

11960 WASHINGTON BOULEVARD MIXED USE PROJECT TRAFFIC IMPACT ANALYSIS

City of Culver City

Prepared for

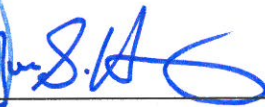
BASTION DEVELOPMENT CORPORATION

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EXECUTIVE SUMMARY

This study analyzes the forecast traffic impacts associated with the proposed 11960 Washington Boulevard Mixed Use Project located in the City of Culver City. The proposed project consists of 98 multi-family residential dwelling units, 3,750 square feet of restaurant, and 11,250 square feet of specialty retail. Project site access for the retail and restaurant components of the project is planned via one right-in/right-out access location on Inglewood Boulevard and one full-access location on Washington Boulevard. Project site access for the residential component of the proposed project is planned via one full-access location on Louise Avenue. The proposed project is planned to open in 2015.

The proposed project is forecast to generate approximately 1,481 daily trips, which include approximately 68 a.m. peak hour trips and approximately 112 p.m. peak hour trips. It should be noted this is a very conservative assumption since it does not assume any onsite trip capture reduction and it also does not account for the existing land uses currently on the project site.

The proposed project is bound on the south edge by Louise Avenue, a roadway currently serving residential land uses on its south side. To minimize and avoid any potential residential roadway impacts on Louise Avenue, the commercial land use components of the proposed project have been specifically laid out and designed to take access on Washington Boulevard and Inglewood Boulevard providing direct access routes to the adjacent arterial system. Only the residential component of the proposed project is planned to take access via Louise Avenue. Hence, eliminating or significantly reducing any potential impacts associated with commercial-related project traffic using Louise Avenue.

Based on City of Culver City's Bicycle Network Bicycle and Pedestrian Master Plan, on-street bicycle lanes are planned along Washington Boulevard between Centinela Avenue and Sepulveda Boulevard. A striping plan has been prepared showing how the bicycle lanes as well as on-street parking could be accommodated along eastbound and westbound Washington Boulevard in the project site vicinity from Inglewood Boulevard to east of Atlantic Avenue. Exhibit 15 shows the Washington Boulevard Striping Plan proposed by the project applicant in the vicinity of the project site that includes the following:

- Install a raised median between Inglewood Boulevard and Atlantic Avenue;
- Provides a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue;
- Adds 5 foot bicycle lanes on eastbound and westbound Washington Boulevard;
- Displacement of some existing on-street parking spaces to accommodate the bicycle lanes, displacement of some existing on-street parking spaces due to construction of driveway access for the proposed project;

- Displaces some existing on-street parking spaces due to construction of driveway access for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard;
- On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, remove three (3) and add one (1) on-street parking spaces on the eastbound direction, and remove two (2) and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces;
- Relocates the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard;
- Reconstructs the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return;
- Installs a 10-foot wide raised landscaped median along Washington Boulevard between Atlantic Avenue East and Atlantic Avenue West; and
- Removes the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane.

The westbound left-turn 95th percentile queue at the Project Site Access-Atlantic Avenue/Washington Boulevard intersection is forecast to be approximately 62 feet during the a.m. peak hour and approximately 125 feet during the p.m. peak hour for forecast year 2015 with project conditions. Hence, a left-turn pocket lane of approximately 125 feet is required to accommodate the westbound left-turn forecast a.m. peak hour and p.m. traffic volumes at the Project Site Access – Atlantic Avenue / Washington Boulevard study intersection for forecast year 2015 with project conditions.

Based on agency-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for either forecast existing plus project conditions or for forecast year 2015 with project conditions.

No traffic mitigation measures are required for the proposed project since no significant impacts are forecast to occur as a result of the proposed project based on agency-established threshold of significance.

INTRODUCTION

This study analyzes the forecast traffic impacts associated with the proposed 11960 Washington Boulevard Mixed Use Project located in the City of Culver City. The proposed project consists of 98 multi-family residential dwelling units, 3,750 square feet of restaurant, and 11,250 square feet of specialty retail. Project site access for the retail and restaurant components of the project is planned via one right-in/right-out access location on Inglewood Boulevard and one full-access location on Washington Boulevard. Project site access for the residential component of the proposed project is planned via one full-access location on Louise Avenue. The proposed project is planned to open in 2015.

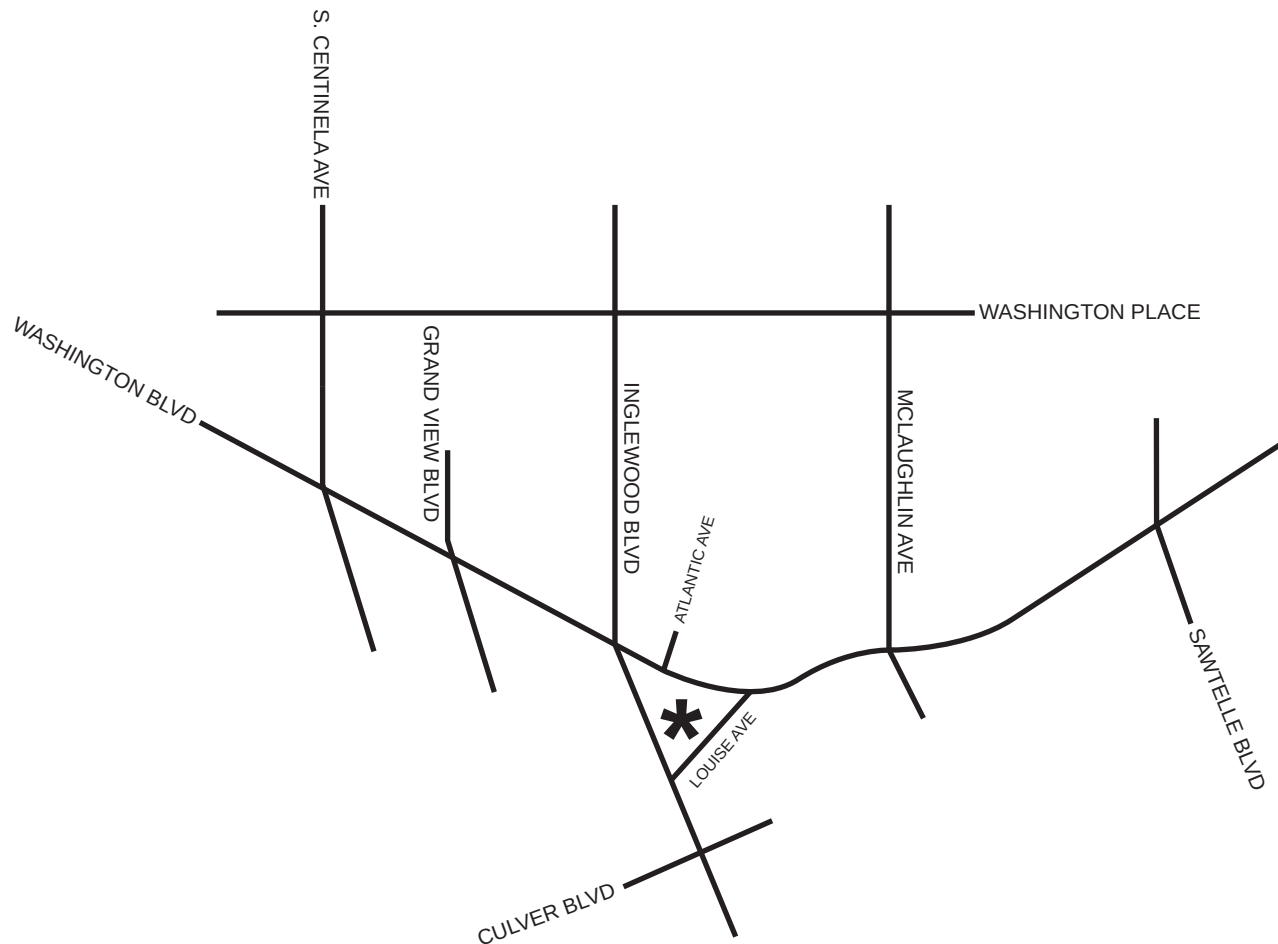
Exhibit 1 shows the regional location of the project site. Exhibit 2 shows the project site location.

This traffic study is based on the approved Scoping Agreement dated May 21, 2013; a copy of the signed Scoping Agreement is contained in Appendix A.

Study Area

This study evaluates the following ten (10) intersections in the vicinity of the project site:

1. Centinela Avenue/Washington Boulevard (Culver City - signalized);
2. Grand View Boulevard/Washington Boulevard (Culver City - signalized);
3. Inglewood Boulevard/Washington Place (Los Angeles - signalized);
4. Inglewood Boulevard/Washington Boulevard (Culver City - signalized);
5. Inglewood Boulevard/Louise Avenue (Los Angeles - unsignalized);
6. Inglewood Boulevard/Culver Boulevard (Los Angeles - signalized);
7. Atlantic Boulevard/Washington Boulevard (Culver City - unsignalized);
8. McLaughlin Avenue/Washington Place (Los Angeles - signalized);
9. McLaughlin Avenue/Washington Boulevard (Culver City - signalized); and
10. Sawtelle Boulevard/Washington Boulevard (Culver City - signalized).



