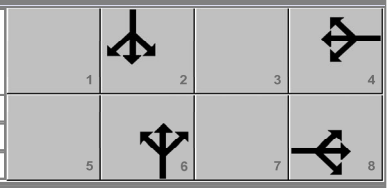
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 19, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - PM	PHF	0.88
Urban Street	Mason Avenue	Analysis Year	2025	Analysis Period	1> 16:30
Intersection	Mason / Prairie	File Name	01PM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	17	12	68	61	9	85	35	1419	66	61	1019	5

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	50.7	28.9	0.0	0.0	0.0	0.0	
Yellow	4.7	3.7	0.0	0.0	0.0	0.0	
Red	0.6	1.4	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		8.0		8.0		6.0		6.0
Phase Duration, s		34.0		34.0		56.0		56.0
Change Period, ($Y+R_c$), s		5.1		5.1		5.3		5.3
Max Allow Headway (*MAH*), s		4.4		4.4		0.0		0.0
Queue Clearance Time (g_s), s		6.3		9.6				
Green Extension Time (g_e), s		1.1		1.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		110			176		40	847	841	69	582	581
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1585			1504		483	1870	1841	292	1870	1867
Queue Service Time (g_s), s		0.0			3.3		5.1	32.5	33.0	17.7	17.8	17.8
Cycle Queue Clearance Time (g_c), s		4.3			7.6		22.9	32.5	33.0	50.7	17.8	17.8
Green Ratio (*g/C*)		0.32			0.32		0.56	0.56	0.56	0.56	0.56	0.56
Capacity (*c*), veh/h		556			539		257	1054	1037	137	1054	1052
Volume-to-Capacity Ratio (*X*)		0.198			0.327		0.155	0.804	0.811	0.505	0.553	0.553
Back of Queue (*Q*), ft/ln (95 th percentile)		77.4			129.9		29	500.5	495.8	90.6	289.1	284.2
Back of Queue (*Q*), veh/ln (95 th percentile)		3.0			5.1		1.1	19.7	19.8	3.6	11.4	11.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		22.2			23.2		19.7	15.7	15.8	37.7	12.5	12.5
Incremental Delay (d_2), s/veh		0.2			0.4		1.3	6.5	6.9	12.6	2.1	2.1
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		22.4			23.6		21.0	22.2	22.7	50.3	14.5	14.6
Level of Service (LOS)		C			C		C	C	C	D	B	B
Approach Delay, s/veh / LOS	22.4	C		23.6	C		22.4	C		16.6	B	
Intersection Delay, s/veh / LOS	20.2						C					

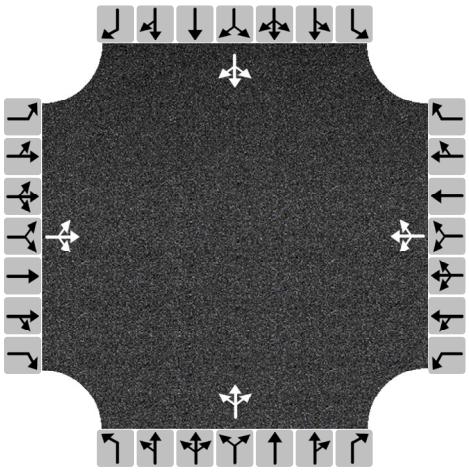
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.30	B	1.71	B	1.71	B
Bicycle LOS Score / LOS	0.67	A	0.78	A	1.91	B	1.50	B

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	Existing - AM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.91

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	10	57	22	13	55	9	2	1	1	8	1	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	98			85			4			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.087			0.075			0.004			0.026		
Final Departure Headway, h_d (s)	3.96			4.06			4.30			3.98		
Final Degree of Utilization, x	0.108			0.095			0.005			0.033		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	1.96			2.06			2.30			1.98		

Capacity, Delay and Level of Service

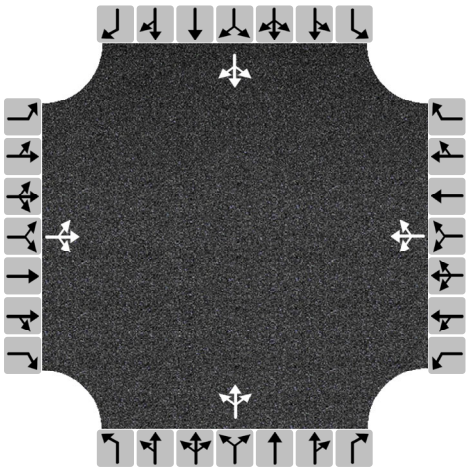
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	98			85			4			30		
Capacity (veh/h)	909			887			838			904		
95% Queue Length, Q_{95} (veh)	0.4			0.3			0.0			0.1		
Control Delay (s/veh)	7.4			7.5			7.3			7.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.4	A		7.5	A		7.3	A		7.1	A	
Intersection Delay (s/veh) | LOS	7.4						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	Ex w/ Proj - AM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.91

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	10	82	22	18	66	9	1	1	1	8	1	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	125			102			3			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.111			0.091			0.003			0.026		
Final Departure Headway, h_d (s)	4.00			4.10			4.31			4.08		
Final Degree of Utilization, x	0.139			0.116			0.004			0.034		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.00			2.10			2.31			2.08		

Capacity, Delay and Level of Service

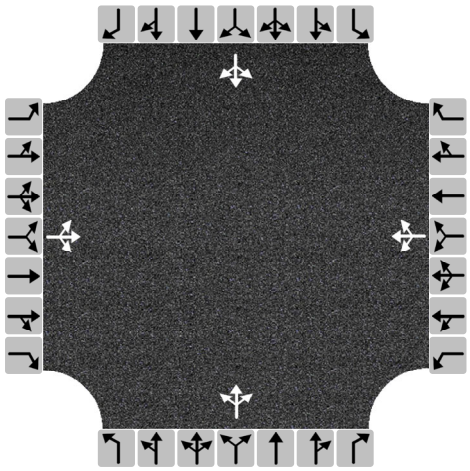
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	125			102			3			30		
Capacity (veh/h)	899			878			835			883		
95% Queue Length, Q_{95} (veh)	0.5			0.4			0.0			0.1		
Control Delay (s/veh)	7.7			7.6			7.3			7.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.7	A		7.6	A		7.3	A		7.2	A	
Intersection Delay (s/veh) | LOS	7.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Future - AM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.91

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	10	60	22	13	63	9	2	1	1	8	1	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	101			93			4			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.090			0.083			0.004			0.026		
Final Departure Headway, h_d (s)	3.97			4.07			4.32			4.01		
Final Degree of Utilization, x	0.112			0.106			0.005			0.033		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	1.97			2.07			2.32			2.01		

Capacity, Delay and Level of Service

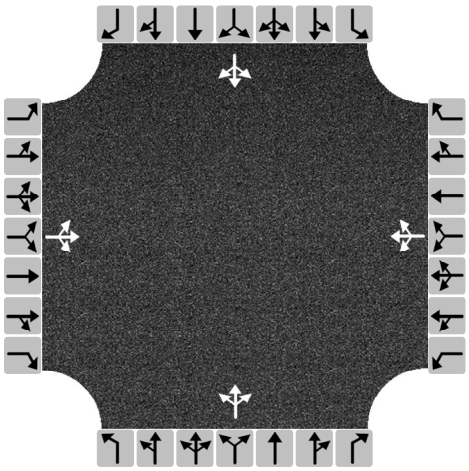
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	101			93			4			30		
Capacity (veh/h)	906			885			833			899		
95% Queue Length, Q_{95} (veh)	0.4			0.4			0.0			0.1		
Control Delay (s/veh)	7.5			7.5			7.3			7.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.5	A		7.5	A		7.3	A		7.1	A	
Intersection Delay (s/veh) | LOS	7.5						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Fut w/ Proj - AM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.91

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	10	85	22	18	74	9	1	1	1	8	1	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	129			111			3			30		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.114			0.099			0.003			0.026		
Final Departure Headway, h_d (s)	4.01			4.11			4.34			4.10		
Final Degree of Utilization, x	0.143			0.127			0.004			0.034		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.01			2.11			2.34			2.10		

Capacity, Delay and Level of Service

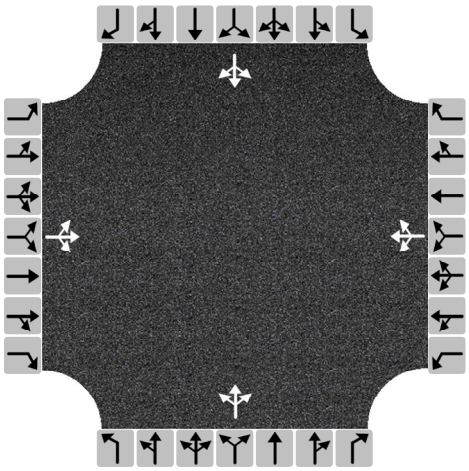
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	129			111			3			30		
Capacity (veh/h)	897			877			830			878		
95% Queue Length, Q_{95} (veh)	0.5			0.4			0.0			0.1		
Control Delay (s/veh)	7.7			7.7			7.4			7.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	7.7	A		7.7	A		7.4	A		7.2	A	
Intersection Delay (s/veh) | LOS	7.6						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	Existing - PM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.76

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	11	126	10	3	64	15	13	5	13	25	2	12
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	193			108			41			51		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.172			0.096			0.036			0.046		
Final Departure Headway, h_d (s)	4.24			4.25			4.49			4.59		
Final Degree of Utilization, x	0.228			0.127			0.051			0.065		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.24			2.25			2.49			2.59		

Capacity, Delay and Level of Service

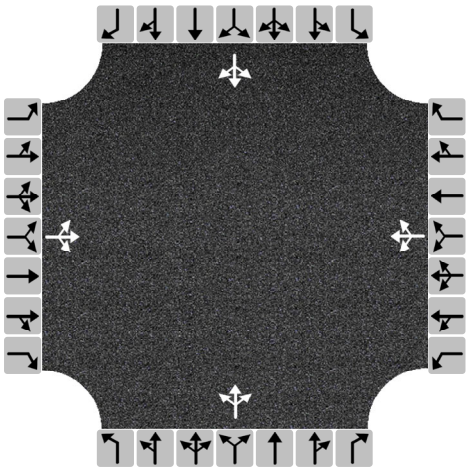
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	193			108			41			51		
Capacity (veh/h)	848			847			802			785		
95% Queue Length, Q_{95} (veh)	0.9			0.4			0.2			0.2		
Control Delay (s/veh)	8.5			7.9			7.7			7.9		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.5	A		7.9	A		7.7	A		7.9	A	
Intersection Delay (s/veh) | LOS	8.2						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	Ex w/ Proj - PM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.76

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	11	147	10	5	90	15	12	5	13	25	2	12
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	221			145			39			51		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.196			0.129			0.035			0.046		
Final Departure Headway, h_d (s)	4.29			4.32			4.64			4.75		
Final Degree of Utilization, x	0.263			0.174			0.051			0.068		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.29			2.32			2.64			2.75		

Capacity, Delay and Level of Service

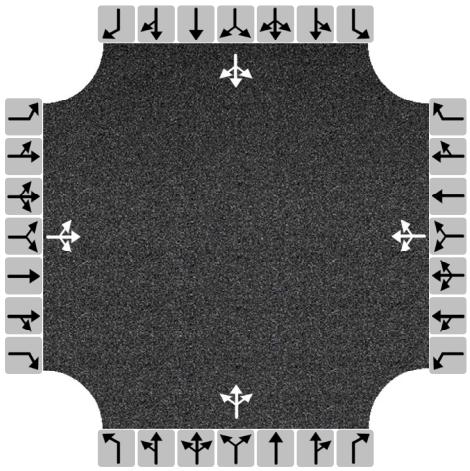
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	221			145			39			51		
Capacity (veh/h)	839			833			776			758		
95% Queue Length, Q_{95} (veh)	1.1			0.6			0.2			0.2		
Control Delay (s/veh)	8.8			8.2			7.9			8.1		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.8	A		8.2	A		7.9	A		8.1	A	
Intersection Delay (s/veh) | LOS	8.5						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Future - PM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.76

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	11	135	10	3	69	15	13	5	13	26	2	12
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	205			114			41			53		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.182			0.102			0.036			0.047		
Final Departure Headway, h_d (s)	4.26			4.27			4.54			4.64		
Final Degree of Utilization, x	0.243			0.136			0.051			0.068		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.26			2.27			2.54			2.64		

Capacity, Delay and Level of Service

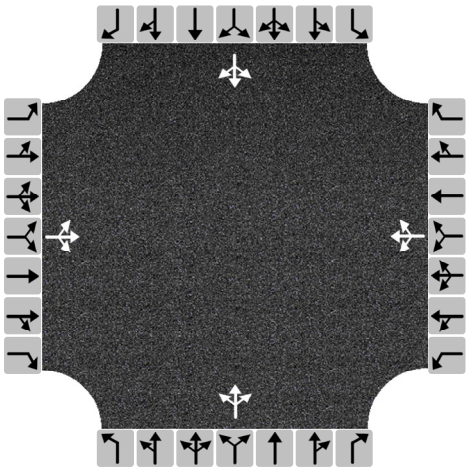
Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	205			114			41			53		
Capacity (veh/h)	846			842			794			776		
95% Queue Length, Q_{95} (veh)	1.0			0.5			0.2			0.2		
Control Delay (s/veh)	8.6			7.9			7.8			8.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	8.6	A		7.9	A		7.8	A		8.0	A	
Intersection Delay (s/veh) | LOS	8.3						A					

HCS All-Way Stop Control Report

General and Site Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2025
Analysis Time Period (hrs)	0.25
Time Analyzed	Fut w/ Proj - PM
Project Description	Tesla Delivery Hub and Service Center
Intersection	Oso Avenue / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Oso Avenue
Peak Hour Factor	0.76

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	11	156	10	5	95	15	12	5	13	26	2	12
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			151			39			53		
Percent Heavy Vehicles	2			2			2			2		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.207			0.135			0.035			0.047		
Final Departure Headway, h_d (s)	4.30			4.34			4.69			4.80		
Final Degree of Utilization, x	0.278			0.182			0.051			0.070		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.30			2.34			2.69			2.80		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	233			151			39			53		
Capacity (veh/h)	836			829			768			750		
95% Queue Length, Q_{95} (veh)	1.1			0.7			0.2			0.2		
Control Delay (s/veh)	9.0			8.3			7.9			8.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) | LOS	9.0	A		8.3	A		7.9	A		8.2	A	
Intersection Delay (s/veh) | LOS	8.6						A					

HCS Two-Way Stop-Control Report

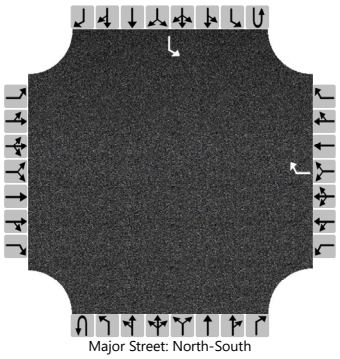
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/15/2023
Analysis Year	2023
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	0	0	0	1	0	0
Configuration								R						L		
Volume (veh/h)								1						1		
Percent Heavy Vehicles (%)								3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.16						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								1						1		
Capacity, c (veh/h)								916						1150		
v/c Ratio								0.00						0.00		
95% Queue Length, Q_{95} (veh)								0.0						0.0		
Control Delay (s/veh)								8.9						8.1		
Level of Service (LOS)								A						A		
Approach Delay (s/veh)						8.9								8.1		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