Legend:

 Project Site Location

Table 1 identifies the applicable jurisdictions of the ten (10) study intersections.

Table 1
Study Intersection Applicable Jurisdictions

Int #	Study Intersection	City of Culver City	City of Los Angeles
1	Centinela Avenue/Washington Boulevard	X	
2	Grand View Boulevard/Washington Boulevard	X	
3	Inglewood Boulevard/Washington Place		X
4	Inglewood Boulevard/Washington Boulevard	X	
5	Inglewood Boulevard/Louise Avenue		X
6	Inglewood Boulevard/Culver Boulevard		X
7	Atlantic Boulevard/Washington Boulevard	X	
8	McLaughlin Avenue/Washington Place		X
9	McLaughlin Avenue/Washington Boulevard	X	
10	Sawtelle Boulevard/Washington Boulevard	X	

As shown in Table 1, intersections 1, 2, 4, and 7 through 10 are located within the jurisdiction of City of Culver City; intersections 3, 5 and 6 are located within the jurisdiction of City of Los Angeles.

Exhibit 3 shows the location of the study intersections, which are analyzed for the following scenarios:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast Year 2015 Without Project Conditions; and
- Forecast Year 2015 With Project Conditions.



Legend:

- ⊗ Culver City Study Intersection
- ⊗ City of Los Angeles Study Intersection
- City Boundary

Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Intersection Capacity Utilization (ICU) analysis method is utilized by the City of Culver City for signalized intersections. The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in Table 2.

Table 2
V/C & LOS Ranges

Signalized Intersections	
V/C Ratio	LOS
≤ 0.600	A
0.601 to ≤ 0.700	B
0.701 to ≤ 0.800	C
0.801 to ≤ 0.900	D
0.901 to ≤ 1.000	E
> 1.000	F

Source: 1990 Transportation Research Board.

The Highway Capacity Manual (HCM) intersection analysis methodology is utilized to analyze the operation of unsignalized intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding stopped delay experienced per vehicle for unsignalized intersections shown in Table 3.

Table 3
LOS & Delay Ranges

LOS	Delay (seconds/vehicle)
	Unsignalized Intersections
A	< 10.0
B	> 10.0 to ≤ 15.0
C	> 15.0 to ≤ 25.0
D	> 25.0 to ≤ 35.0
E	> 35.0 to ≤ 50.0
F	> 50.0

Source: 2000 Highway Capacity Manual.

Level of service is based on the average stopped delay per vehicle for all movements of signalized intersections and all-way stop-controlled intersections; for one-way or two-way stop-controlled intersections, LOS is based on the worst stop-controlled approach.

Based on the City of Los Angeles *Traffic Study Policies and Procedures* (City of Los Angeles Department of Transportation, June 2013), the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method is utilized to study the two signalized study intersections located in the jurisdiction of Los Angeles. Similar to the ICU analysis methodology, the Circular 212 analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding Volume/Capacity (V/C) ratios shown in Table 2.

For intersections under the jurisdiction of City of Culver City, a 0.07 ATSAC (Automated Traffic Surveillance and Control) credit is included in the Intersection Capacity Utilization (ICU) analysis toward the reduction of the final v/c ratio results.

For intersections under the jurisdiction of City of Los Angeles, a 0.07 ATSAC credit and a 0.03 ATCS (Adaptive Traffic Control System) credit are included in the Intersection Capacity Utilization (ICU) analysis toward the reduction of the final v/c ratio results.

Threshold of Significance

The Cities of Culver City and Los Angeles have established thresholds of significance to determine whether a project traffic impact at a study intersection is considered significant and thus requires mitigation.

Table 4 identifies the City of Culver City thresholds of significance.

Table 4
City of Culver City Thresholds of Significance

LOS	Final V/C Ratio	Project V/C Increase
C	0.701 to 0.800	0.050 or more
D	0.801 to 0.900	0.040 or more
E, F	> 0.900	0.020 or more

Table 5 identifies the City of Los Angeles thresholds of significance defined in the *Traffic Study Policies and Procedures* (City of Los Angeles Department of Transportation, June 2013).

Table 5
City of Los Angeles Thresholds of Significance

LOS	Final V/C Ratio	Project V/C Increase
C	0.701 to 0.800	0.040 or more
D	0.801 to 0.900	0.020 or more
E, F	> 0.900	0.010 or more

EXISTING CONDITIONS

Roadway Description

The characteristics of the roadway system in the vicinity of the project site are described below:

Centinela Avenue is a four-lane divided roadway with a continuous left-turn lane trending in a northwest-southeast direction. Centinela Avenue is designated as a Primary Arterial in Culver City's General Plan. The posted speed limit on Centinela Avenue is 35 miles per hour. On-street parking is permitted on Centinela Avenue.

Culver Boulevard is a four-lane undivided roadway trending in a northeast-southwest direction. Culver Boulevard is designated as a Primary Arterial in the City of Culver City General Plan. The posted speed limit on Culver Boulevard is 40 miles per hour. On-street parking is permitted on the southeast side of Culver Boulevard in the study area.

Grand View Boulevard is a two-lane undivided roadway trending in a northwest-southeast direction. There is no posted speed limit on Grand View Boulevard within the study area. On-street parking is permitted on Grand View Boulevard.

Inglewood Boulevard is a two-lane undivided roadway north of Washington Boulevard and a four lane undivided roadway south of Washington Boulevard trending in a northwest-southeast direction. The posted speed limit on Inglewood Boulevard is 35 miles per hour. On-street parking is permitted on Inglewood Boulevard.

McLaughlin Avenue is a two-lane undivided roadway trending in a northwest-southeast direction. McLaughlin Avenue is designated as a Local Street in the City of Culver City General Plan. There is no posted speed limit on McLaughlin Avenue within the study area. On-street parking is permitted on McLaughlin Avenue.

Sawtelle Boulevard is a four-lane undivided roadway trending in a northwest-southeast direction. Sawtelle Boulevard is designated as a Secondary Arterial in the City of Culver City General Plan. The posted speed limit on Sawtelle Boulevard is 35 miles per hour. On-street parking is permitted on Sawtelle Boulevard.

Washington Boulevard is a four-lane divided roadway with a painted median trending in a northeast-southwest direction. Washington Boulevard is designated as a Primary Arterial in the City of Culver City General Plan. The posted speed limit on Washington Boulevard is 35 miles per hour. On-street parking is permitted on Washington Boulevard.

Washington Place is a four-lane divided roadway with a continuous left-turn lane trending in a northeast-southwest direction. Washington Place is designated as a Primary Arterial in the City of Culver City General Plan. The posted speed limit on Washington Place is 35 miles per hour. On-street parking is permitted on Washington Place.