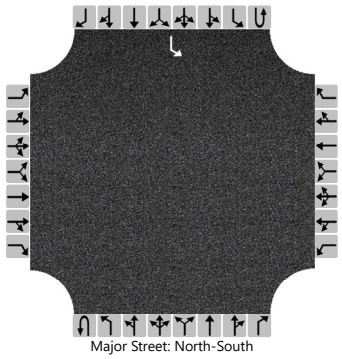
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	9/13/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	0	0	0	1	0	0
Configuration														L		
Volume (veh/h)														6		
Percent Heavy Vehicles (%)														3		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														5.3		
Critical Headway (sec)														5.36		
Base Follow-Up Headway (sec)														3.1		
Follow-Up Headway (sec)														3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														7		
Capacity, c (veh/h)														1150		
v/c Ratio														0.01		
95% Queue Length, Q_{95} (veh)														0.0		
Control Delay (s/veh)														8.1		
Level of Service (LOS)														A		
Approach Delay (s/veh)													8.1			
Approach LOS													A			

HCS Two-Way Stop-Control Report

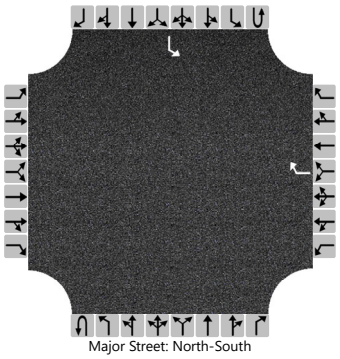
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2025
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	0	0	0	1	0	0
Configuration								R						L		
Volume (veh/h)								1						1		
Percent Heavy Vehicles (%)								3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.16						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								1						1		
Capacity, c (veh/h)								916						1150		
v/c Ratio								0.00						0.00		
95% Queue Length, Q_{95} (veh)								0.0						0.0		
Control Delay (s/veh)								8.9						8.1		
Level of Service (LOS)								A						A		
Approach Delay (s/veh)						8.9								8.1		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

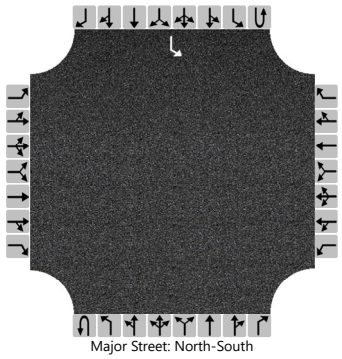
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	9/15/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	0	0	0	1	0	0
Configuration														L		
Volume (veh/h)														6		
Percent Heavy Vehicles (%)														3		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														5.3		
Critical Headway (sec)														5.36		
Base Follow-Up Headway (sec)														3.1		
Follow-Up Headway (sec)														3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														7		
Capacity, c (veh/h)														1150		
v/c Ratio														0.01		
95% Queue Length, Q_{95} (veh)														0.0		
Control Delay (s/veh)														8.1		
Level of Service (LOS)														A		
Approach Delay (s/veh)													8.1			
Approach LOS													A			

HCS Two-Way Stop-Control Report

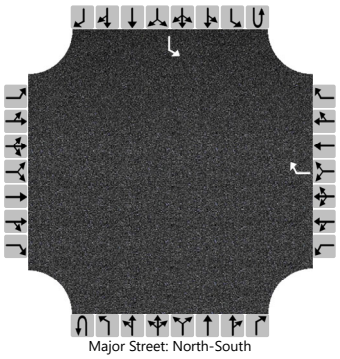
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/15/2023
Analysis Year	2023
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	0	0	0	1	0	0
Configuration								R						L		
Volume (veh/h)								1						1		
Percent Heavy Vehicles (%)								3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.16						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								1						1		
Capacity, c (veh/h)								916						1150		
v/c Ratio								0.00						0.00		
95% Queue Length, Q_{95} (veh)								0.0						0.0		
Control Delay (s/veh)								8.9						8.1		
Level of Service (LOS)								A						A		
Approach Delay (s/veh)						8.9								8.1		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

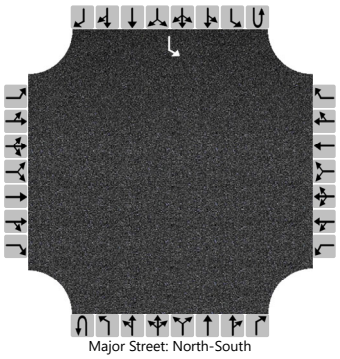
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	9/13/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	0	0	0	1	0	0
Configuration														L		
Volume (veh/h)														3		
Percent Heavy Vehicles (%)														3		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														5.3		
Critical Headway (sec)														5.36		
Base Follow-Up Headway (sec)														3.1		
Follow-Up Headway (sec)														3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														3		
Capacity, c (veh/h)														1150		
v/c Ratio														0.00		
95% Queue Length, Q_{95} (veh)														0.0		
Control Delay (s/veh)														8.1		
Level of Service (LOS)														A		
Approach Delay (s/veh)													8.1			
Approach LOS													A			

HCS Two-Way Stop-Control Report

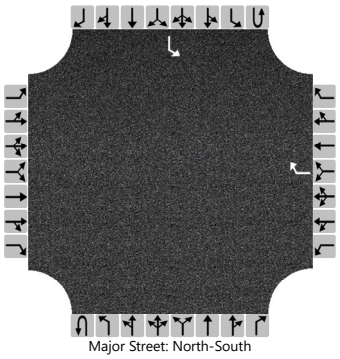
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2025
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	1	0	0	0	0	0	1	0	0
Configuration								R						L		
Volume (veh/h)								1						1		
Percent Heavy Vehicles (%)								3						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No										
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)								7.1						5.3		
Critical Headway (sec)								7.16						5.36		
Base Follow-Up Headway (sec)								3.9						3.1		
Follow-Up Headway (sec)								3.93						3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)								1						1		
Capacity, c (veh/h)								916						1150		
v/c Ratio								0.00						0.00		
95% Queue Length, Q_{95} (veh)								0.0						0.0		
Control Delay (s/veh)								8.9						8.1		
Level of Service (LOS)								A						A		
Approach Delay (s/veh)						8.9								8.1		
Approach LOS						A								A		

HCS Two-Way Stop-Control Report

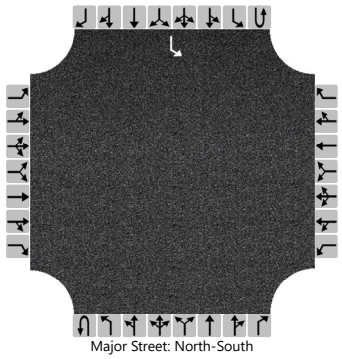
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	9/15/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Oso Avenue / Oso Avenue Driveway
Jurisdiction	City of Los Angeles
East/West Street	Oso Avenue Driveway
North/South Street	Oso Avenue
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	0	0	0	1	0	0
Configuration														L		
Volume (veh/h)														3		
Percent Heavy Vehicles (%)														3		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														5.3		
Critical Headway (sec)														5.36		
Base Follow-Up Headway (sec)														3.1		
Follow-Up Headway (sec)														3.13		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														3		
Capacity, c (veh/h)														1150		
v/c Ratio														0.00		
95% Queue Length, Q_{95} (veh)														0.0		
Control Delay (s/veh)														8.1		
Level of Service (LOS)														A		
Approach Delay (s/veh)													8.1			
Approach LOS													A			

HCS Two-Way Stop-Control Report

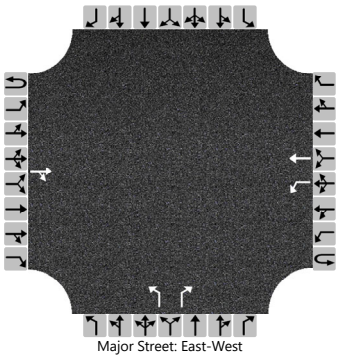
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/17/2023
Analysis Year	2023
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			54	1		2	78			1		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2				1		1				
Capacity, c (veh/h)						1532				829		998				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.4				9.3		8.6				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)						0.2				9.0						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

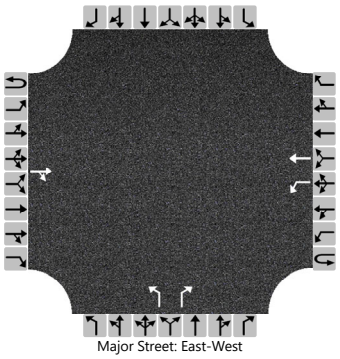
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			54	26		25	83			12		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29				14		15				
Capacity, c (veh/h)						1495				739		980				
v/c Ratio						0.02				0.02		0.02				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.0				
Control Delay (s/veh)						7.5				10.0		8.7				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)						1.7				9.3						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

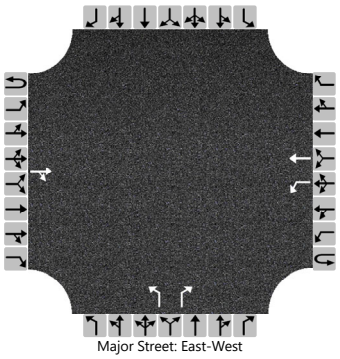
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2025
Time Analyzed	Future - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			57	1		2	87			1		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage					Undivided											

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2				1		1				
Capacity, c (veh/h)						1528				814		994				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.4				9.4		8.6				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)					0.2				9.0							
Approach LOS					A				A							

HCS Two-Way Stop-Control Report

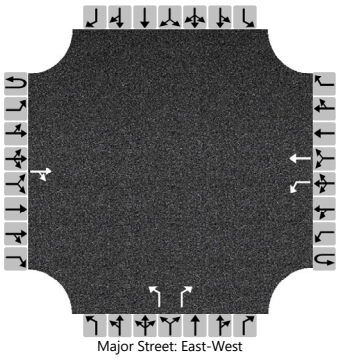
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			57	26		25	92			12		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29				14		15				
Capacity, c (veh/h)						1491				725		976				
v/c Ratio						0.02				0.02		0.02				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.0				
Control Delay (s/veh)						7.5				10.1		8.7				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)						1.6				9.4						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

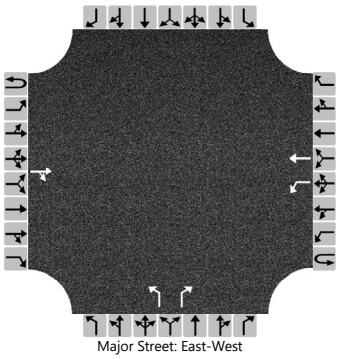
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/17/2023
Analysis Year	2023
Time Analyzed	Existing - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			178	2		2	76			1		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3				1		1				
Capacity, c (veh/h)						1306				631		784				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.8				10.7		9.6				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)						0.2				10.2						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

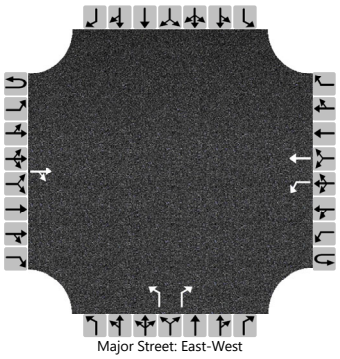
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			178	23		20	78			27		32				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28				38		45				
Capacity, c (veh/h)						1274				565		769				
v/c Ratio						0.02				0.07		0.06				
95% Queue Length, Q_{95} (veh)						0.1				0.2		0.2				
Control Delay (s/veh)						7.9				11.8		10.0				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)						1.6				10.8						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

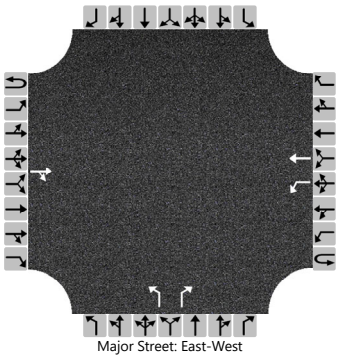
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/21/2023
Analysis Year	2025
Time Analyzed	Future - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			188	2		2	82			1		1				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						3				1		1				
Capacity, c (veh/h)						1290				613		770				
v/c Ratio						0.00				0.00		0.00				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.8				10.9		9.7				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)						0.2				10.3						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

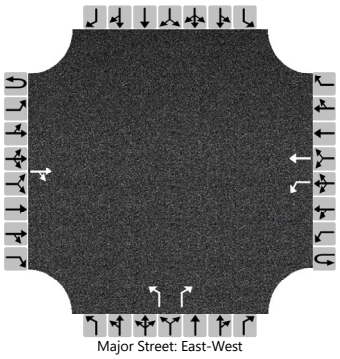
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/19/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Westerly Driveway / Prairie Stre...
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Westerly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	1	0		1	0	1		0	0	0
Configuration				TR		L	T			L		R				
Volume (veh/h)			188	23		25	92			27		32				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						35				38		45				
Capacity, c (veh/h)						1258				527		756				
v/c Ratio						0.03				0.07		0.06				
95% Queue Length, Q_{95} (veh)						0.1				0.2		0.2				
Control Delay (s/veh)						7.9				12.4		10.1				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						1.7				11.1						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

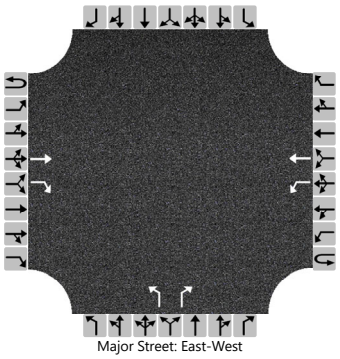
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/14/2023
Analysis Year	2023
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			52	3		6	79			1		6				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						7				1		7				
Capacity, c (veh/h)						1532				818		1002				
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)						7.4				9.4		8.6				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)						0.5				8.7						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

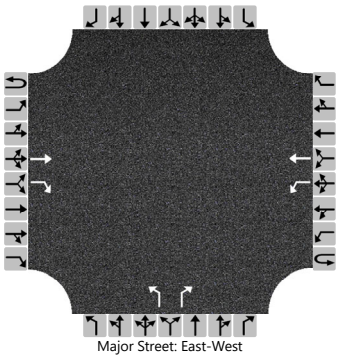
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/20/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			64	3		12	107			1		10				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14				1		12				
Capacity, c (veh/h)						1514				752		984				
v/c Ratio						0.01				0.00		0.01				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.4				9.8		8.7				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)						0.7				8.8						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

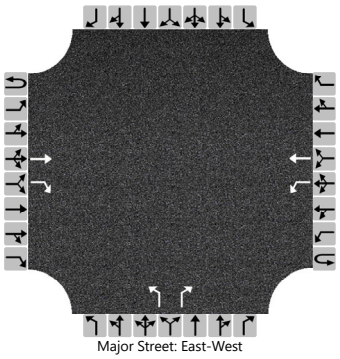
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	9/13/2023
Analysis Year	2025
Time Analyzed	Future - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			55	3		6	88			1		6				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						7				1		7				
Capacity, c (veh/h)						1528				803		998				
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)						7.4				9.5		8.6				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)						0.5				8.8						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

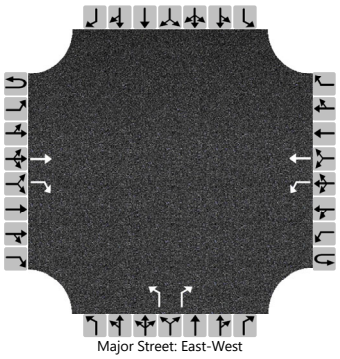
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/20/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - AM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			67	3		12	116			1		10				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14				1		12				
Capacity, c (veh/h)						1510				739		980				
v/c Ratio						0.01				0.00		0.01				
95% Queue Length, Q_{95} (veh)						0.0				0.0		0.0				
Control Delay (s/veh)						7.4				9.9		8.7				
Level of Service (LOS)						A				A		A				
Approach Delay (s/veh)						0.7				8.8						
Approach LOS						A				A						

HCS Two-Way Stop-Control Report

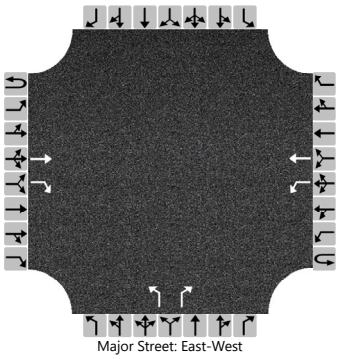
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/14/2023
Analysis Year	2023
Time Analyzed	Existing - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			166	13		30	62			16		53				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						42				23		75				
Capacity, c (veh/h)						1307				580		803				
v/c Ratio						0.03				0.04		0.09				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.3				
Control Delay (s/veh)						7.8				11.5		9.9				
Level of Service (LOS)						A				B		A				
Approach Delay (s/veh)						2.6				10.3						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

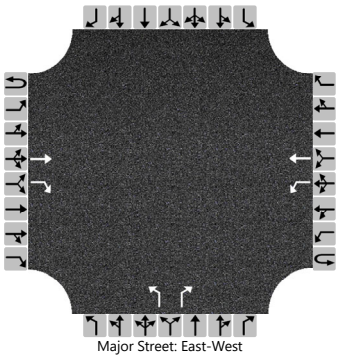
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/20/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			197	13		34	82			16		64				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						48				23		90				
Capacity, c (veh/h)						1260				516		759				
v/c Ratio						0.04				0.04		0.12				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.4				
Control Delay (s/veh)						8.0				12.3		10.4				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						2.3				10.8						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

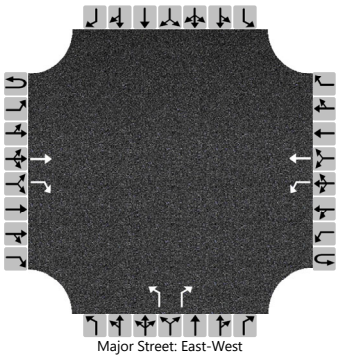
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	9/13/2023
Analysis Year	2025
Time Analyzed	Future - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			175	13		31	67			16		54				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						44				23		76				
Capacity, c (veh/h)						1293				562		790				
v/c Ratio						0.03				0.04		0.10				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.3				
Control Delay (s/veh)						7.9				11.7		10.0				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						2.5				10.4						
Approach LOS						A				B						

HCS Two-Way Stop-Control Report

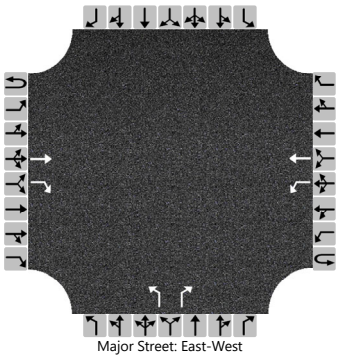
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/20/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - PM
Intersection Orientation	East-West
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Prairie Street Easterly Driveway / Prairie Street
Jurisdiction	City of Los Angeles
East/West Street	Prairie Street
North/South Street	Prairie Street Easterly Driveway
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



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	1	0	1	1	0		1	0	1		0	0	0
Configuration			T	R		L	T			L		R				
Volume (veh/h)			206	13		35	87			16		65				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

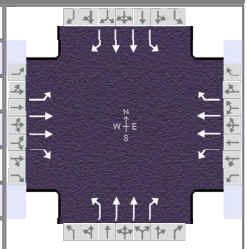
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						49				23		92				
Capacity, c (veh/h)						1246				500		747				
v/c Ratio						0.04				0.05		0.12				
95% Queue Length, Q_{95} (veh)						0.1				0.1		0.4				
Control Delay (s/veh)						8.0				12.5		10.5				
Level of Service (LOS)						A				B		B				
Approach Delay (s/veh)						2.3				10.9						
Approach LOS						A				B						

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.89
Urban Street	Plummer Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Plummer	File Name	06AM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	404	62	118	565	29	80	563	72	81	888	101

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	36.6	42.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	4.8	0.0	0.0	0.0	0.0				
Red	1.0	0.7	0.0	0.0	0.0	0.0				

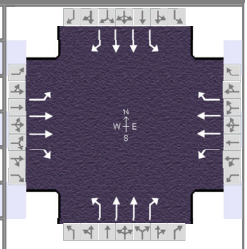
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						33.0		20.5
Green Extension Time (g_e), s		0.0		0.0		6.3		10.7
Phase Call Probability						1.00		1.00
Max Out Probability						0.72		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	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	34	454	70	133	635	33	90	633	81	91	998	113
Adjusted Saturation Flow Rate (*s*), veh/h/ln	793	1781	1585	937	1781	1585	565	1781	1585	794	1781	1585
Queue Service Time (g_s), s	2.9	7.8	2.5	10.1	11.6	1.1	12.5	10.3	2.6	7.5	18.5	3.7
Cycle Queue Clearance Time (g_c), s	14.5	7.8	2.5	17.9	11.6	1.1	31.0	10.3	2.6	17.7	18.5	3.7
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	300	1448	645	380	1448	645	231	1682	748	365	1682	748
Volume-to-Capacity Ratio (*X*)	0.112	0.313	0.108	0.349	0.438	0.051	0.390	0.376	0.108	0.250	0.593	0.152
Back of Queue (*Q*), ft/ln (95 th percentile)	26.5	141.5	41.1	108.8	207.2	18.6	87.6	179.6	41.2	67.3	294	59
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	5.6	1.6	4.3	8.2	0.7	3.5	7.1	1.6	2.7	11.6	2.3
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	0.00
Uniform Delay (d_1), s/veh	24.5	18.2	16.6	24.2	19.3	16.2	28.8	15.2	13.2	20.9	17.4	13.5
Incremental Delay (d_2), s/veh	0.8	0.6	0.3	2.5	1.0	0.1	4.9	0.6	0.3	1.6	1.5	0.4
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	25.3	18.7	16.9	26.8	20.2	16.3	33.7	15.9	13.5	22.6	19.0	13.9
Level of Service (LOS)	C	B	B	C	C	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	18.9	B		21.2	C		17.6	B		18.8	B	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.95	A	1.15	A	1.15	A	1.48	A

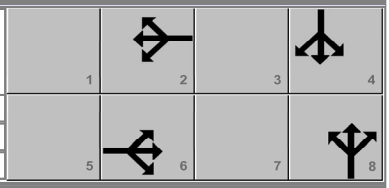
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - AM	PHF	0.89
Urban Street	Plummer Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Plummer	File Name	06AM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	30	404	68	129	565	29	83	574	76	81	917	101

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	36.6	42.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	4.8	0.0	0.0	0.0	0.0				
Red	1.0	0.7	0.0	0.0	0.0	0.0				

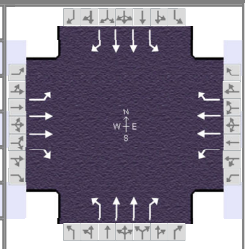
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						35.1		21.3
Green Extension Time (g_e), s		0.0		0.0		5.3		10.8
Phase Call Probability						1.00		1.00
Max Out Probability						0.83		0.37

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	34	454	76	145	635	33	93	645	85	91	1030	113
Adjusted Saturation Flow Rate (*s*), veh/h/ln	793	1781	1585	937	1781	1585	547	1781	1585	785	1781	1585
Queue Service Time (g_s), s	2.9	7.8	2.7	11.2	11.6	1.1	13.7	10.5	2.7	7.6	19.3	3.7
Cycle Queue Clearance Time (g_c), s	14.5	7.8	2.7	19.0	11.6	1.1	33.1	10.5	2.7	18.1	19.3	3.7
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	300	1448	645	380	1448	645	221	1682	748	359	1682	748
Volume-to-Capacity Ratio (*X*)	0.112	0.313	0.119	0.382	0.438	0.051	0.422	0.384	0.114	0.253	0.613	0.152
Back of Queue (*Q*), ft/ln (95 th percentile)	26.5	141.5	45.2	121.3	207.2	18.6	94.6	184.4	43.5	67.9	305.7	59
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	5.6	1.8	4.8	8.2	0.7	3.7	7.3	1.7	2.7	12.0	2.3
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	0.00
Uniform Delay (d_1), s/veh	24.5	18.2	16.6	24.6	19.3	16.2	29.9	15.3	13.2	21.1	17.6	13.5
Incremental Delay (d_2), s/veh	0.8	0.6	0.4	2.9	1.0	0.1	5.8	0.7	0.3	1.7	1.7	0.4
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	25.3	18.7	17.0	27.5	20.2	16.3	35.7	16.0	13.6	22.8	19.3	13.9
Level of Service (LOS)	C	B	B	C	C	B	D	B	B	C	B	B
Approach Delay, s/veh / LOS	18.9	B		21.4	C		18.0	B		19.1	B	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.95	A	1.16	A	1.17	A	1.51	B

HCS Signalized Intersection Results Summary

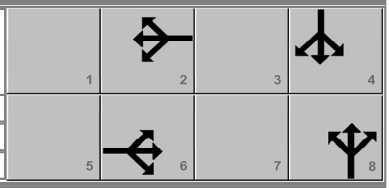
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.89
Urban Street	Plummer Street	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Plummer	File Name	06AM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	412	63	123	576	30	82	593	84	83	912	103

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	36.6	42.5	0.0	0.0	0.0	0.0
Yellow	4.4	4.8	0.0	0.0	0.0	0.0
Red	1.0	0.7	0.0	0.0	0.0	0.0



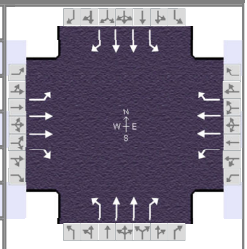
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						34.6		21.2
Green Extension Time (g_e), s		0.0		0.0		5.6		11.0
Phase Call Probability						1.00		1.00
Max Out Probability						0.81		0.38

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	463	71	138	647	34	92	666	94	93	1025	116
Adjusted Saturation Flow Rate (*s*), veh/h/ln	784	1781	1585	929	1781	1585	550	1781	1585	770	1781	1585
Queue Service Time (g_s), s	3.0	8.0	2.5	10.7	11.9	1.2	13.4	10.9	3.0	8.1	19.2	3.7
Cycle Queue Clearance Time (g_c), s	14.9	8.0	2.5	18.7	11.9	1.2	32.6	10.9	3.0	19.0	19.2	3.7
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	295	1448	645	376	1448	645	223	1682	748	350	1682	748
Volume-to-Capacity Ratio (*X*)	0.118	0.320	0.110	0.368	0.447	0.052	0.414	0.396	0.126	0.266	0.609	0.155
Back of Queue (*Q*), ft/ln (95 th percentile)	27.7	144.7	41.7	114.8	211.1	19.3	92.5	191.5	48.5	70.9	303.3	60.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	5.7	1.6	4.5	8.3	0.8	3.6	7.5	1.9	2.8	11.9	2.4
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	24.8	18.2	16.6	24.6	19.4	16.2	29.7	15.4	13.3	21.6	17.6	13.5
Incremental Delay (d_2), s/veh	0.8	0.6	0.3	2.8	1.0	0.2	5.6	0.7	0.3	1.9	1.7	0.4
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	18.8	16.9	27.4	20.4	16.3	35.3	16.1	13.7	23.4	19.3	14.0
Level of Service (LOS)	C	B	B	C	C	B	D	B	B	C	B	B
Approach Delay, s/veh / LOS	19.0	B		21.4	C		17.9	B		19.1	B	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.96	A	1.16	A	1.19	A	1.51	B

HCS Signalized Intersection Results Summary

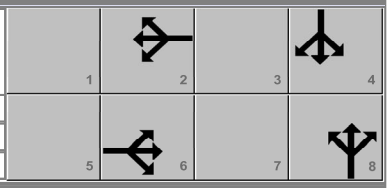
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - AM	PHF	0.89
Urban Street	Plummer Street	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Plummer	File Name	06AM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	31	412	69	134	576	30	85	604	88	83	941	103

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	36.6	42.5	0.0	0.0	0.0	0.0
Yellow	4.4	4.8	0.0	0.0	0.0	0.0
Red	1.0	0.7	0.0	0.0	0.0	0.0



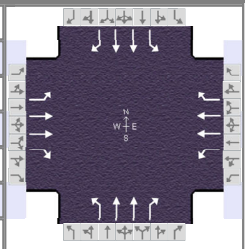
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.3		4.3
Queue Clearance Time (g_s), s						36.8		22.1
Green Extension Time (g_e), s		0.0		0.0		4.4		11.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.93		0.42

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	463	78	151	647	34	96	679	99	93	1057	116
Adjusted Saturation Flow Rate (*s*), veh/h/ln	784	1781	1585	929	1781	1585	534	1781	1585	761	1781	1585
Queue Service Time (g_s), s	3.0	8.0	2.7	11.9	11.9	1.2	14.7	11.2	3.2	8.2	20.1	3.7
Cycle Queue Clearance Time (g_c), s	14.9	8.0	2.7	19.8	11.9	1.2	34.8	11.2	3.2	19.4	20.1	3.7
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	295	1448	645	376	1448	645	213	1682	748	345	1682	748
Volume-to-Capacity Ratio (*X*)	0.118	0.320	0.120	0.401	0.447	0.052	0.448	0.404	0.132	0.270	0.629	0.155
Back of Queue (*Q*), ft/ln (95 th percentile)	27.7	144.7	46	127.6	211.1	19.3	100.1	195.5	50.8	71.4	315.1	60.2
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	5.7	1.8	5.0	8.3	0.8	3.9	7.7	2.0	2.8	12.4	2.4
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	24.8	18.2	16.7	25.0	19.4	16.2	30.9	15.5	13.4	21.8	17.8	13.5
Incremental Delay (d_2), s/veh	0.8	0.6	0.4	3.2	1.0	0.2	6.7	0.7	0.4	1.9	1.8	0.4
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	18.8	17.0	28.1	20.4	16.3	37.6	16.2	13.7	23.7	19.6	14.0
Level of Service (LOS)	C	B	B	C	C	B	D	B	B	C	B	B
Approach Delay, s/veh / LOS	19.0	B		21.6	C		18.3	B		19.4	B	
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	0.96	A	1.17	A	1.21	A	1.53	B