Existing Conditions Traffic Volumes

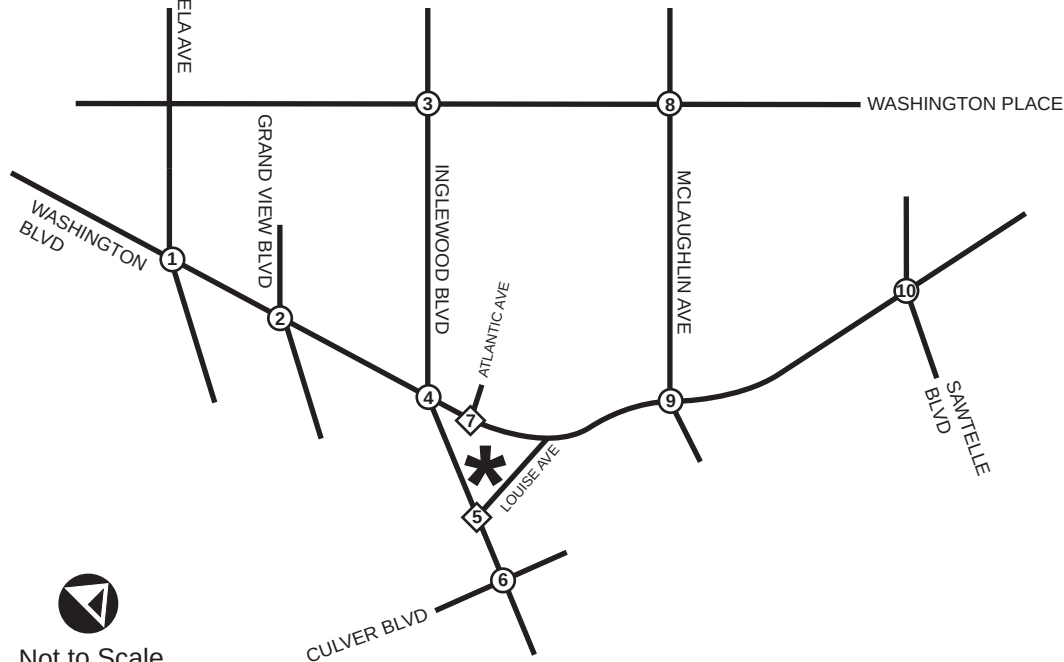
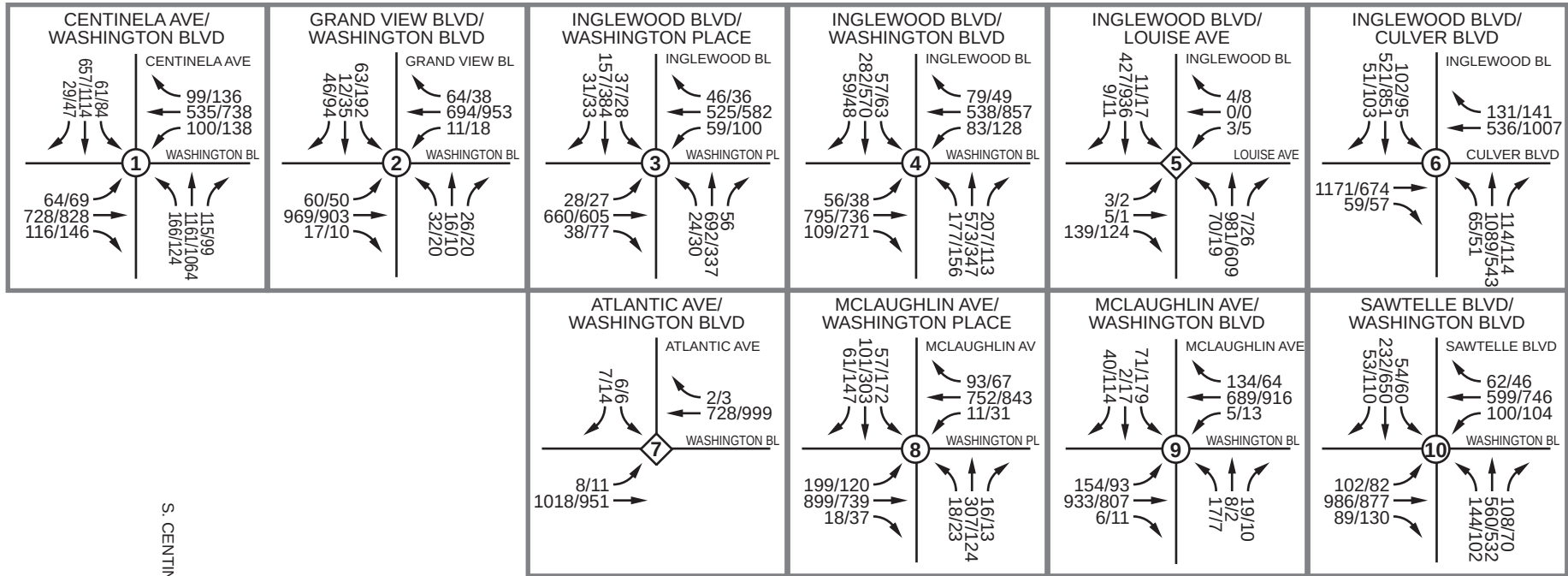
To determine the existing operation of the study intersections, a.m. and p.m. peak hour intersection movement counts were collected in June 2013 at the study intersections on a typical weekday (Tuesday, Wednesday, or Thursday). The a.m. peak period intersection counts were taken from 7:00 a.m. to 9:00 a.m. and the p.m. peak period intersection counts were taken from 4:00 p.m. to 6:00 p.m. The counts used in this analysis were taken from the highest hour within the peak period counted; detailed count data is contained in Appendix B.

Exhibit 4 shows existing conditions a.m. and p.m. peak hour volumes at the study intersections.

Exhibit 5 shows existing study intersection geometry/control.

Existing Conditions Peak Hour Level of Service

Table 6 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.



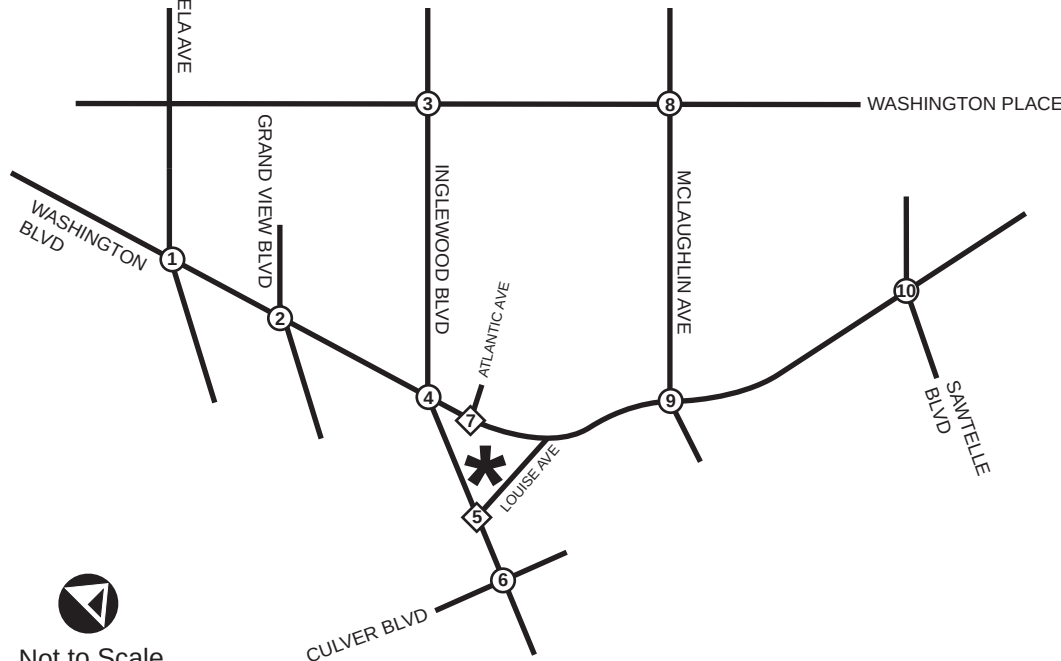
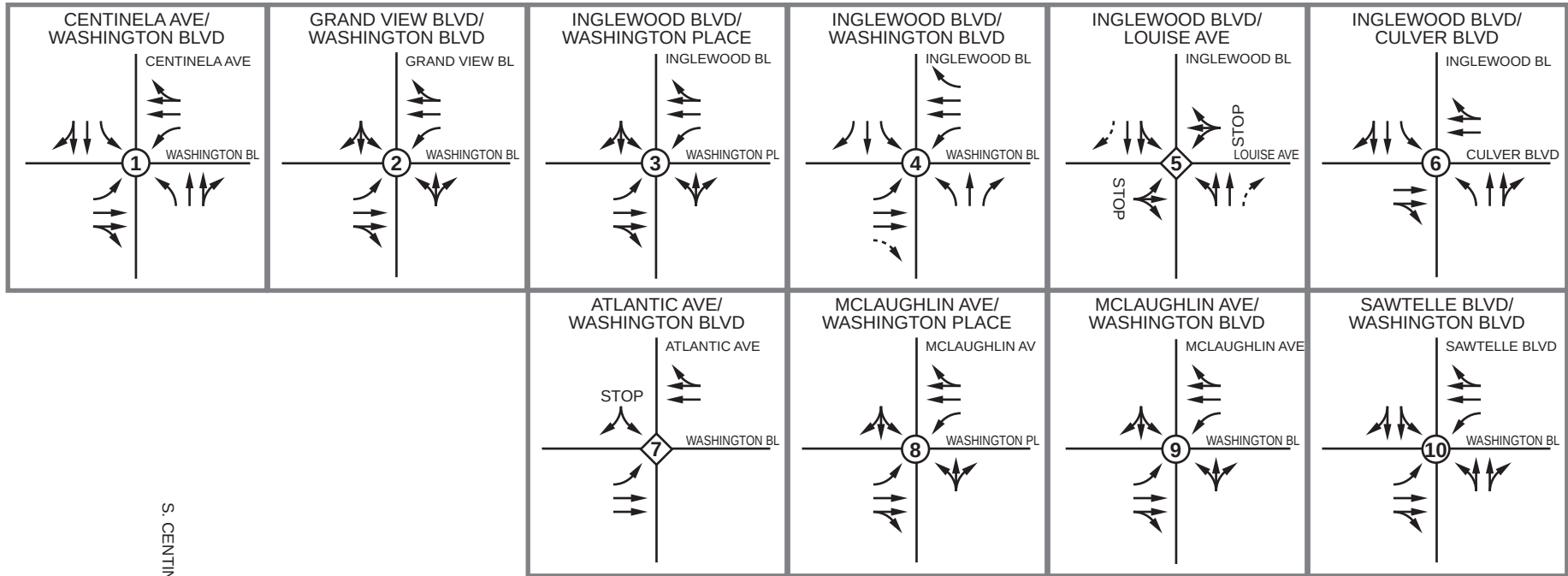
Legend:

XX/XX AM/PM Intersection Volumes



Project Site Location

Existing AM/PM Peak Hour Study Intersection Volumes



Legend:

- Existing Lane
- Defacto Right-Turn Lane
- Stop-Controlled Intersection
- Signal-Controlled Intersection
- Stop-Controlled Approach
- Project Site Location

Table 6
Existing Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	V/C (Delay) – LOS	V/C (Delay) – LOS
1 – Centinela Ave/Washington Blvd	0.793 – C	0.861 – D
2 – Grand View Blvd/Washington Blvd	0.441 – A	0.584 – A
3 – Inglewood Blvd/Washington Pl [♦]	0.711 – C	0.511 – A
4 – Inglewood Blvd/Washington Blvd	0.724 – C	0.794 – C
5 – Inglewood Blvd/Louise Ave ^{♦*}	0.389 – A (28.8) – D	0.338 – A (21.0) – C
6 – Inglewood Blvd/Culver Blvd [♦]	0.789 – C	0.635 – B
7 – Atlantic Blvd/Washington Blvd*	0.356 – A (18.7) – C	0.363 – A (20.6) – C
8 – McLaughlin Ave/Washington Pl [♦]	0.580 – A	0.713 – C
9 – McLaughlin Ave/Washington Blvd	0.482 – A	0.600 – A
10 – Sawtelle Blvd/Washington Blvd	0.716 – C	0.730 – C

* Unsignalized study intersections are evaluated utilizing both volume to capacity (V/C) and HCM delay methodology, top value reported is V/C ratio. Bottom value reported in parenthesis is HCM delay shown in seconds per vehicle at worst stop-controlled approach.

♦ City of Los Angeles study intersection. For intersections under the jurisdiction of City of Los Angeles, a 0.07 ATSAC credit and a 0.03 ATCS credit are included in the final V/C results.

For intersections under the jurisdiction of City of Culver City, a 0.07 ATSAC credit is included in the final V/C results.

Note: V/C = volume to capacity ratio.

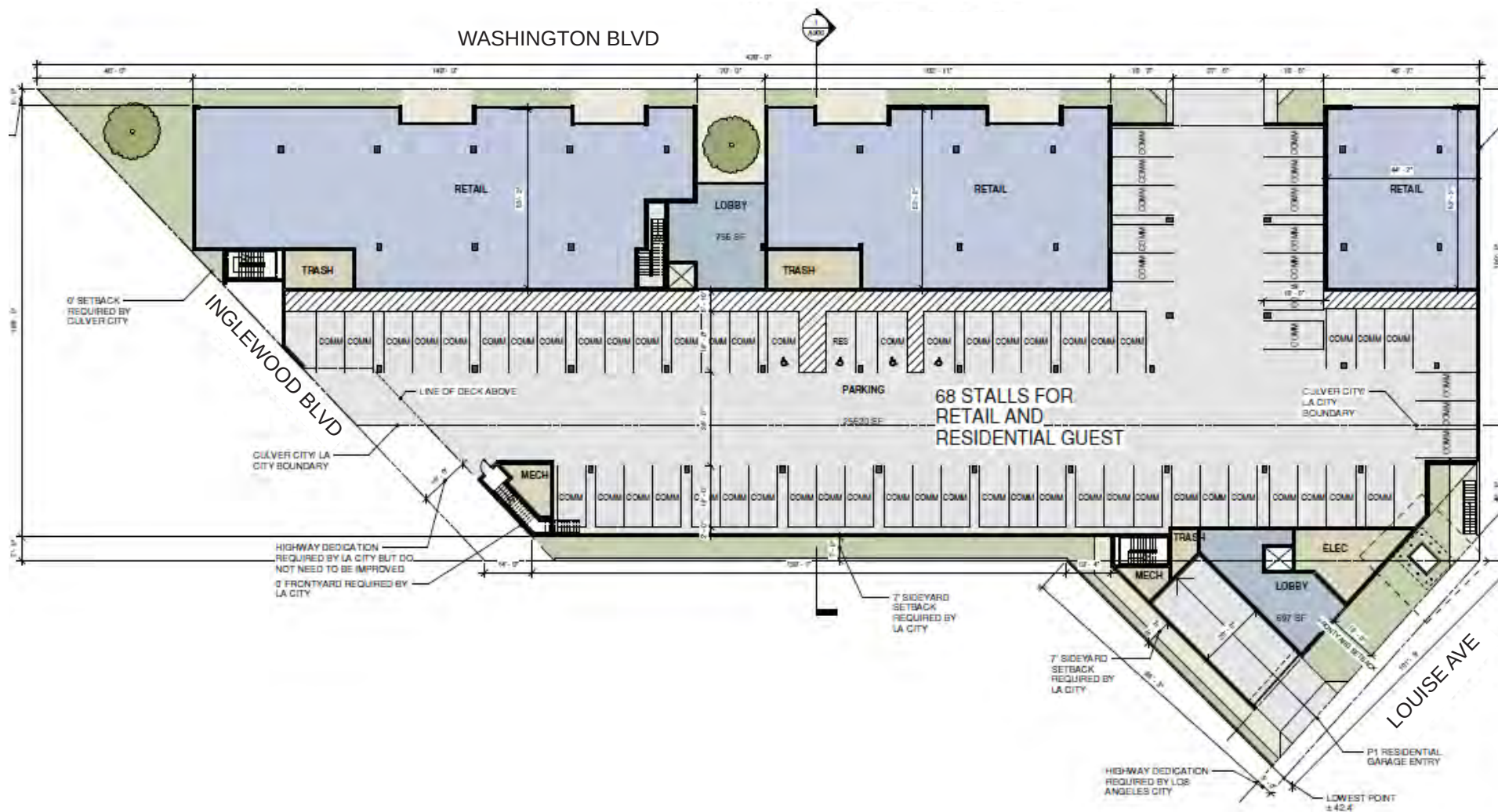
PROPOSED PROJECT

The proposed project consists of 98 multi-family residential dwelling units, 3,750 square feet of restaurant, and 11,250 square feet of specialty retail. Project site access for the retail and restaurant components of the project is planned via one right-in/right-out access location on Inglewood Boulevard and one full-access location on Washington Boulevard. Project site access for the residential component of the proposed project is planned via one full-access location on Louise Avenue. The proposed project is planned to open in 2015.

As part of the proposed project, the project applicant is proposing to:

- 1) Install a raised landscaped median 116 in feet from nose to nose on Washington Boulevard east of Inglewood Boulevard between the westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and the eastbound Washington Boulevard left-turn pocket at Atlantic Avenue;
- 2) Provide a westbound Washington Boulevard left turn pocket 150 feet in length at Inglewood Boulevard;
- 3) Provide an eastbound Washington Boulevard left turn pocket 50 feet in length at Atlantic Avenue;
- 4) Write a letter of credit in the amount of \$100,000 for any traffic control measures necessary to facilitate pedestrian crossings at Washington Boulevard and Atlantic Avenue/project driveway as determined by the City of Culver City;
- 5) Be responsible for all physical changes along Washington Boulevard as shown on the Washington Boulevard striping plan (Exhibit 16), including the intersection of Washington Boulevard and Inglewood Boulevard as a result of the project; and
- 6) Be responsible for any needed modifications to the traffic signal at the intersection of Washington Boulevard and Inglewood Boulevard as a result of the project.

Exhibit 6 shows the proposed project site plan.



Project Trip Generation

To calculate trips forecast to be generated by the proposed project, *Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition* trip generation rates were utilized. This analysis conservatively assumes no onsite trip capture reduction between the proposed multi-family apartment units and specialty retail or restaurant land uses. It should be noted, *ITE* does not have a.m. peak hour rates for the specialty retail land use category. Therefore, this analysis utilizes a.m. peak hour rates based on *San Diego Association of Governments (SANDAG)* a.m. peak hour rates for the specialty retail component of the proposed project. Table 7 summarizes the trip generation rates used to calculate the number of trips forecast to be generated by the proposed project approved by City staff for use in this analysis.

Table 7
ITE Trip Rates for Proposed Project Land Use

Land Use (ITE Code)	Units	AM Peak Hour Trip Rate			PM Peak Hour Trip Rate			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Specialty Retail Center (814)	tsf	0.80*	0.53*	1.33*	1.19	1.52	2.71	44.32
Quality Restaurant (931)	tsf	0.66	0.15	0.81	5.02	2.47	7.49	89.95

*San Diego Association of Governments a.m. peak hour trip generation rates.

Note: du = dwelling unit; tsf = thousand square feet.

Table 8 summarizes the trips forecast to be generated by the proposed project utilizing the trip generation data shown in Table 7.