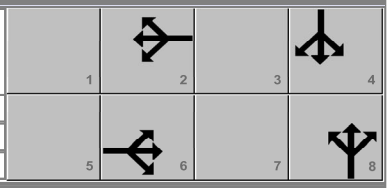
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.93
Urban Street	Plummer Street	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	Winnetka / Plummer	File Name	06PM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	119	784	121	79	399	56	67	835	133	78	558	43

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	36.6	42.5	0.0	0.0	0.0	0.0	
Yellow	4.4	4.8	0.0	0.0	0.0	0.0	
Red	1.0	0.7	0.0	0.0	0.0	0.0	

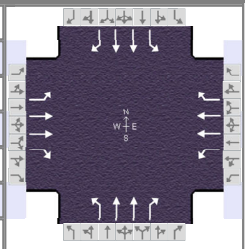
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						18.0		27.9
Green Extension Time (g_e), s		0.0		0.0		9.9		7.7
Phase Call Probability						1.00		1.00
Max Out Probability						0.21		0.45

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	843	130	85	429	60	72	898	143	84	600	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln	959	1781	1585	653	1781	1585	819	1781	1585	620	1781	1585
Queue Service Time (g_s), s	9.4	16.6	4.8	10.5	7.3	2.1	5.5	16.0	4.7	9.9	9.6	1.4
Cycle Queue Clearance Time (g_c), s	16.7	16.6	4.8	27.0	7.3	2.1	15.1	16.0	4.7	25.9	9.6	1.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	392	1448	645	225	1448	645	379	1682	748	263	1682	748
Volume-to-Capacity Ratio (*X*)	0.326	0.582	0.202	0.377	0.296	0.093	0.190	0.534	0.191	0.319	0.357	0.062
Back of Queue (*Q*), ft/ln (95 th percentile)	102.5	277.7	80.3	85.3	132.6	35.2	50.5	261.1	76.2	74.1	168.6	22.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	10.9	3.2	3.4	5.2	1.4	2.0	10.3	3.0	2.9	6.6	0.9
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	23.6	20.8	17.3	31.3	18.0	16.5	19.9	16.8	13.8	25.9	15.1	12.9
Incremental Delay (d_2), s/veh	2.2	1.7	0.7	4.8	0.5	0.3	1.1	1.2	0.6	3.2	0.6	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	25.8	22.5	18.0	36.0	18.5	16.8	21.0	18.0	14.3	29.1	15.7	13.1
Level of Service (LOS)	C	C	B	D	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	22.3	C		20.9	C		17.7	B		17.0	B	
Intersection Delay, s/veh / LOS	19.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.40	A	0.96	A	1.41	A	1.09	A

HCS Signalized Intersection Results Summary

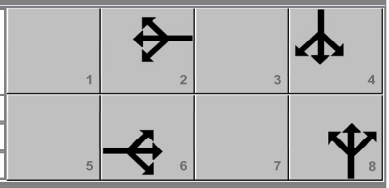
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - PM	PHF	0.93
Urban Street	Plummer Street	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	Winnetka / Plummer	File Name	06PM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	119	784	125	88	399	56	74	865	144	78	580	43

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	36.6	42.5	0.0	0.0	0.0	0.0
Yellow	4.4	4.8	0.0	0.0	0.0	0.0
Red	1.0	0.7	0.0	0.0	0.0	0.0



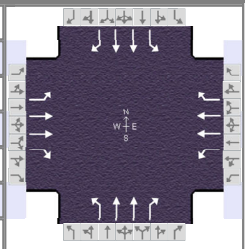
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						18.8		29.2
Green Extension Time (g_e), s		0.0		0.0		10.3		7.6
Phase Call Probability						1.00		1.00
Max Out Probability						0.25		0.52

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	843	134	95	429	60	80	930	155	84	624	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln	959	1781	1585	653	1781	1585	801	1781	1585	602	1781	1585
Queue Service Time (g_s), s	9.4	16.6	4.9	11.9	7.3	2.1	6.4	16.8	5.1	10.4	10.1	1.4
Cycle Queue Clearance Time (g_c), s	16.7	16.6	4.9	28.4	7.3	2.1	16.4	16.8	5.1	27.2	10.1	1.4
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	392	1448	645	225	1448	645	368	1682	748	252	1682	748
Volume-to-Capacity Ratio (*X*)	0.326	0.582	0.209	0.420	0.296	0.093	0.216	0.553	0.207	0.333	0.371	0.062
Back of Queue (*Q*), ft/ln (95 th percentile)	102.5	277.7	83.2	97.6	132.6	35.2	57.3	271.6	83.2	75.9	177	22.9
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	10.9	3.3	3.8	5.2	1.4	2.3	10.7	3.3	3.0	7.0	0.9
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	23.6	20.8	17.3	31.8	18.0	16.5	20.5	17.0	13.9	26.7	15.2	12.9
Incremental Delay (d_2), s/veh	2.2	1.7	0.7	5.7	0.5	0.3	1.3	1.3	0.6	3.5	0.6	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	25.8	22.5	18.0	37.5	18.5	16.8	21.8	18.3	14.5	30.2	15.8	13.1
Level of Service (LOS)	C	C	B	D	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	22.3	C		21.4	C		18.0	B		17.3	B	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.40	A	0.97	A	1.45	A	1.11	A

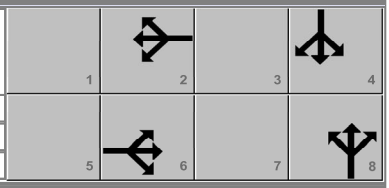
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.93
Urban Street	Plummer Street	Analysis Year	2025	Analysis Period	1> 16:30
Intersection	Winnetka / Plummer	File Name	06PM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	800	123	90	407	57	68	862	142	80	585	44

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	36.6	42.5	0.0	0.0	0.0	0.0	
Yellow	4.4	4.8	0.0	0.0	0.0	0.0	
Red	1.0	0.7	0.0	0.0	0.0	0.0	

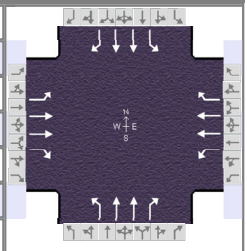
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						18.7		29.4
Green Extension Time (g_e), s		0.0		0.0		10.3		7.5
Phase Call Probability						1.00		1.00
Max Out Probability						0.25		0.53

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	130	860	132	97	438	61	73	927	153	86	629	47
Adjusted Saturation Flow Rate (*s*), veh/h/ln	951	1781	1585	642	1781	1585	797	1781	1585	603	1781	1585
Queue Service Time (g_s), s	9.6	17.0	4.9	12.5	7.5	2.1	5.8	16.7	5.1	10.7	10.2	1.5
Cycle Queue Clearance Time (g_c), s	17.1	17.0	4.9	29.5	7.5	2.1	16.0	16.7	5.1	27.4	10.2	1.5
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	388	1448	645	220	1448	645	366	1682	748	253	1682	748
Volume-to-Capacity Ratio (*X*)	0.336	0.594	0.205	0.440	0.302	0.095	0.200	0.551	0.204	0.340	0.374	0.063
Back of Queue (*Q*), ft/ln (95 th percentile)	105	283.4	81.5	102.1	136.1	35.9	52.3	270.3	81.7	78.2	179	23.4
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	11.2	3.2	4.0	5.4	1.4	2.1	10.6	3.2	3.1	7.0	0.9
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	23.9	20.9	17.3	32.4	18.1	16.5	20.4	16.9	13.9	26.7	15.2	12.9
Incremental Delay (d_2), s/veh	2.3	1.8	0.7	6.3	0.5	0.3	1.2	1.3	0.6	3.6	0.6	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	26.2	22.7	18.0	38.7	18.6	16.8	21.6	18.3	14.5	30.3	15.9	13.1
Level of Service (LOS)	C	C	B	D	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	22.5	C		21.7	C		18.0	B		17.3	B	
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.41	A	0.98	A	1.44	A	1.12	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - PM	PHF	0.93
Urban Street	Plummer Street	Analysis Year	2025	Analysis Period	1> 16:30
Intersection	Winnetka / Plummer	File Name	06PM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	800	127	99	407	57	75	892	153	80	607	44

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	36.6	42.5	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.4	4.8	0.0	0.0	0.0	0.0				
Red	1.0	0.7	0.0	0.0	0.0	0.0				

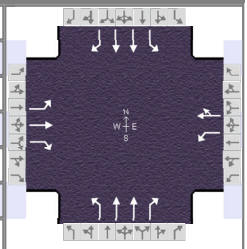
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		42.0		42.0		48.0		48.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.5		5.5
Max Allow Headway (*MAH*), s		0.0		0.0		4.2		4.2
Queue Clearance Time (g_s), s						19.5		30.7
Green Extension Time (g_e), s		0.0		0.0		10.7		7.2
Phase Call Probability						1.00		1.00
Max Out Probability						0.29		0.61

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	130	860	137	106	438	61	81	959	165	86	653	47
Adjusted Saturation Flow Rate (*s*), veh/h/ln	951	1781	1585	642	1781	1585	780	1781	1585	585	1781	1585
Queue Service Time (g_s), s	9.6	17.0	5.0	14.0	7.5	2.1	6.7	17.5	5.5	11.2	10.7	1.5
Cycle Queue Clearance Time (g_c), s	17.1	17.0	5.0	31.0	7.5	2.1	17.4	17.5	5.5	28.7	10.7	1.5
Green Ratio (*g/C*)	0.41	0.41	0.41	0.41	0.41	0.41	0.47	0.47	0.47	0.47	0.47	0.47
Capacity (*c*), veh/h	388	1448	645	220	1448	645	356	1682	748	243	1682	748
Volume-to-Capacity Ratio (*X*)	0.336	0.594	0.212	0.484	0.302	0.095	0.227	0.570	0.220	0.355	0.388	0.063
Back of Queue (*Q*), ft/ln (95 th percentile)	105	283.4	84.7	115.4	136.1	35.9	59.4	281	89	80.3	186.7	23.4
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	11.2	3.3	4.5	5.4	1.4	2.3	11.1	3.5	3.2	7.4	0.9
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	23.9	20.9	17.3	33.0	18.1	16.5	21.0	17.2	14.0	27.5	15.3	12.9
Incremental Delay (d_2), s/veh	2.3	1.8	0.7	7.4	0.5	0.3	1.5	1.4	0.7	4.0	0.7	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	26.2	22.7	18.1	40.5	18.6	16.8	22.4	18.6	14.7	31.5	16.0	13.1
Level of Service (LOS)	C	C	B	D	B	B	C	B	B	C	B	B
Approach Delay, s/veh / LOS	22.5	C		22.3	C		18.3	B		17.5	B	
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.42	A	0.99	A	1.48	A	1.14	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.85
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Prairie	File Name	07AM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	34	20	72	35	50	27	673	151	78	907	37

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	43.6	35.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.7	0.0	0.0	0.0	0.0				

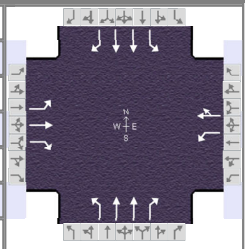
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		5.9		6.9				
Green Extension Time (g_e), s		0.9		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	12	40	24	85	100		32	792	178	92	1067	44
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1295	1870	1585	1367	1691		529	1781	1585	685	1781	1585
Queue Service Time (g_s), s	0.5	1.2	0.8	3.7	3.4		4.2	13.3	5.9	9.2	19.9	1.3
Cycle Queue Clearance Time (g_c), s	3.9	1.2	0.8	4.9	3.4		24.1	13.3	5.9	22.5	19.9	1.3
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	543	740	627	603	669		220	1725	768	311	1725	768
Volume-to-Capacity Ratio (*X*)	0.022	0.054	0.038	0.141	0.149		0.145	0.459	0.231	0.295	0.619	0.057
Back of Queue (*Q*), ft/ln (95 th percentile)	7.3	23.1	13.5	52.6	60.2		27.1	222.6	94	73.5	310	20.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	0.9	0.5	2.1	2.4		1.1	8.8	3.7	2.9	12.2	0.8
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	18.7	16.8	16.7	18.3	17.5		25.9	15.4	13.5	22.8	17.1	12.3
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.1	0.1		1.4	0.9	0.7	2.4	1.7	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
Control Delay (*d*), s/veh	18.8	16.8	16.7	18.4	17.6		27.3	16.3	14.2	25.2	18.8	12.4
Level of Service (LOS)	B	B	B	B	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.1	B		18.0	B		16.2	B		19.0	B	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.61	A	0.79	A	1.31	A	1.48	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - AM	PHF	0.85
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Prairie	File Name	07AM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	34	21	72	35	50	32	677	151	78	924	66

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	43.6	35.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.7	0.0	0.0	0.0	0.0				

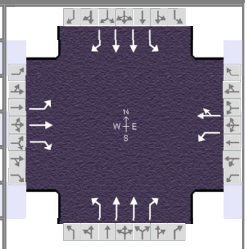
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		6.7		6.9				
Green Extension Time (g_e), s		1.0		1.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	28	40	25	85	100		38	796	178	92	1087	78
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1295	1870	1585	1367	1691		519	1781	1585	682	1781	1585
Queue Service Time (g_s), s	1.3	1.2	0.9	3.7	3.4		5.2	13.4	5.9	9.3	20.4	2.4
Cycle Queue Clearance Time (g_c), s	4.7	1.2	0.9	4.9	3.4		25.6	13.4	5.9	22.7	20.4	2.4
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	543	740	627	603	669		214	1725	768	309	1725	768
Volume-to-Capacity Ratio (*X*)	0.052	0.054	0.039	0.141	0.149		0.176	0.462	0.231	0.297	0.630	0.101
Back of Queue (*Q*), ft/ln (95 th percentile)	17.7	23.1	14.2	52.6	60.2		33	224.1	94	73.8	317.6	38.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	0.9	0.6	2.1	2.4		1.3	8.8	3.7	2.9	12.5	1.5
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	19.0	16.8	16.7	18.3	17.5		26.7	15.4	13.5	22.9	17.2	12.6
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.1	0.1		1.8	0.9	0.7	2.4	1.8	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	19.0	16.8	16.7	18.4	17.6		28.5	16.3	14.2	25.4	19.0	12.8
Level of Service (LOS)	B	B	B	B	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.5	B		18.0	B		16.4	B		19.1	B	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.64	A	0.79	A	1.32	A	1.52	B

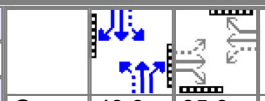
HCS Signalized Intersection Results Summary

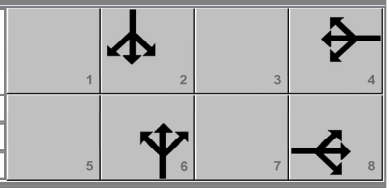
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.85
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Prairie	File Name	07AM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	35	22	74	36	51	35	717	158	80	934	38

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	43.6	35.6	0.0	0.0	0.0	0.0	
Yellow	4.8	3.7	0.0	0.0	0.0	0.0	
Red	0.6	1.7	0.0	0.0	0.0	0.0	

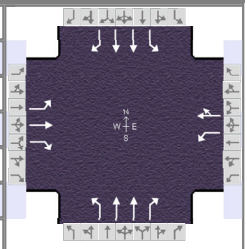
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, (*Y+R c*), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (*g s*), s		6.0		7.0				
Green Extension Time (*g e*), s		1.0		1.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	12	41	26	87	102		41	844	186	94	1099	45
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1292	1870	1585	1366	1692		513	1781	1585	653	1781	1585
Queue Service Time (*g s*), s	0.5	1.2	0.9	3.8	3.5		5.9	14.4	6.2	10.2	20.7	1.3
Cycle Queue Clearance Time (*g c*), s	4.0	1.2	0.9	5.0	3.5		26.6	14.4	6.2	24.6	20.7	1.3
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	541	740	627	602	669		211	1725	768	292	1725	768
Volume-to-Capacity Ratio (*X*)	0.022	0.056	0.041	0.145	0.153		0.196	0.489	0.242	0.323	0.637	0.058
Back of Queue (*Q*), ft/ln (95 th percentile)	7.3	23.8	14.9	54.2	61.7		36.9	237.7	98.9	78.9	321.1	21.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	0.9	0.6	2.1	2.4		1.5	9.4	3.9	3.1	12.6	0.8
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	18.8	16.8	16.7	18.4	17.5		27.2	15.7	13.5	24.0	17.3	12.3
Incremental Delay (*d 2*), s/veh	0.0	0.0	0.0	0.1	0.1		2.1	1.0	0.7	2.9	1.8	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
Control Delay (*d*), s/veh	18.8	16.8	16.7	18.5	17.6		29.3	16.7	14.3	26.9	19.1	12.5
Level of Service (LOS)	B	B	B	B	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.1	B		18.0	B		16.7	B		19.5	B	
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.62	A	0.80	A	1.37	A	1.51	B

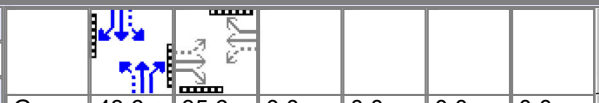
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 20, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - AM	PHF	0.85
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Prairie	File Name	07AM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	35	23	74	36	51	40	721	158	80	951	67

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	43.6	35.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.7	0.0	0.0	0.0	0.0				

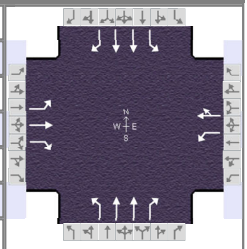
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		6.8		7.0				
Green Extension Time (g_e), s		1.0		1.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	28	41	27	87	102		47	848	186	94	1119	79
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1292	1870	1585	1366	1692		504	1781	1585	650	1781	1585
Queue Service Time (g_s), s	1.3	1.2	0.9	3.8	3.5		7.0	14.5	6.2	10.3	21.3	2.4
Cycle Queue Clearance Time (g_c), s	4.8	1.2	0.9	5.0	3.5		28.2	14.5	6.2	24.8	21.3	2.4
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	541	740	627	602	669		205	1725	768	290	1725	768
Volume-to-Capacity Ratio (*X*)	0.052	0.056	0.043	0.145	0.153		0.230	0.492	0.242	0.325	0.649	0.103
Back of Queue (*Q*), ft/ln (95 th percentile)	17.7	23.8	15.6	54.2	61.7		43.4	239.2	98.9	79.2	328.9	38.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.7	0.9	0.6	2.1	2.4		1.7	9.4	3.9	3.1	12.9	1.5
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	19.0	16.8	16.7	18.4	17.5		28.1	15.7	13.5	24.1	17.4	12.6
Incremental Delay (d_2), s/veh	0.0	0.0	0.0	0.1	0.1		2.6	1.0	0.7	3.0	1.9	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	19.1	16.8	16.8	18.5	17.6		30.6	16.7	14.3	27.1	19.3	12.9
Level of Service (LOS)	B	B	B	B	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	17.5	B		18.0	B		16.9	B		19.5	B	
Intersection Delay, s/veh / LOS	18.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.65	A	0.80	A	1.38	A	1.55	B

HCS Signalized Intersection Results Summary

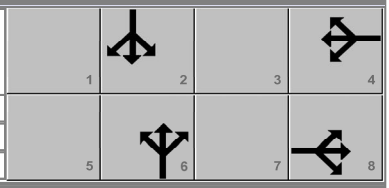
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.90
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 15:15
Intersection	Winnetka / Prairie	File Name	07PM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	56	84	131	43	93	24	743	105	56	837	25

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	43.6	35.6	0.0	0.0	0.0	0.0	
Yellow	4.8	3.7	0.0	0.0	0.0	0.0	
Red	0.6	1.7	0.0	0.0	0.0	0.0	



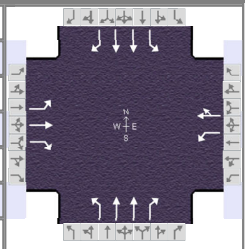
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		12.4		10.7				
Green Extension Time (g_e), s		2.1		2.2		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	96	62	93	146	151		27	826	117	62	930	28
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1236	1870	1585	1340	1665		602	1781	1585	664	1781	1585
Queue Service Time (g_s), s	5.0	1.9	3.4	6.9	5.4		2.9	14.0	3.7	6.2	16.4	0.8
Cycle Queue Clearance Time (g_c), s	10.4	1.9	3.4	8.7	5.4		19.3	14.0	3.7	20.3	16.4	0.8
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	494	740	627	582	659		262	1725	768	298	1725	768
Volume-to-Capacity Ratio (*X*)	0.193	0.084	0.149	0.250	0.229		0.102	0.479	0.152	0.209	0.539	0.036
Back of Queue (*Q*), ft/ln (95 th percentile)	66.2	36.4	56.2	96.7	94.2		20.6	232	58.9	48.2	264.5	13.2
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	1.4	2.2	3.8	3.7		0.8	9.1	2.3	1.9	10.4	0.5
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	21.6	17.0	17.5	19.7	18.1		22.9	15.6	12.9	22.4	16.2	12.2
Incremental Delay (d_2), s/veh	0.2	0.0	0.1	0.2	0.2		0.8	1.0	0.4	1.6	1.2	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
Control Delay (*d*), s/veh	21.7	17.1	17.6	20.0	18.3		23.7	16.5	13.3	24.0	17.4	12.3
Level of Service (LOS)	C	B	B	B	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	19.0	B		19.1	B		16.3	B		17.7	B	
Intersection Delay, s/veh / LOS	17.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.90	A	0.98	A	1.29	A	1.33	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 20, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - PM	PHF	0.90
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 15:15
Intersection	Winnetka / Prairie	File Name	07PM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	56	89	131	43	93	26	754	105	56	850	47

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	43.6	35.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.7	0.0	0.0	0.0	0.0				

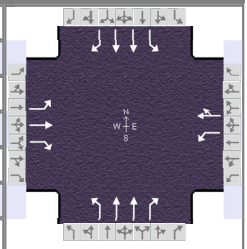
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		14.9		10.7				
Green Extension Time (g_e), s		2.3		2.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.01		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	137	62	99	146	151		29	838	117	62	944	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1236	1870	1585	1340	1665		594	1781	1585	656	1781	1585
Queue Service Time (g_s), s	7.4	1.9	3.6	6.9	5.4		3.2	14.3	3.7	6.4	16.7	1.6
Cycle Queue Clearance Time (g_c), s	12.9	1.9	3.6	8.7	5.4		20.0	14.3	3.7	20.6	16.7	1.6
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	494	740	627	582	659		257	1725	768	294	1725	768
Volume-to-Capacity Ratio (*X*)	0.276	0.084	0.158	0.250	0.229		0.112	0.486	0.152	0.212	0.547	0.068
Back of Queue (*Q*), ft/ln (95 th percentile)	98.4	36.4	59.8	96.7	94.2		22.6	236	58.9	48.5	268.8	25.1
Back of Queue (*Q*), veh/ln (95 th percentile)	3.9	1.4	2.4	3.8	3.7		0.9	9.3	2.3	1.9	10.6	1.0
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
Uniform Delay (d_1), s/veh	22.4	17.0	17.5	19.7	18.1		23.3	15.6	12.9	22.6	16.3	12.4
Incremental Delay (d_2), s/veh	0.3	0.0	0.1	0.2	0.2		0.9	1.0	0.4	1.6	1.3	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
Control Delay (*d*), s/veh	22.7	17.1	17.7	20.0	18.3		24.2	16.6	13.3	24.2	17.5	12.5
Level of Service (LOS)	C	B	B	B	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	19.8	B		19.1	B		16.5	B		17.7	B	
Intersection Delay, s/veh / LOS	17.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.98	A	0.98	A	1.30	A	1.36	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 22, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.90
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	Winnetka / Prairie	File Name	07PM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



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	57	92	137	44	95	28	774	109	57	879	26

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	43.6	35.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.7	0.0	0.0	0.0	0.0				

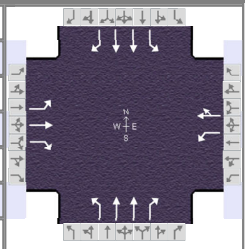
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		12.7		11.1				
Green Extension Time (g_e), s		2.2		2.2		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	98	63	102	152	154		31	860	121	63	977	29
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1232	1870	1585	1339	1665		576	1781	1585	643	1781	1585
Queue Service Time (g_s), s	5.2	1.9	3.8	7.2	5.6		3.7	14.8	3.8	6.7	17.5	0.9
Cycle Queue Clearance Time (g_c), s	10.7	1.9	3.8	9.1	5.6		21.2	14.8	3.8	21.5	17.5	0.9
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	491	740	627	581	659		247	1725	768	286	1725	768
Volume-to-Capacity Ratio (*X*)	0.199	0.086	0.163	0.262	0.234		0.126	0.498	0.158	0.222	0.566	0.038
Back of Queue (*Q*), ft/ln (95 th percentile)	68	37.1	62	102.1	96.4		24.9	242.4	61.3	50.2	279.3	13.7
Back of Queue (*Q*), veh/ln (95 th percentile)	2.7	1.5	2.4	4.0	3.8		1.0	9.5	2.4	2.0	11.0	0.5
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	21.7	17.0	17.6	19.9	18.1		24.0	15.8	13.0	23.1	16.5	12.2
Incremental Delay (d_2), s/veh	0.2	0.0	0.1	0.2	0.2		1.0	1.0	0.4	1.8	1.4	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
Control Delay (*d*), s/veh	21.9	17.1	17.7	20.1	18.3		25.1	16.8	13.4	24.8	17.8	12.3
Level of Service (LOS)	C	B	B	C	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	19.1	B		19.2	B		16.6	B		18.1	B	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	0.92	A	0.99	A	1.32	A	1.37	A

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 20, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - PM	PHF	0.90
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	Winnetka / Prairie	File Name	07PM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	125	57	97	137	44	95	30	785	109	57	892	48

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	43.6	35.6	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.8	3.7	0.0	0.0	0.0	0.0				
Red	0.6	1.7	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4		6		2
Case Number		5.0		6.0		5.0		5.0
Phase Duration, s		41.0		41.0		49.0		49.0
Change Period, ($Y+R_c$), s		5.4		5.4		5.4		5.4
Max Allow Headway (*MAH*), s		4.3		4.3		0.0		0.0
Queue Clearance Time (g_s), s		15.2		11.1				
Green Extension Time (g_e), s		2.4		2.5		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.01		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	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	139	63	108	152	154		33	872	121	63	991	53
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1232	1870	1585	1339	1665		568	1781	1585	635	1781	1585
Queue Service Time (g_s), s	7.6	1.9	4.0	7.2	5.6		4.0	15.1	3.8	6.8	17.9	1.6
Cycle Queue Clearance Time (g_c), s	13.2	1.9	4.0	9.1	5.6		21.9	15.1	3.8	21.9	17.9	1.6
Green Ratio (*g/C*)	0.40	0.40	0.40	0.40	0.40		0.48	0.48	0.48	0.48	0.48	0.48
Capacity (*c*), veh/h	491	740	627	581	659		242	1725	768	282	1725	768
Volume-to-Capacity Ratio (*X*)	0.283	0.086	0.172	0.262	0.234		0.138	0.506	0.158	0.225	0.574	0.069
Back of Queue (*Q*), ft/ln (95 th percentile)	100.4	37.1	65.6	102.1	96.4		27.1	246.5	61.3	50.7	283.8	25.7
Back of Queue (*Q*), veh/ln (95 th percentile)	4.0	1.5	2.6	4.0	3.8		1.1	9.7	2.4	2.0	11.2	1.0
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
Uniform Delay (d_1), s/veh	22.5	17.0	17.6	19.9	18.1		24.4	15.8	13.0	23.3	16.6	12.4
Incremental Delay (d_2), s/veh	0.3	0.0	0.1	0.2	0.2		1.2	1.1	0.4	1.8	1.4	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
Control Delay (*d*), s/veh	22.8	17.1	17.8	20.1	18.3		25.6	16.9	13.4	25.1	18.0	12.6
Level of Service (LOS)	C	B	B	C	B		C	B	B	C	B	B
Approach Delay, s/veh / LOS	19.9	B		19.2	B		16.8	B		18.1	B	
Intersection Delay, s/veh / LOS	17.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.45	B	1.94	B	2.13	B
Bicycle LOS Score / LOS	1.00	A	0.99	A	1.33	A	1.40	A

HCS Two-Way Stop-Control Report

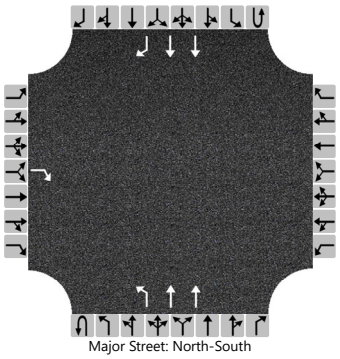
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/14/2023
Analysis Year	2023
Time Analyzed	Existing - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				8					0	5	866				991	14
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				9						6						
Capacity, c (veh/h)				476						615						
v/c Ratio				0.02						0.01						
95% Queue Length, Q_{95} (veh)				0.1						0.0						
Control Delay (s/veh)				12.7						10.9						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	12.7								0.1							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

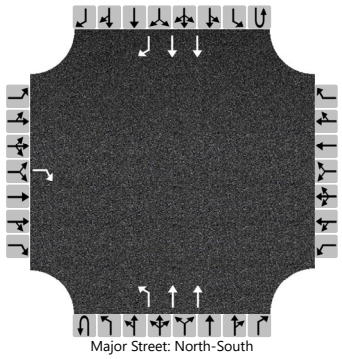
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/24/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				17					0	24	875				992	31
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								3						

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				19						27						
Capacity, c (veh/h)				475						605						
v/c Ratio				0.04						0.04						
95% Queue Length, Q_{95} (veh)				0.1						0.1						
Control Delay (s/veh)				12.9						11.2						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)		12.9								0.3						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

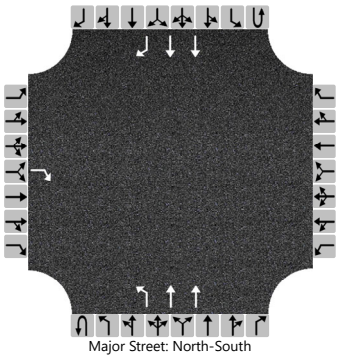
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/22/2023
Analysis Year	2025
Time Analyzed	Future - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				8					0	5	924				1023	14
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								3						