Table 8
Forecast Trip Generation of Proposed Project

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
98 du - Apartments	10	40	50	39	22	61	652
11.250 tsf - Specialty Retail	9	6	15	13	17	30	499
3.750 tsf - Quality Restaurant	2	1	3	19	9	28	337
<i>Pass-By Trip Reduction (25% p.m.)</i>	0	0	0	-5	-2	-7	-7
Quality Restaurant Subtotal	2	1	3	14	7	21	330
Total Project Trip Generation	21	47	68	66	46	112	1,481

Note: du = dwelling units; tsf = thousand square feet.

As shown in Table 8, the proposed project is forecast to generate approximately 1,481 daily trips, which include approximately 68 a.m. peak hour trips and approximately 112 p.m. peak hour trips. It should be noted this is a very conservative assumption since it does not assume any onsite trip capture reduction and it also does not account for the existing land uses currently on the project site.

Project Trip Distribution

Exhibits 7 through 9 show forecast trip percent distribution of project-generated trips approved by City staff for use in this analysis.

Project Trip Assignment

Exhibit 10 shows the corresponding assignment of project-generated peak hour trips assuming the trip percent distribution shown in Exhibits 7 through 9.

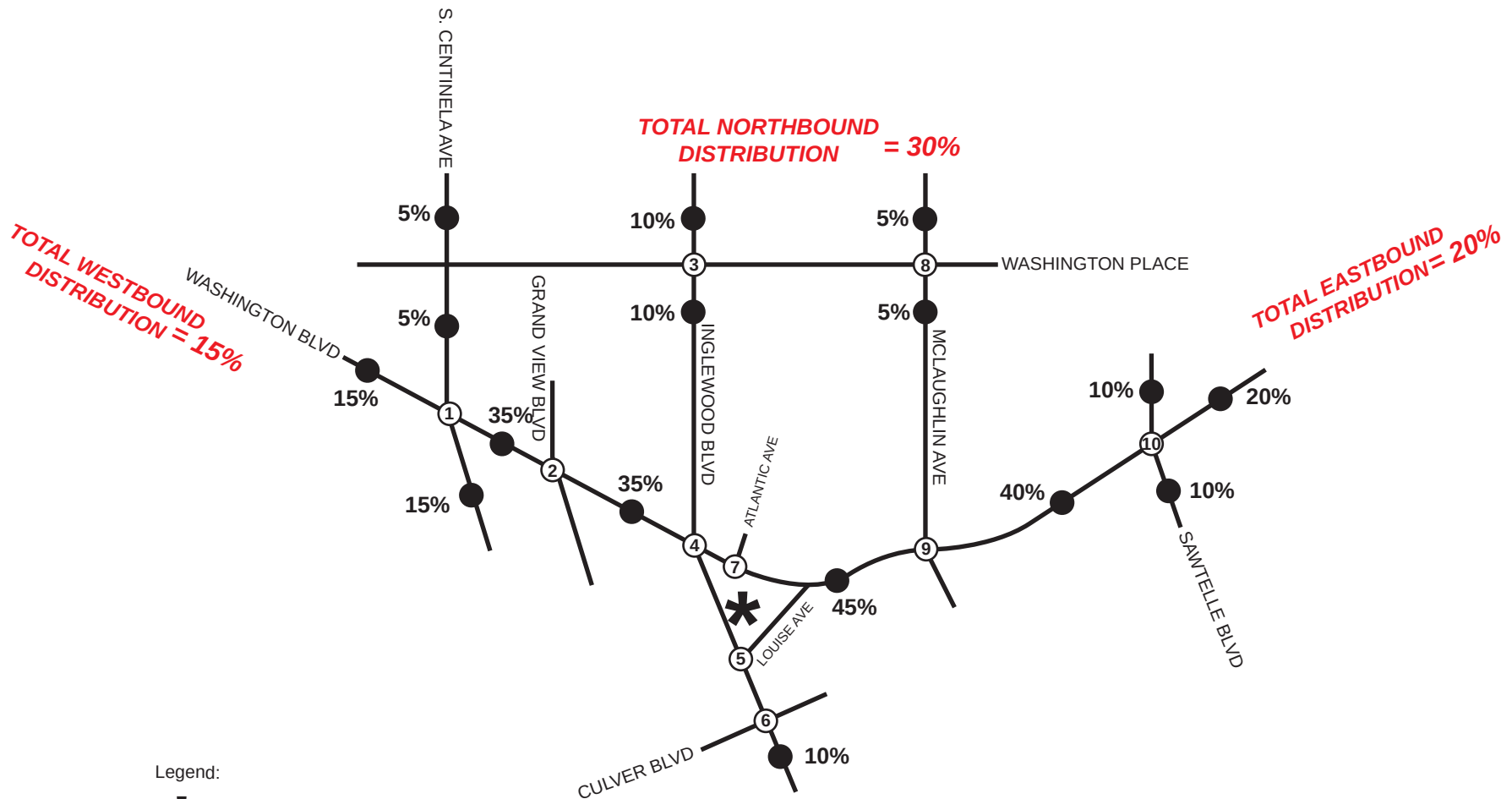
FORECAST EXISTING PLUS PROJECT CONDITIONS

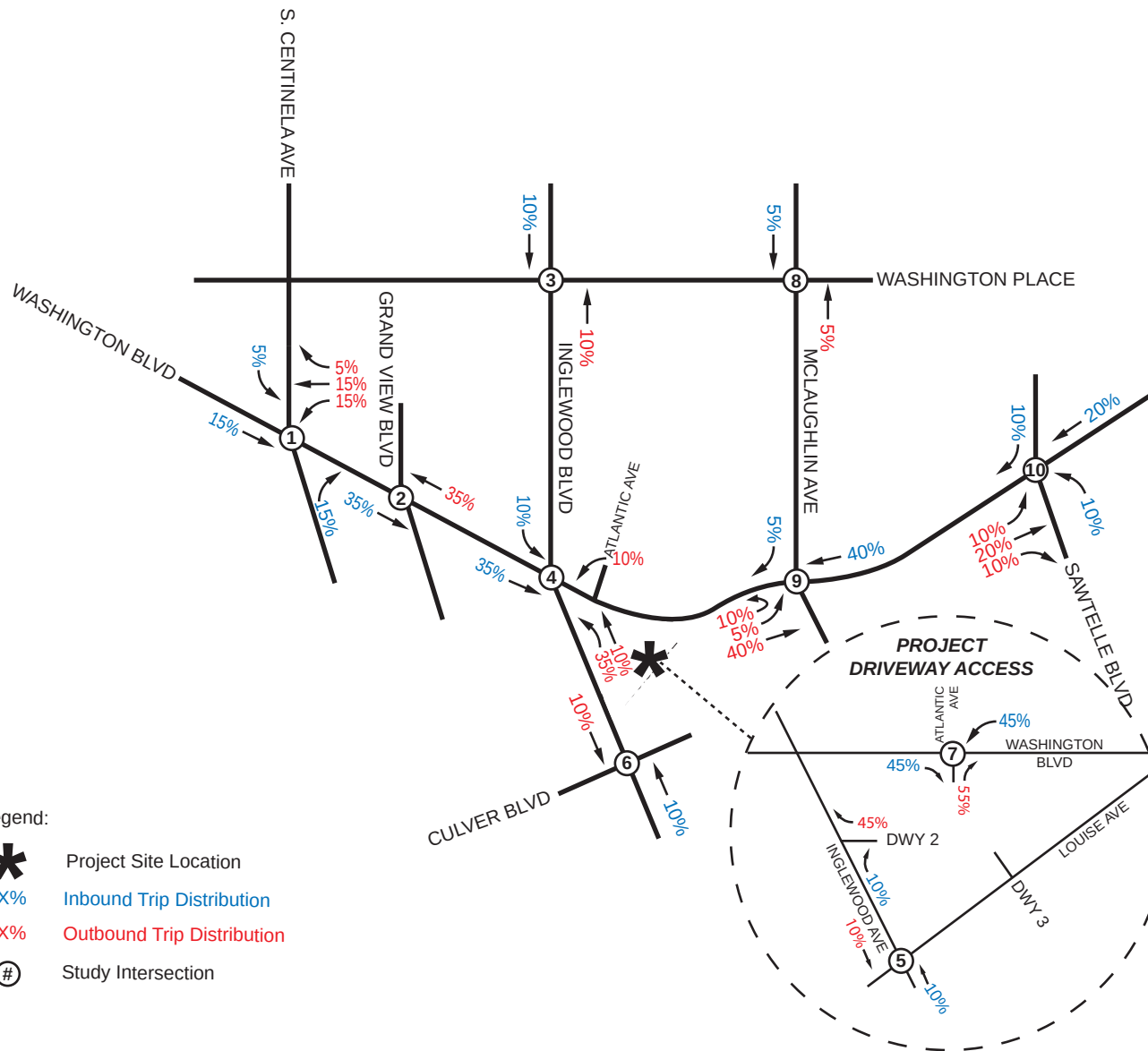
This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to existing conditions.