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				9						6						
Capacity, c (veh/h)				463						596						
v/c Ratio				0.02						0.01						
95% Queue Length, Q_{95} (veh)				0.1						0.0						
Control Delay (s/veh)				12.9						11.1						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)		12.9								0.1						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

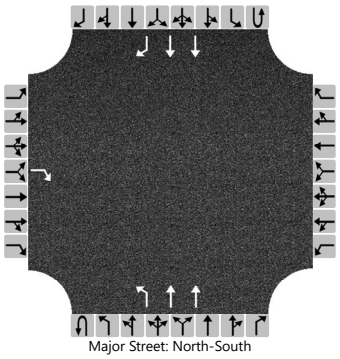
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/24/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - AM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				17					0	24	933				1024	31
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				19						27						
Capacity, c (veh/h)				463						586						
v/c Ratio				0.04						0.05						
95% Queue Length, Q_{95} (veh)				0.1						0.1						
Control Delay (s/veh)				13.1						11.4						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	13.1								0.3							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

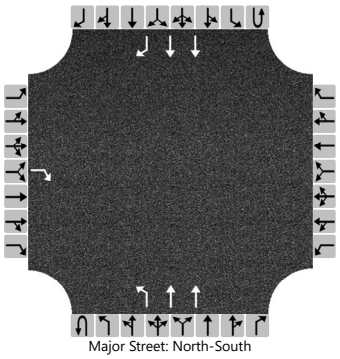
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/14/2023
Analysis Year	2023
Time Analyzed	Existing - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				38					0	24	885				1056	33
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				42						27						
Capacity, c (veh/h)				451						567						
v/c Ratio				0.09						0.05						
95% Queue Length, Q_{95} (veh)				0.3						0.1						
Control Delay (s/veh)				13.8						11.7						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	13.8								0.3							
Approach LOS	B								A							

HCS Two-Way Stop-Control Report

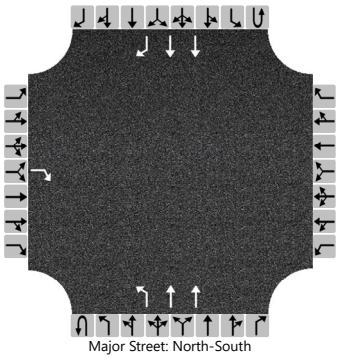
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/24/2023
Analysis Year	2023
Time Analyzed	Ex w/ Proj - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				59					0	40	898				1061	46
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								3						

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				66						44						
Capacity, c (veh/h)				449						557						
v/c Ratio				0.15						0.08						
95% Queue Length, Q_{95} (veh)				0.5						0.3						
Control Delay (s/veh)				14.4						12.0						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)		14.4								0.5						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

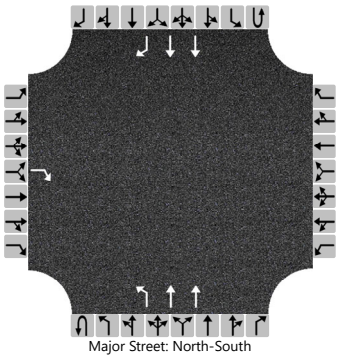
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	8/22/2023
Analysis Year	2025
Time Analyzed	Future - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				39					0	24	924				1111	34
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No												No		
Median Type | Storage		Left Only								3						

Critical and Follow-up Headways

Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				43						27						
Capacity, c (veh/h)				430						536						
v/c Ratio				0.10						0.05						
95% Queue Length, Q_{95} (veh)				0.3						0.2						
Control Delay (s/veh)				14.3						12.1						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)		14.3								0.3						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

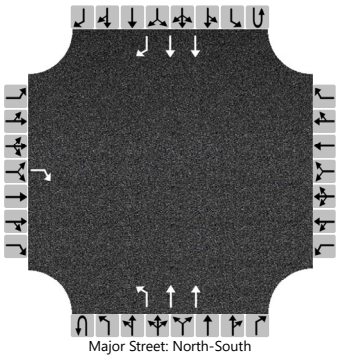
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	10/24/2023
Analysis Year	2025
Time Analyzed	Fut w/ Proj - PM
Intersection Orientation	North-South
Project Description	Tesla Delivery Hub and Service Center

Site Information

Intersection	Winnetka Avenue / Winnetka Avenue Drivew...
Jurisdiction	City of Los Angeles
East/West Street	Winnetka Avenue Driveway
North/South Street	Winnetka Avenue
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

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		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	1		0	0	0	0	1	2	0	0	0	2	1
Configuration				R						L	T				T	R
Volume (veh/h)				60					0	40	937				1116	47
Percent Heavy Vehicles (%)				3					3	3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

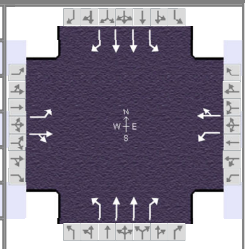
Base Critical Headway (sec)				6.9						4.1						
Critical Headway (sec)				6.96						4.16						
Base Follow-Up Headway (sec)				3.3						2.2						
Follow-Up Headway (sec)				3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)				67						44						
Capacity, c (veh/h)				428						527						
v/c Ratio				0.16						0.08						
95% Queue Length, Q_{95} (veh)				0.5						0.3						
Control Delay (s/veh)				14.9						12.5						
Level of Service (LOS)				B						B						
Approach Delay (s/veh)	14.9								0.5							
Approach LOS	B								A							

HCS Signalized Intersection Results Summary

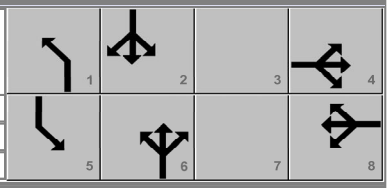
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 23, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.92
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Larian	File Name	09AM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	6	2	1	7	19	879	3	6	993	14

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



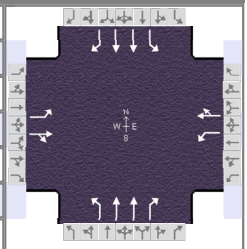
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, (*Y+R c*), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (*g s*), s		2.2		2.3	2.6		2.2	
Green Extension Time (*g e*), s		0.0		0.0	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.05		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	0	7		2	9		21	955	3	7	1079	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1406	1585		1409	1616		1781	1781	1585	1781	1781	1585
Queue Service Time (*g s*), s	0.0	0.2		0.1	0.3		0.6	21.4	0.1	0.2	25.4	0.6
Cycle Queue Clearance Time (*g c*), s	0.0	0.2		0.3	0.3		0.6	21.4	0.1	0.2	25.4	0.6
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	80	565		579	576		273	1250	557	321	1250	557
Volume-to-Capacity Ratio (*X*)	0.000	0.012		0.004	0.015		0.076	0.764	0.006	0.020	0.863	0.027
Back of Queue (*Q*), ft/ln (95 th percentile)	0	4.2		1.4	5.6		10.4	359.7	2.1	3.2	429.1	9.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.2		0.1	0.2		0.4	14.2	0.1	0.1	16.9	0.4
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
Uniform Delay (*d 1*), s/veh	0.0	18.7		18.8	18.7		18.3	25.9	19.0	16.4	27.2	19.1
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.0		0.1	4.5	0.0	0.0	8.0	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
Control Delay (*d*), s/veh	0.0	18.7		18.8	18.7		18.5	30.4	19.0	16.4	35.2	19.2
Level of Service (LOS)		B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	18.7	B		18.8	B		30.1	C		34.9	C	
Intersection Delay, s/veh / LOS	32.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.50	A	0.51	A	1.30	A	1.40	A

HCS Signalized Intersection Results Summary

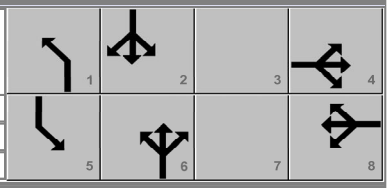
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - AM	PHF	0.92
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Larian	File Name	09AM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	0	13	2	1	7	34	903	3	6	995	14

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



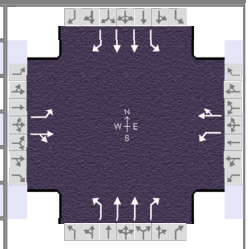
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, ($Y+R_c$), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		2.5		2.6	3.1		2.2	
Green Extension Time (g_e), s		0.1		0.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.15		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	4	14		2	9		37	982	3	7	1082	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1406	1585		1400	1616		1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	0.2	0.5		0.1	0.3		1.1	22.2	0.1	0.2	25.5	0.6
Cycle Queue Clearance Time (g_c), s	0.5	0.5		0.6	0.3		1.1	22.2	0.1	0.2	25.5	0.6
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	577	565		571	576		272	1250	557	315	1250	557
Volume-to-Capacity Ratio (*X*)	0.008	0.025		0.004	0.015		0.136	0.785	0.006	0.021	0.865	0.027
Back of Queue (*Q*), ft/ln (95 th percentile)	2.8	9.2		1.4	5.6		18.9	372.7	2.1	3.2	430.3	9.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	0.4		0.1	0.2		0.7	14.7	0.1	0.1	16.9	0.4
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
Uniform Delay (d_1), s/veh	18.9	18.8		19.0	18.7		18.6	26.2	19.0	16.6	27.2	19.1
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0		0.2	5.0	0.0	0.0	8.1	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
Control Delay (*d*), s/veh	18.9	18.8		19.0	18.7		18.9	31.2	19.0	16.7	35.3	19.2
Level of Service (LOS)	B	B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	18.8	B		18.8	B		30.7	C		35.0	D	
Intersection Delay, s/veh / LOS	32.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.52	A	0.51	A	1.33	A	1.40	A

HCS Signalized Intersection Results Summary

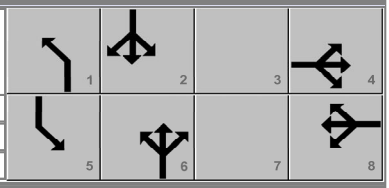
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 23, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.92
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Larian	File Name	09AM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0	0	6	35	1	48	19	897	13	18	1013	14

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



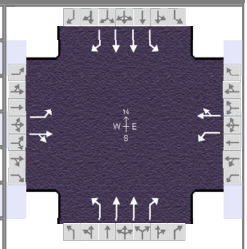
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, (*Y+R c*), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.5		4.5	4.1	0.0	4.1	0.0
Queue Clearance Time (*g s*), s		2.2		4.0	2.6		2.5	
Green Extension Time (*g e*), s		0.4		0.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.05		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	0	7		38	53		21	975	14	20	1101	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1351	1585		1409	1590		1781	1781	1585	1781	1781	1585
Queue Service Time (*g s*), s	0.0	0.2		1.6	2.0		0.6	22.0	0.5	0.5	26.1	0.6
Cycle Queue Clearance Time (*g c*), s	0.0	0.2		1.9	2.0		0.6	22.0	0.5	0.5	26.1	0.6
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	80	565		579	567		268	1250	557	317	1250	557
Volume-to-Capacity Ratio (*X*)	0.000	0.012		0.066	0.094		0.077	0.780	0.025	0.062	0.881	0.027
Back of Queue (*Q*), ft/ln (95 th percentile)	0	4.2		25.2	35.4		10.4	369.2	9	9.6	443.6	9.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0	0.2		1.0	1.4		0.4	14.5	0.4	0.4	17.5	0.4
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
Uniform Delay (*d 1*), s/veh	0.0	18.7		19.3	19.3		18.6	26.1	19.1	16.7	27.4	19.1
Incremental Delay (*d 2*), s/veh	0.0	0.0		0.0	0.1		0.1	4.9	0.1	0.1	9.1	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
Control Delay (*d*), s/veh	0.0	18.7		19.3	19.3		18.7	30.9	19.2	16.8	36.5	19.2
Level of Service (LOS)		B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	18.7	B		19.3	B		30.5	C		35.9	D	
Intersection Delay, s/veh / LOS	32.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.50	A	0.64	A	1.32	A	1.42	A

HCS Signalized Intersection Results Summary

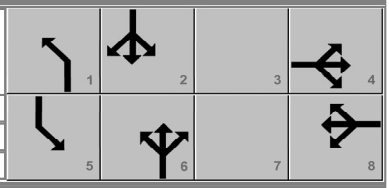
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - AM	PHF	0.92
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Larian	File Name	09AM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	4	0	13	35	1	48	34	921	13	18	1015	14

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



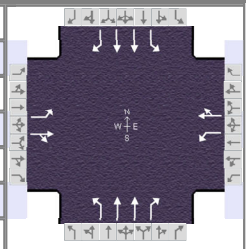
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, ($Y+R_c$), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		4.2		4.2	3.1		2.5	
Green Extension Time (g_e), s		0.4		0.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.15		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	4	14		38	53		37	1001	14	20	1103	15
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1351	1585		1400	1590		1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	0.2	0.5		1.6	2.0		1.1	22.8	0.5	0.5	26.2	0.6
Cycle Queue Clearance Time (g_c), s	2.2	0.5		2.2	2.0		1.1	22.8	0.5	0.5	26.2	0.6
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	532	565		571	567		267	1250	557	310	1250	557
Volume-to-Capacity Ratio (*X*)	0.008	0.025		0.067	0.094		0.138	0.801	0.025	0.063	0.882	0.027
Back of Queue (*Q*), ft/ln (95 th percentile)	2.9	9.2		25.4	35.4		18.9	383	9	9.6	445.8	9.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.1	0.4		1.0	1.4		0.7	15.1	0.4	0.4	17.6	0.4
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
Uniform Delay (d_1), s/veh	20.0	18.8		19.5	19.3		18.9	26.4	19.1	17.0	27.5	19.1
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.1		0.2	5.5	0.1	0.1	9.2	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
Control Delay (*d*), s/veh	20.0	18.8		19.5	19.3		19.1	31.8	19.2	17.1	36.7	19.2
Level of Service (LOS)	C	B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	19.1	B		19.4	B		31.2	C		36.1	D	
Intersection Delay, s/veh / LOS	33.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.52	A	0.64	A	1.36	A	1.43	A

HCS Signalized Intersection Results Summary

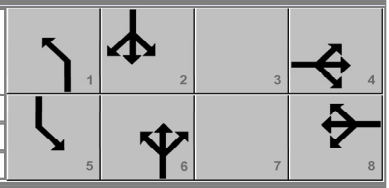
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 23, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.91
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 15:15
Intersection	Winnetka / Larian	File Name	09PM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	3	28	1	0	8	17	886	4	10	1085	4