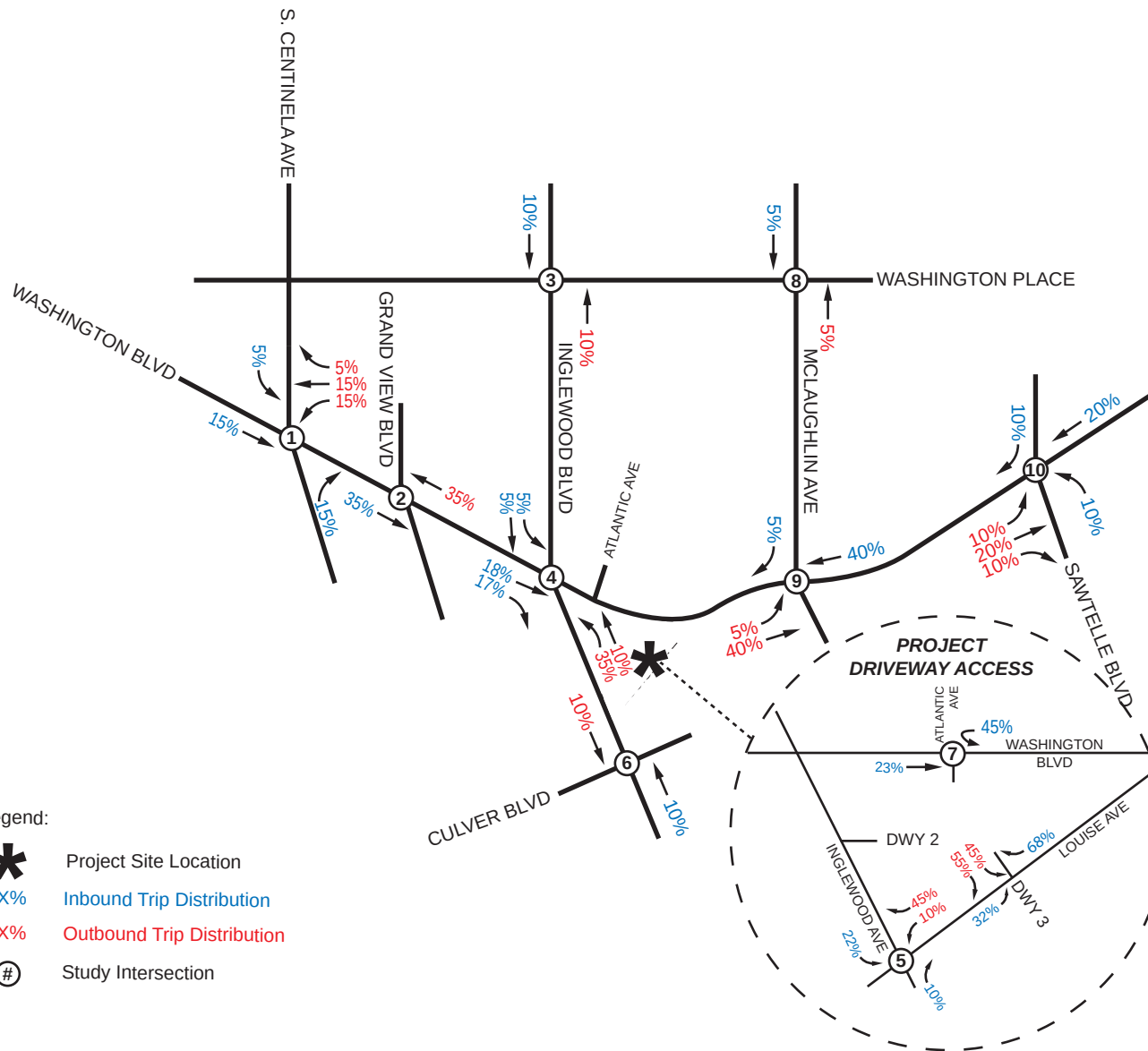
Forecast Existing Plus Project Conditions Traffic Volumes

Forecast existing plus project conditions a.m. and p.m. peak hour volumes were derived by adding project-generated trips to existing conditions traffic volumes.

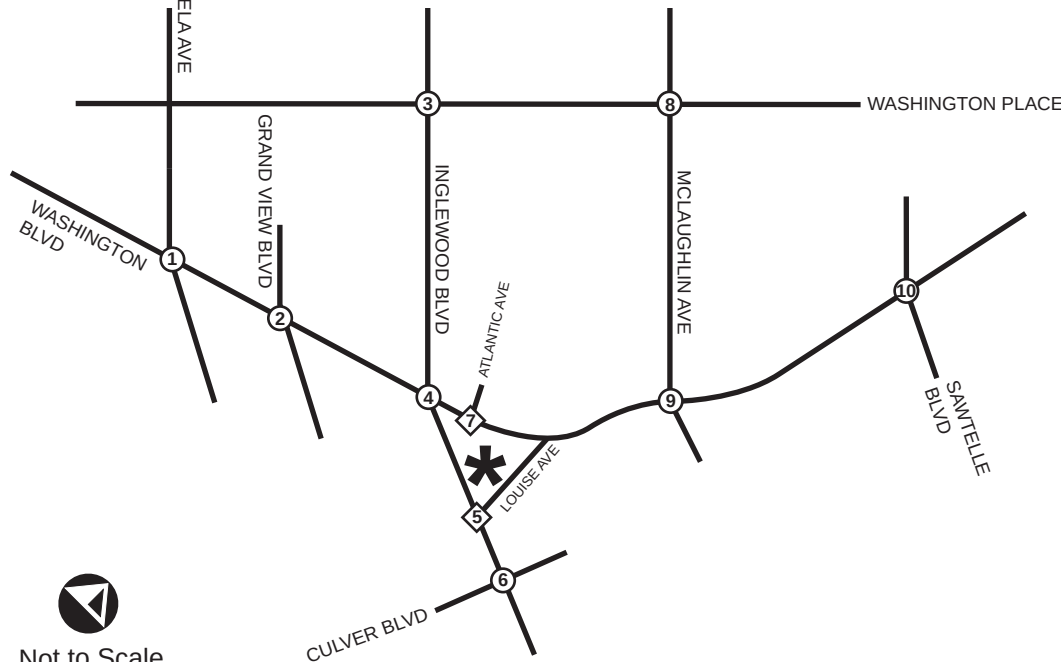
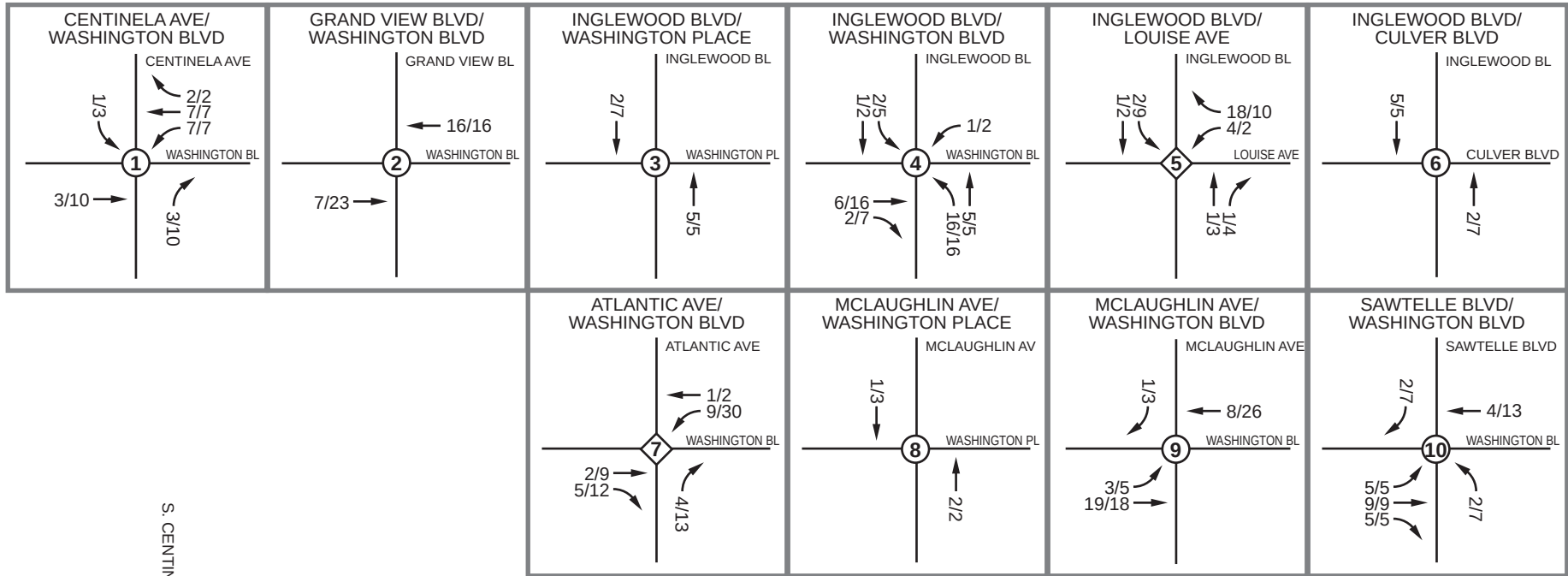
Exhibit 11 shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.







Forecast Trip Percent Distribution of Apartment Component of Proposed Project at Study Intersections

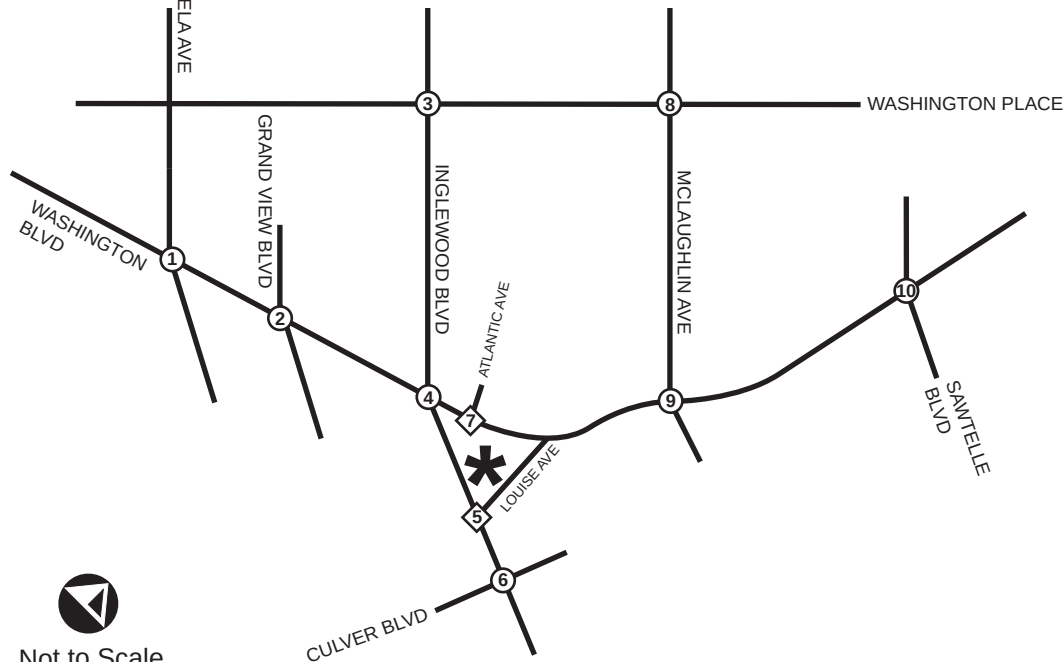
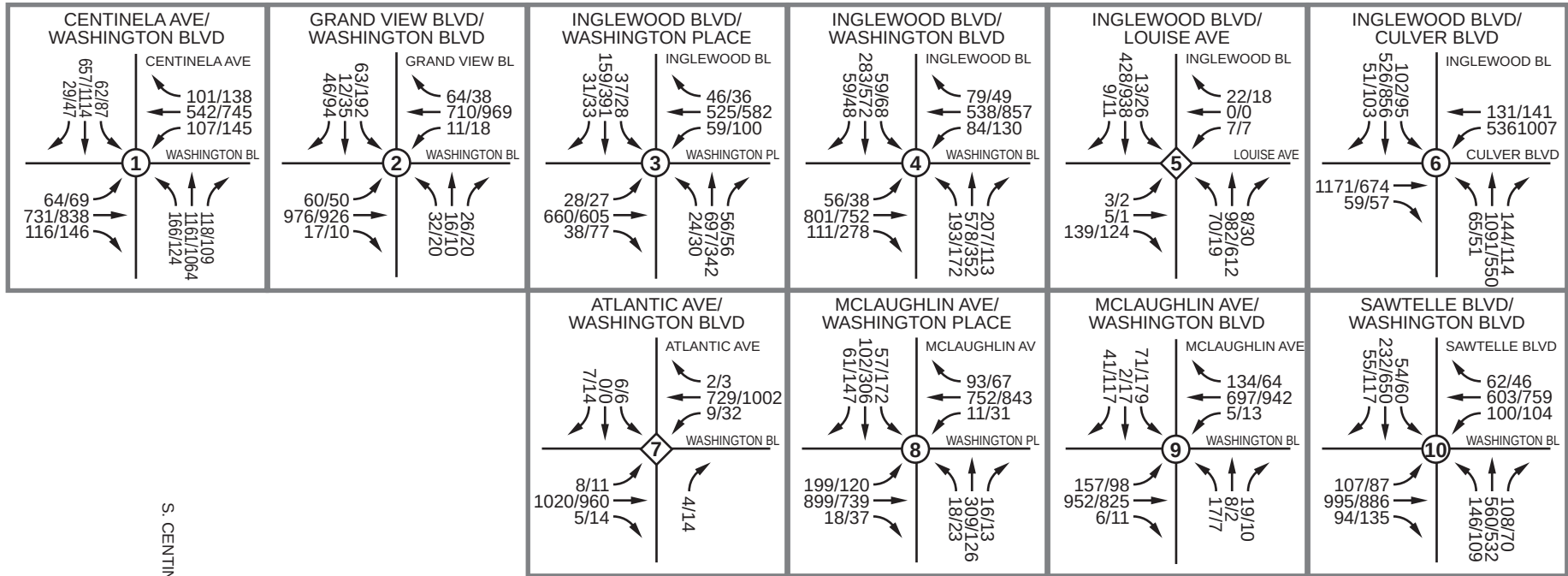


Legend:

XX/XX AM/PM Intersection Volumes



Project Site Location



Legend:

XX/XX AM/PM Intersection Volumes



Project Site Location

Forecast Existing Plus Project Conditions Level of Service

Table 9 summarizes forecast existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 9
Forecast Existing Plus Project Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	Existing Conditions		Forecast Existing Plus Project Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	AM	PM	
1 – Centinela Ave/Washington Blvd	0.793 – C	0.861 – D	0.800 – C	0.868 – D	0.007	0.007	No
2 – Grand View Blvd/Washington Blvd	0.441 – A	0.584 – A	0.443 – A	0.589 – A	0.002	0.005	No
3 – Inglewood Blvd/Washington Pl [♦]	0.711 – C	0.511 – A	0.715 – C	0.515 – A	0.004	0.004	No
4 – Inglewood Blvd/Washington Blvd	0.724 – C	0.794 – C	0.731 – C	0.811 – D	0.007	0.017	No
5 – Inglewood Blvd/Louise Ave ^{♦*}	0.389 – A (28.8) – D	0.338 – A (21.0) – C	0.393 – A (23.3) – C	0.356 – A (19.1) – C	0.004	0.018	No
6 – Inglewood Blvd/Culver Blvd [♦]	0.789 – C	0.635 – B	0.790 – C	0.636 – B	0.001	0.001	No
7 – Atlantic Blvd/Washington Blvd [*]	0.356 – A (18.7) – C	0.363 – A (20.6) – C	0.364 – A (22.6) – C	0.367 – A (27.6) – D	0.008	0.004	No
8 – McLaughlin Ave/Washington Pl [♦]	0.580 – A	0.713 – C	0.581 – B	0.715 – C	0.001	0.002	No
9 – McLaughlin Ave/Washington Blvd	0.482 – A	0.600 – A	0.487 – A	0.613 – B	0.005	0.013	No
10 – Sawtelle Blvd/Washington Blvd	0.716 – C	0.730 – C	0.721 – C	0.741 – C	0.005	0.011	No

* Unsignalized study intersections are evaluated utilizing both volume to capacity (V/C) and HCM delay methodology, top value reported is V/C ratio. Bottom value reported in parenthesis is HCM delay shown in seconds per vehicle at worst stop-controlled approach.

♦ City of Los Angeles study intersection. For intersections under the jurisdiction of City of Los Angeles, a 0.07 ATSAC credit and a 0.03 ATCS credit are included in the final V/C results. For intersections under the jurisdiction of City of Culver City, a 0.07 ATSAC credit is included in the final V/C results

Note: V/C = volume to capacity ratio.

As shown in Table 9, based on agency-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant traffic impacts at the study intersections for forecast existing plus project conditions.

FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS

The proposed project is planned to open in 2015. To determine the impacts of the proposed project, forecast year 2015 without project conditions are examined prior to forecast year 2015 with project conditions.