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



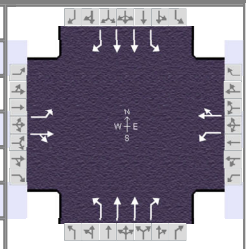
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, ($Y+R_c$), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		3.3		3.3	2.5		2.3	
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.04		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	11	34		1	9		19	974	4	11	1192	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1406	1609		1375	1585		1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	0.5	1.3		0.0	0.3		0.5	22.0	0.2	0.3	29.4	0.2
Cycle Queue Clearance Time (g_c), s	0.8	1.3		1.3	0.3		0.5	22.0	0.2	0.3	29.4	0.2
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	577	574		551	565		249	1250	557	317	1250	557
Volume-to-Capacity Ratio (*X*)	0.019	0.059		0.002	0.016		0.075	0.779	0.008	0.035	0.954	0.008
Back of Queue (*Q*), ft/ln (95 th percentile)	7.2	22.3		0.7	5.7		9.5	368.6	2.8	5.3	524.1	2.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	0.9		0.0	0.2		0.4	14.5	0.1	0.2	20.6	0.1
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
Uniform Delay (d_1), s/veh	19.0	19.0		19.5	18.7		19.5	26.1	19.0	16.6	28.5	19.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0		0.1	4.8	0.0	0.0	16.5	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
Control Delay (*d*), s/veh	19.0	19.1		19.5	18.7		19.6	30.9	19.0	16.7	45.0	19.0
Level of Service (LOS)	B	B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	19.1	B		18.8	B		30.6	C		44.6	D	
Intersection Delay, s/veh / LOS	37.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.56	A	0.50	A	1.31	A	1.48	A

HCS Signalized Intersection Results Summary

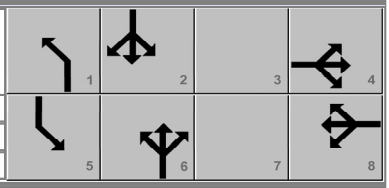
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - PM	PHF	0.91
Urban Street	Winnetka Avenue	Analysis Year	2023	Analysis Period	1> 15:15
Intersection	Winnetka / Larian	File Name	09PM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	3	44	1	0	8	29	904	4	10	1092	4

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



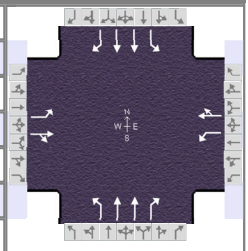
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, ($Y+R_c$), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		3.9		4.0	2.9		2.3	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.11		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	23	52		1	9		32	993	4	11	1200	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1406	1601		1353	1585		1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	1.0	1.9		0.0	0.3		0.9	22.6	0.2	0.3	29.7	0.2
Cycle Queue Clearance Time (g_c), s	1.3	1.9		2.0	0.3		0.9	22.6	0.2	0.3	29.7	0.2
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	577	571		534	565		248	1250	557	312	1250	557
Volume-to-Capacity Ratio (*X*)	0.040	0.090		0.002	0.016		0.128	0.794	0.008	0.035	0.960	0.008
Back of Queue (*Q*), ft/ln (95 th percentile)	15.2	34.3		0.7	5.7		16.3	378.4	2.8	5.3	532.6	2.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	1.3		0.0	0.2		0.6	14.9	0.1	0.2	21.0	0.1
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
Uniform Delay (d_1), s/veh	19.1	19.2		19.9	18.7		19.6	26.3	19.0	16.8	28.6	19.0
Incremental Delay (d_2), s/veh	0.0	0.1		0.0	0.0		0.2	5.3	0.0	0.0	17.5	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
Control Delay (*d*), s/veh	19.2	19.3		19.9	18.7		19.9	31.5	19.0	16.8	46.0	19.0
Level of Service (LOS)	B	B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	19.3	B		18.9	B		31.1	C		45.7	D	
Intersection Delay, s/veh / LOS	38.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.61	A	0.50	A	1.34	A	1.49	A

HCS Signalized Intersection Results Summary

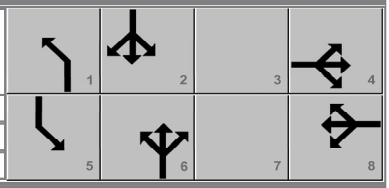
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 23, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.91
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	Winnetka / Larian	File Name	09PM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	10	3	29	19	0	29	17	904	32	44	1107	4

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	8.5	31.6	32.1	0.0	0.0	0.0
Yellow	4.3	4.8	3.6	0.0	0.0	0.0
Red	2.2	0.6	2.3	0.0	0.0	0.0



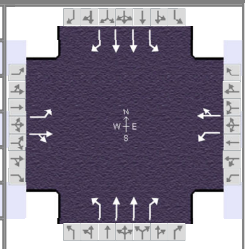
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, ($Y+R_c$), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		3.7		4.2	2.5		3.4	
Green Extension Time (g_e), s		0.4		0.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.04		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	11	35		21	32		19	993	35	48	1216	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1377	1608		1373	1585		1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	0.5	1.3		0.9	1.2		0.5	22.6	1.3	1.4	30.3	0.2
Cycle Queue Clearance Time (g_c), s	1.7	1.3		2.2	1.2		0.5	22.6	1.3	1.4	30.3	0.2
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	553	574		550	565		248	1250	557	312	1250	557
Volume-to-Capacity Ratio (*X*)	0.020	0.061		0.038	0.056		0.075	0.794	0.063	0.155	0.973	0.008
Back of Queue (*Q*), ft/ln (95 th percentile)	7.3	23.1		14	20.9		9.5	378.4	22.7	24.1	551.7	2.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	0.9		0.5	0.8		0.4	14.9	0.9	0.9	21.7	0.1
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
Uniform Delay (d_1), s/veh	19.6	19.0		19.8	19.0		19.5	26.3	19.4	17.3	28.8	19.0
Incremental Delay (d_2), s/veh	0.0	0.0		0.0	0.0		0.1	5.3	0.2	0.2	19.7	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
Control Delay (*d*), s/veh	19.6	19.1		19.8	19.0		19.7	31.5	19.6	17.6	48.5	19.0
Level of Service (LOS)	B	B		B	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	19.2	B		19.3	B		30.9	C		47.2	D	
Intersection Delay, s/veh / LOS	39.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.56	A	0.57	A	1.35	A	1.53	B

HCS Signalized Intersection Results Summary

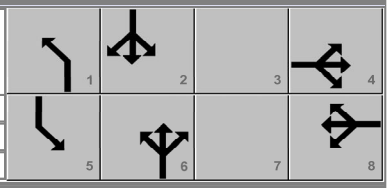
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - PM	PHF	0.91
Urban Street	Winnetka Avenue	Analysis Year	2025	Analysis Period	1> 15:15
Intersection	Winnetka / Larian	File Name	09PM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	3	45	19	0	29	29	922	32	44	1114	4

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	8.5	31.6	32.1	0.0	0.0	0.0	
Yellow	4.3	4.8	3.6	0.0	0.0	0.0	
Red	2.2	0.6	2.3	0.0	0.0	0.0	



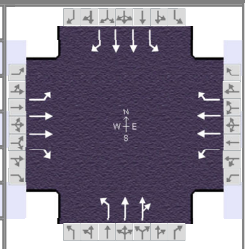
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	1	6	5	2
Case Number		6.0		6.0	1.1	3.0	1.1	3.0
Phase Duration, s		38.0		38.0	15.0	37.0	15.0	37.0
Change Period, ($Y+R_c$), s		5.9		5.9	6.5	5.4	5.5	5.4
Max Allow Headway (*MAH*), s		4.6		4.6	4.1	0.0	4.1	0.0
Queue Clearance Time (g_s), s		4.2		4.9	2.9		3.4	
Green Extension Time (g_e), s		0.5		0.5	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		1.00	
Max Out Probability		0.00		0.00	0.11		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	7	4	14	3	8	18	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	23	53		21	32		32	1013	35	48	1224	4
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1377	1600		1352	1585		1781	1781	1585	1781	1781	1585
Queue Service Time (g_s), s	1.0	2.0		0.9	1.2		0.9	23.2	1.3	1.4	30.6	0.2
Cycle Queue Clearance Time (g_c), s	2.2	2.0		2.9	1.2		0.9	23.2	1.3	1.4	30.6	0.2
Green Ratio (*g/C*)	0.36	0.36		0.36	0.36		0.45	0.35	0.35	0.46	0.35	0.35
Capacity (*c*), veh/h	553	571		532	565		248	1250	557	307	1250	557
Volume-to-Capacity Ratio (*X*)	0.042	0.092		0.039	0.056		0.128	0.810	0.063	0.157	0.979	0.008
Back of Queue (*Q*), ft/ln (95 th percentile)	15.4	35.1		14.2	20.9		16.3	389.1	22.7	24.1	561.8	2.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	1.4		0.6	0.8		0.6	15.3	0.9	1.0	22.1	0.1
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
Uniform Delay (d_1), s/veh	19.7	19.3		20.2	19.0		19.6	26.5	19.4	17.5	28.9	19.0
Incremental Delay (d_2), s/veh	0.0	0.1		0.0	0.0		0.2	5.8	0.2	0.2	20.9	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
Control Delay (*d*), s/veh	19.8	19.3		20.3	19.0		19.9	32.2	19.6	17.8	49.8	19.0
Level of Service (LOS)	B	B		C	B		B	C	B	B	D	B
Approach Delay, s/veh / LOS	19.5	B		19.5	B		31.5	C		48.5	D	
Intersection Delay, s/veh / LOS	39.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.45	B	1.94	B	1.94	B
Bicycle LOS Score / LOS	0.61	A	0.57	A	1.38	A	1.54	B

HCS Signalized Intersection Results Summary

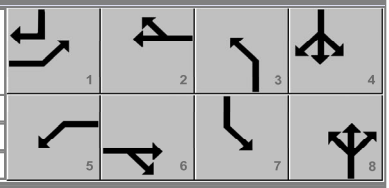
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 23, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.87
Urban Street	Nordhoff Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Nordhoff	File Name	10AM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	84	387	55	97	722	31	212	803	120	31	799	128

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



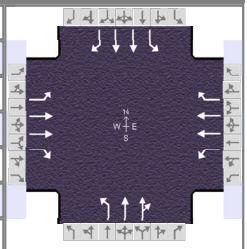
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	8.0		9.0		11.9	35.9	3.5	30.8
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	1.1	0.0	4.5
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.05		0.14		1.00	1.00	0.05	0.87

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	97	445	63	111	830	36	244	543	518	36	918	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1785	1781	1781	1585
Queue Service Time (g_s), s	6.0	12.2	3.6	7.0	26.1	2.0	9.9	33.9	33.9	1.5	28.8	6.9
Cycle Queue Clearance Time (g_c), s	6.0	12.2	3.6	7.0	26.1	2.0	9.9	33.9	33.9	1.5	28.8	6.9
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1015	452	226	1015	452	240	580	553	219	1104	691
Volume-to-Capacity Ratio (*X*)	0.431	0.438	0.140	0.494	0.818	0.079	1.017	0.936	0.936	0.163	0.832	0.213
Back of Queue (*Q*), ft/ln (95 th percentile)	124.1	233.8	65.4	144.8	452.4	36.1	352.6	668.7	636.2	29.1	489.2	120.5
Back of Queue (*Q*), veh/ln (95 th percentile)	4.9	9.2	2.6	5.7	17.8	1.4	13.9	26.3	25.4	1.1	19.3	4.7
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	48.5	35.1	31.9	48.8	40.0	31.4	33.7	40.2	40.3	27.8	38.5	21.1
Incremental Delay (d_2), s/veh	1.3	1.4	0.6	1.7	7.3	0.3	62.7	24.5	25.4	0.3	7.4	0.7
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	49.8	36.4	32.6	50.5	47.3	31.7	96.4	64.8	65.6	28.2	45.8	21.8
Level of Service (LOS)	D	D	C	D	D	C	F	E	E	C	D	C
Approach Delay, s/veh / LOS	38.2	D		47.1	D		71.0	E		42.1	D	
Intersection Delay, s/veh / LOS	52.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	0.99	A	1.29	A	1.56	B	1.40	A

HCS Signalized Intersection Results Summary

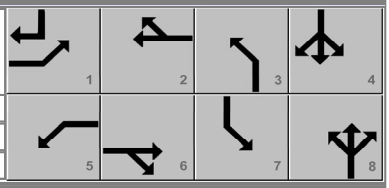
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - AM	PHF	0.87
Urban Street	Nordhoff Street	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Winnetka / Nordhoff	File Name	10AM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	387	55	97	722	42	212	827	120	35	809	130

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



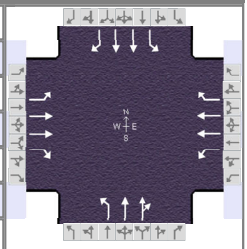
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	8.4		9.0		11.9	37.1	3.7	31.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.1	0.0	4.3
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.08		0.14		1.00	1.00	0.07	0.90

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	102	445	63	111	830	48	244	556	532	40	930	149
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1787	1781	1781	1585
Queue Service Time (g_s), s	6.4	12.2	3.6	7.0	26.1	2.7	9.9	35.1	35.1	1.7	29.3	7.0
Cycle Queue Clearance Time (g_c), s	6.4	12.2	3.6	7.0	26.1	2.7	9.9	35.1	35.1	1.7	29.3	7.0
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1015	452	226	1015	452	237	580	554	213	1104	691
Volume-to-Capacity Ratio (*X*)	0.456	0.438	0.140	0.494	0.818	0.107	1.029	0.960	0.960	0.189	0.842	0.216
Back of Queue (*Q*), ft/ln (95 th percentile)	132.1	233.8	65.4	144.8	452.4	49.4	358.4	705.4	671.9	33	497.9	122.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.2	9.2	2.6	5.7	17.8	1.9	14.1	27.8	26.9	1.3	19.6	4.8
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	0.00
Uniform Delay (d_1), s/veh	48.6	35.1	31.9	48.8	40.0	31.6	33.5	40.7	40.7	28.3	38.7	21.1
Incremental Delay (d_2), s/veh	1.4	1.4	0.6	1.7	7.3	0.5	66.3	28.7	29.6	0.4	7.8	0.7
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	50.1	36.4	32.6	50.5	47.3	32.1	99.8	69.3	70.3	28.7	46.5	21.8
Level of Service (LOS)	D	D	C	D	D	C	F	E	E	C	D	C
Approach Delay, s/veh / LOS	38.3	D		46.9	D		75.3	E		42.6	D	
Intersection Delay, s/veh / LOS	53.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	0.99	A	1.30	A	1.59	B	1.41	A

HCS Signalized Intersection Results Summary

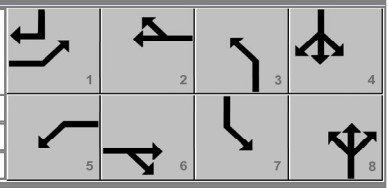
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Sep 20, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.87
Urban Street	Nordhoff Street	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Nordhoff	File Name	10AM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	87	395	56	99	737	34	216	826	122	39	837	134

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



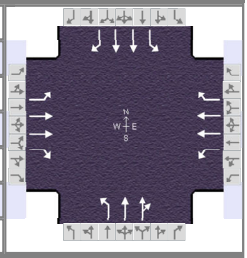
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	8.2		9.2		11.9	37.2	3.9	32.6
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.0	0.0	3.4
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.07		0.16		1.00	1.00	0.10	0.97

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	100	454	64	114	847	39	248	557	532	45	962	154
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1786	1781	1781	1585
Queue Service Time (g_s), s	6.2	12.5	3.6	7.2	26.8	2.2	9.9	35.1	35.2	1.9	30.6	7.3
Cycle Queue Clearance Time (g_c), s	6.2	12.5	3.6	7.2	26.8	2.2	9.9	35.1	35.2	1.9	30.6	7.3
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1015	452	226	1015	452	229	580	554	213	1104	691
Volume-to-Capacity Ratio (*X*)	0.446	0.447	0.142	0.504	0.835	0.087	1.084	0.961	0.962	0.211	0.871	0.223
Back of Queue (*Q*), ft/ln (95 th percentile)	128.8	238.4	66.7	148.4	465.6	39.7	391	707.3	673.8	36.8	524	126.8
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	9.4	2.6	5.8	18.3	1.6	15.4	27.8	27.0	1.5	20.6	5.0
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	48.6	35.2	32.0	48.9	40.2	31.4	32.7	40.7	40.7	28.4	39.1	21.2
Incremental Delay (d_2), s/veh	1.4	1.4	0.7	1.8	8.1	0.4	83.5	28.9	29.9	0.5	9.5	0.7
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	50.0	36.6	32.6	50.7	48.3	31.8	116.3	69.6	70.6	28.9	48.6	21.9
Level of Service (LOS)	D	D	C	D	D	C	F	E	E	C	D	C
Approach Delay, s/veh / LOS	38.3	D		47.9	D		78.7	E		44.3	D	
Intersection Delay, s/veh / LOS	55.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.00	A	1.31	A	1.59	B	1.45	A

HCS Signalized Intersection Results Summary

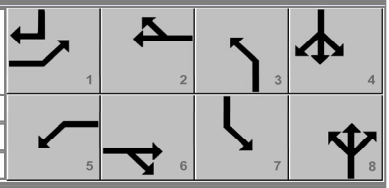
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - AM	PHF	0.87
Urban Street	Nordhoff Street	Analysis Year	2025	Analysis Period	1> 7:30
Intersection	Winnetka / Nordhoff	File Name	10AM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	395	56	99	737	45	216	850	122	43	847	137

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



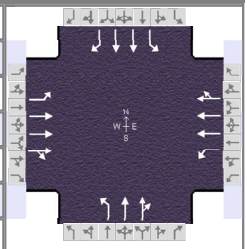
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	8.6		9.2		11.9	38.4	4.1	33.2
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.0	0.0	0.0	3.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.10		0.16		1.00	1.00	0.14	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	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	106	454	64	114	847	52	248	571	546	49	974	157
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1781	1870	1788	1781	1781	1585
Queue Service Time (g_s), s	6.6	12.5	3.6	7.2	26.8	2.9	9.9	36.4	36.4	2.1	31.2	7.5
Cycle Queue Clearance Time (g_c), s	6.6	12.5	3.6	7.2	26.8	2.9	9.9	36.4	36.4	2.1	31.2	7.5
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1015	452	226	1015	452	226	580	554	207	1104	691
Volume-to-Capacity Ratio (*X*)	0.472	0.447	0.142	0.504	0.835	0.114	1.096	0.985	0.986	0.239	0.882	0.228
Back of Queue (*Q*), ft/ln (95 th percentile)	136.9	238.4	66.7	148.4	465.6	53	397.9	747.7	713.3	40.8	534.2	130.3
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	9.4	2.6	5.8	18.3	2.1	15.7	29.4	28.5	1.6	21.0	5.1
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	48.7	35.2	32.0	48.9	40.2	31.7	32.5	41.1	41.1	28.6	39.3	21.2
Incremental Delay (d_2), s/veh	1.5	1.4	0.7	1.8	8.1	0.5	88.0	33.8	34.9	0.6	10.2	0.8
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	50.3	36.6	32.6	50.7	48.3	32.2	120.5	74.9	76.0	29.2	49.5	22.0
Level of Service (LOS)	D	D	C	D	D	C	F	E	E	C	D	C
Approach Delay, s/veh / LOS	38.5	D		47.8	D		83.6	F		45.0	D	
Intersection Delay, s/veh / LOS	57.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.47	B	2.47	B
Bicycle LOS Score / LOS	1.00	A	1.32	A	1.61	B	1.46	A

HCS Signalized Intersection Results Summary

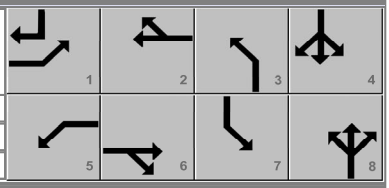
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 23, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Nordhoff Street	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	Winnetka / Nordhoff	File Name	10PM - Existing.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	124	879	234	179	514	53	71	742	123	67	870	77

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



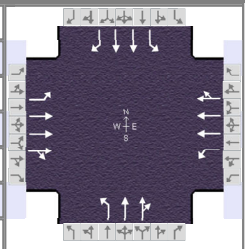
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	10.1		14.1		5.1	28.8	4.9	29.9
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	5.0	0.1	4.5
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.44		1.00		0.49	0.70	0.46	0.76

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	793	355	185	394	191	73	457	435	69	897	79
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1666	1781	1870	1779	1781	1870	1777	1781	1781	1585
Queue Service Time (g_s), s	8.1	23.1	23.2	12.1	10.1	10.3	3.1	26.8	26.8	2.9	27.9	3.6
Cycle Queue Clearance Time (g_c), s	8.1	23.1	23.2	12.1	10.1	10.3	3.1	26.8	26.8	2.9	27.9	3.6
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1066	475	226	1066	507	245	580	551	258	1104	691
Volume-to-Capacity Ratio (*X*)	0.570	0.743	0.747	0.818	0.369	0.376	0.299	0.789	0.789	0.268	0.812	0.115
Back of Queue (*Q*), ft/ln (95 th percentile)	171.9	417.2	404.3	274.3	208.1	208.8	61.8	502.4	476.1	57.3	473.4	61.9
Back of Queue (*Q*), veh/ln (95 th percentile)	6.8	16.4	15.9	10.8	8.2	8.2	2.4	19.8	19.0	2.3	18.6	2.4
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	49.4	38.9	39.0	51.1	34.3	34.4	27.3	37.8	37.8	26.5	38.2	20.1
Incremental Delay (d_2), s/veh	3.4	4.7	10.3	20.5	1.0	2.1	0.7	10.4	10.9	0.6	6.6	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	0.0
Control Delay (*d*), s/veh	52.8	43.6	49.2	71.5	35.3	36.5	28.0	48.2	48.8	27.1	44.7	20.4
Level of Service (LOS)	D	D	D	E	D	D	C	D	D	C	D	C
Approach Delay, s/veh / LOS	46.1	D		44.3	D		46.9	D		41.7	D	
Intersection Delay, s/veh / LOS	44.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.19	A	0.91	A	1.28	A	1.35	A

HCS Signalized Intersection Results Summary

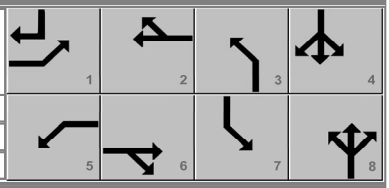
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Ex w/ Proj - PM	PHF	0.97
Urban Street	Nordhoff Street	Analysis Year	2023	Analysis Period	1> 16:30
Intersection	Winnetka / Nordhoff	File Name	10PM - Existing with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	127	879	234	179	514	62	71	760	123	78	896	82

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



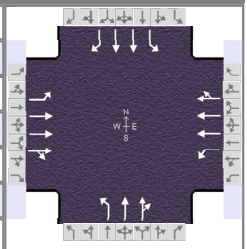
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	10.3		14.1		5.1	29.5	5.5	31.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	4.8	0.1	4.1
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.54		1.00		0.49	0.76	0.83	0.85

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	131	793	355	185	401	193	73	467	444	80	924	85
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1666	1781	1870	1765	1781	1870	1779	1781	1781	1585
Queue Service Time (g_s), s	8.3	23.1	23.2	12.1	10.3	10.5	3.1	27.5	27.5	3.5	29.0	3.8
Cycle Queue Clearance Time (g_c), s	8.3	23.1	23.2	12.1	10.3	10.5	3.1	27.5	27.5	3.5	29.0	3.8
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1066	475	226	1066	503	238	580	551	253	1104	691
Volume-to-Capacity Ratio (*X*)	0.584	0.743	0.747	0.818	0.376	0.384	0.307	0.805	0.805	0.317	0.837	0.122
Back of Queue (*Q*), ft/ln (95 th percentile)	177.6	417.2	404.3	274.3	211.2	211.1	61.9	516.8	490.5	67.3	492.9	66.2
Back of Queue (*Q*), veh/ln (95 th percentile)	7.0	16.4	15.9	10.8	8.3	8.3	2.4	20.3	19.6	2.7	19.4	2.6
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	49.5	38.9	39.0	51.1	34.4	34.4	27.6	38.1	38.1	27.0	38.6	20.2
Incremental Delay (d_2), s/veh	3.8	4.7	10.3	20.5	1.0	2.2	0.7	11.3	11.9	0.7	7.6	0.4
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	53.3	43.6	49.2	71.5	35.4	36.6	28.4	49.4	49.9	27.7	46.1	20.5
Level of Service (LOS)	D	D	D	E	D	D	C	D	D	C	D	C
Approach Delay, s/veh / LOS	46.2	D		44.3	D		48.1	D		42.8	D	
Intersection Delay, s/veh / LOS	45.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.19	A	0.92	A	1.30	A	1.39	A

HCS Signalized Intersection Results Summary

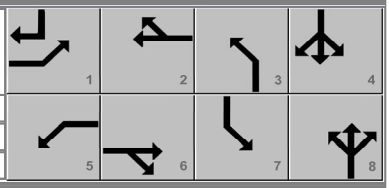
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Aug 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Nordhoff Street	Analysis Year	2025	Analysis Period	1> 16:30
Intersection	Winnetka / Nordhoff	File Name	10PM - Future Cumulative Baseline.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	897	239	183	524	60	72	776	125	72	899	81

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



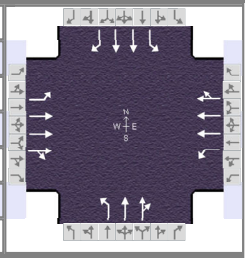
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	10.5		14.4		5.2	30.3	5.2	31.1
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	4.5	0.1	4.0
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.61		1.00		0.52	0.80	0.61	0.86

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	133	809	362	189	406	196	74	476	453	74	927	84
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1666	1781	1870	1770	1781	1870	1779	1781	1781	1585
Queue Service Time (g_s), s	8.5	23.7	23.8	12.4	10.5	10.7	3.2	28.3	28.3	3.2	29.1	3.8
Cycle Queue Clearance Time (g_c), s	8.5	23.7	23.8	12.4	10.5	10.7	3.2	28.3	28.3	3.2	29.1	3.8
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1066	475	226	1066	504	237	580	552	249	1104	691
Volume-to-Capacity Ratio (*X*)	0.593	0.759	0.762	0.836	0.381	0.388	0.313	0.821	0.821	0.298	0.840	0.121
Back of Queue (*Q*), ft/ln (95 th percentile)	181.2	427.6	415.2	284	213.7	214	62.8	532.5	505	62	495.6	65.3
Back of Queue (*Q*), veh/ln (95 th percentile)	7.1	16.8	16.3	11.2	8.4	8.4	2.5	21.0	20.2	2.4	19.5	2.6
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	49.5	39.1	39.2	51.2	34.4	34.5	27.7	38.3	38.3	27.0	38.6	20.2
Incremental Delay (d_2), s/veh	4.2	5.1	11.0	23.0	1.0	2.2	0.7	12.3	12.9	0.7	7.7	0.4
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	53.7	44.2	50.2	74.2	35.4	36.7	28.5	50.7	51.2	27.7	46.3	20.5
Level of Service (LOS)	D	D	D	E	D	D	C	D	D	C	D	C
Approach Delay, s/veh / LOS	46.8	D		45.0	D		49.3	D		43.1	D	
Intersection Delay, s/veh / LOS	46.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.20	A	0.92	A	1.32	A	1.38	A

HCS Signalized Intersection Results Summary

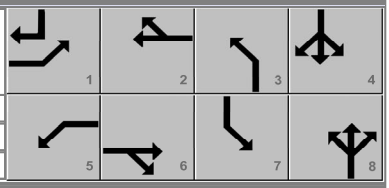
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Oct 24, 2023	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Fut w/ Proj - PM	PHF	0.97
Urban Street	Nordhoff Street	Analysis Year	2025	Analysis Period	1> 16:30
Intersection	Winnetka / Nordhoff	File Name	10PM - Future Cumulative with Project.xus		
Project Description	Tesla Delivery Hub and Service Center				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	132	897	239	183	524	69	72	794	125	83	925	86

Signal Information			
Cycle, s	120.0	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	15.1	34.2	9.9	37.2	0.0	0.0
Yellow	3.9	4.7	3.9	4.8	0.0	0.0
Red	2.0	1.1	2.2	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	3	8	7	4
Case Number	2.0	4.0	2.0	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	21.0	40.0	21.0	40.0	16.0	43.0	16.0	43.0
Change Period, ($Y+R_c$), s	5.9	5.8	5.8	5.8	6.1	5.8	6.3	5.8
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0	4.1	4.0	4.1	4.0
Queue Clearance Time (g_s), s	10.7		14.4		5.2	31.0	5.7	32.3
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	4.2	0.1	3.5
Phase Call Probability	1.00		1.00		1.00	1.00	1.00	1.00
Max Out Probability	0.74		1.00		0.52	0.86	1.00	0.94

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	136	809	362	189	413	198	74	485	462	86	954	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1666	1781	1870	1757	1781	1870	1781	1781	1781	1585
Queue Service Time (g_s), s	8.7	23.7	23.8	12.4	10.7	10.9	3.2	29.0	29.0	3.7	30.3	4.0
Cycle Queue Clearance Time (g_c), s	8.7	23.7	23.8	12.4	10.7	10.9	3.2	29.0	29.0	3.7	30.3	4.0
Green Ratio (*g/C*)	0.13	0.29	0.29	0.13	0.29	0.29	0.39	0.31	0.31	0.39	0.31	0.44
Capacity (*c*), veh/h	224	1066	475	226	1066	501	231	580	552	244	1104	691
Volume-to-Capacity Ratio (*X*)	0.607	0.759	0.762	0.836	0.388	0.396	0.321	0.837	0.837	0.350	0.864	0.128
Back of Queue (*Q*), ft/ln (95 th percentile)	186.7	427.6	415.2	284	217	216.6	62.9	548.2	520.3	72.1	516.9	69.7
Back of Queue (*Q*), veh/ln (95 th percentile)	7.4	16.8	16.3	11.2	8.5	8.5	2.5	21.6	20.8	2.8	20.4	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	49.6	39.1	39.2	51.2	34.5	34.6	28.1	38.6	38.6	27.5	39.0	20.2
Incremental Delay (d_2), s/veh	4.6	5.1	11.0	23.0	1.1	2.3	0.8	13.5	14.1	0.9	9.0	0.4
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	54.3	44.2	50.2	74.2	35.5	36.9	28.9	52.0	52.6	28.3	48.0	20.6
Level of Service (LOS)	D	D	D	E	D	D	C	D	D	C	D	C
Approach Delay, s/veh / LOS	46.9	D		45.0	D		50.6	D		44.4	D	
Intersection Delay, s/veh / LOS	46.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.47	B	2.61	C	2.61	C
Bicycle LOS Score / LOS	1.21	A	0.93	A	1.33	A	1.42	A