Forecast Year 2015 Without Project Conditions Traffic Volumes

To derive forecast year 2015 traffic volumes, an annual growth rate of one percent per year was applied to existing traffic volumes to the 2015 horizon year to account for regional growth in the vicinity of the project site in accordance with City staff direction. Additionally, forecast year 2015 without project conditions includes the addition of trips associated with the following thirty related projects identified by City staff of Culver City and Los Angeles that are assumed to be constructed by year 2015, which are not yet built, and therefore, not yet generating trips:

1. Burger King – Live/Work Units Project;
2. Glencoe/Washington Mixed-Use Project;
3. 11955 Washington Boulevard Mixed-Use Project;
4. Dental Office Project;
5. 4-Unit Condominium Project;
6. Vehicle Repair Shop Project;
7. 12714-12718 Washington Boulevard Mixed-Use Project;
8. 7-Eleven Project;
9. 12099 Washington Boulevard, The Help Group School Expansion Project;
10. Baldwin Site Commercial Project;
11. Two-story Commercial Project;
12. Tilden Terrace Project;
13. Culver Crossroads Project;
14. Single-story Retail Project
15. Globe Housing Project;
16. Villa Marina Project;
17. Westchester Neighborhood School Project;
18. Restaurant Project;
19. Private Elementary School Project;

20. MDR Tower Project;
21. Grosvenor Court Project;
22. Entrada Office Project;
23. Mixed-Use Project;
24. The Palms Mixed-Use Project;
25. Windward School Project;
26. 77-Unit Apartment Project;
27. Fresh & Easy Market Project;
28. New Apartments Project;
29. Private Charter Middle School Project; and
30. 51-Unit Apartment Project.

Exhibit 12 shows the locations of the thirty related projects.

Forecast Trip Generation of Related Projects

To determine forecast trip generation of the thirty related projects, *ITE* published trip generation rates are used. Table 10 summarizes the related projects *ITE* trip generation rates.

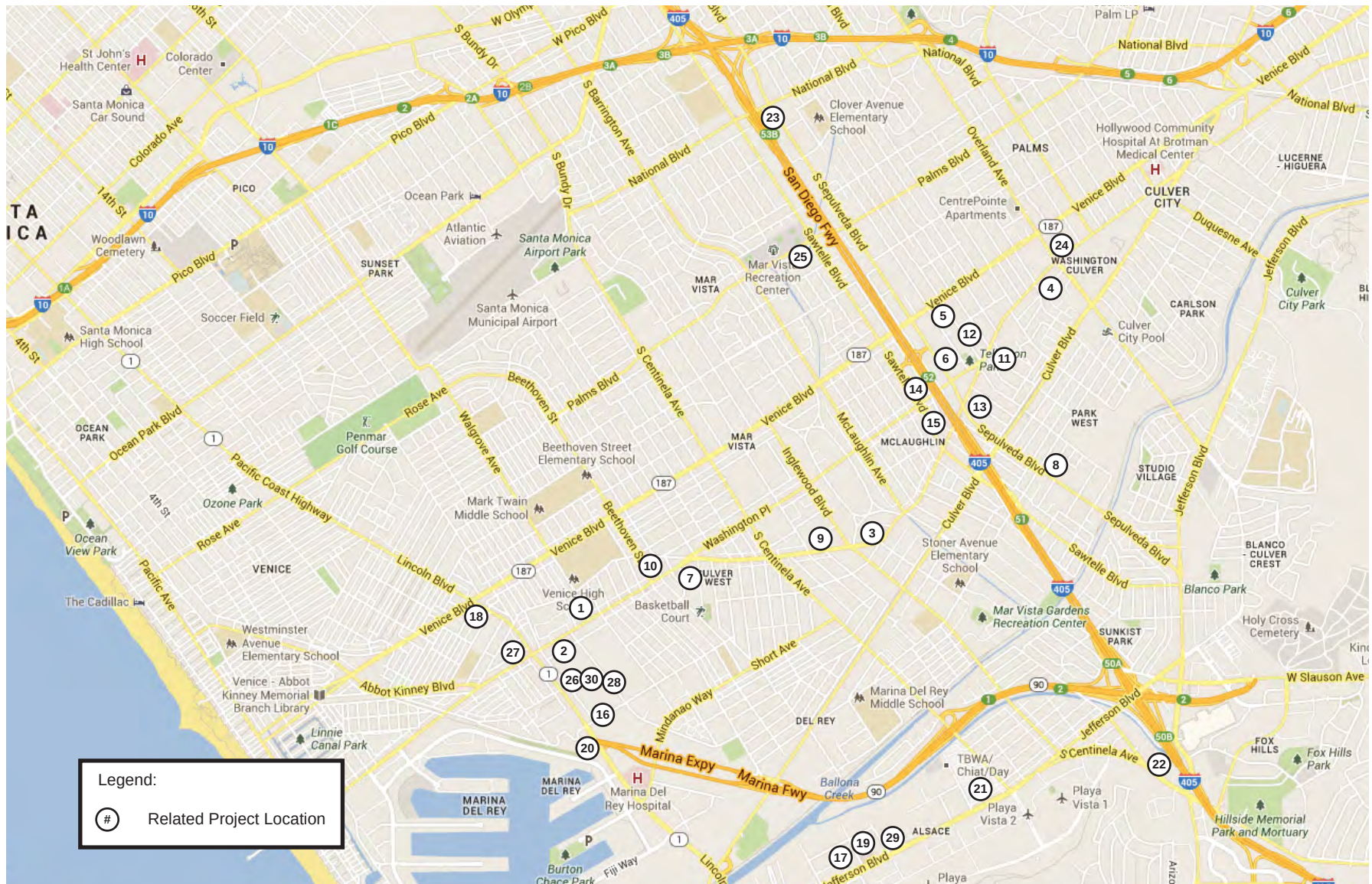
Table 10
***ITE* Trip Rates of Related Projects**

Land Use (<i>ITE</i> Code)	Units	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
General Office Building (710)	tsf	1.37	0.19	1.56	0.25	1.24	1.49	11.03
Medical-Dental Office (720)	tsf	1.89	0.50	2.39	1.00	2.57	3.57	36.13
Specialty Retail Center (814)	tsf	0.00	0.00	0.00	1.19	1.52	2.71	44.32
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Residential Condominium/Townhouse (230)	du	0.07	0.37	0.44	0.35	0.17	0.52	5.81
Automobile Care Center (942)	tsf	1.49	0.76	2.25	1.49	1.62	3.11	31.10
Convenience Market (852)	tsf	15.51	15.51	31.02	16.94	17.63	34.57	340.57
Junior/Community College (540)	tsf	2.21	0.78	2.99	1.47	1.07	2.54	27.49

Source: 2012 *ITE Trip Generation Manual*, 9th Edition.

Note: tsf = thousand square feet; du = dwelling units.

Table 11 summarizes the trips forecast to be generated by the thirty related projects assumed to be constructed by year 2015.



Source: Google Maps

Table 11
Forecast Trip Generation of the Seventeen Related Projects

Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
1 – Burger King Live/Work Units Project -41 du Condominiums	3	15	18	14	7	21	238
2 – Glencoe/Washington Mixed-Use Project -19 du Apartments -4.183 tsf Shopping Center*	2 3	8 2	10 5	8 5	4 5	12 10	126 174
3 – 11955 Washington Blvd Mixed-Use Project -30 du Apartments -8.798 tsf Medical/Dental Office	3 7	12 5	15 12	12 10	7 13	19 23	200 390
4 – Dental Office Project -2.989 tsf Medical/Dental Office	6	1	7	3	8	11	108
5 – 4-Unit Condominium Project	0	1	1	1	1	2	23
6 – Vehicle Repair Shop Project -1.387 tsf Automobile Care Center	2	1	3	2	2	4	43
7 – 12714-12718 Washington Blvd Mixed-Use - 5 du Apartments - 3.300 tsf Specialty Retail	1 0	2 0	3 0	2 4	1 5	3 9	33 146
8 – 7-Eleven Project - 2.500 tsf Convenience Market*	39	39	78	16	17	33	807
9 – School Expansion Project - 20.090 tsf Junior/Community College -20.090 tsf Displaced General Office	44 -28	16 -4	60 -32	30 -5	21 -25	51 -30	552 -222
10 – Baldwin Site Commercial Project - 12.436 tsf Specialty Retail - 24.872 tsf General Office	0 34	0 5	0 39	15 6	19 31	34 37	551 274
11 – Two-story Commercial Project - 3.385 tsf Specialty Retail	0	0	0	4	5	9	150
12 – Tilden Terrace Project - 33 du Apartments - 10.700 tsf Specialty Retail	3 0	14 0	17 0	13 13	7 16	20 29	219 474
13 – Culver Crossroads Project - 14.900 tsf Shopping Center	9	5	14	18	19	37	617
14 – Single-story Retail Project - 6.294 tsf Specialty Retail	0	0	0	7	10	17	279
15 – Globe Housing Project - 10 du Apartments	1	4	5	4	2	6	67
16 – Villa Marina Project - 9.000 tsf Retail - 244 du Condominiums	12 17	7 90	19 107	32 115	34 56	66 171	725 1,430
17 – Westchester Neighborhood School Project - 420 tsf Private School	162	132	294	30	36	66	775
18 –Restaurant Project - 3.895 Sit-Down Restaurant	18	15	33	20	13	33	396

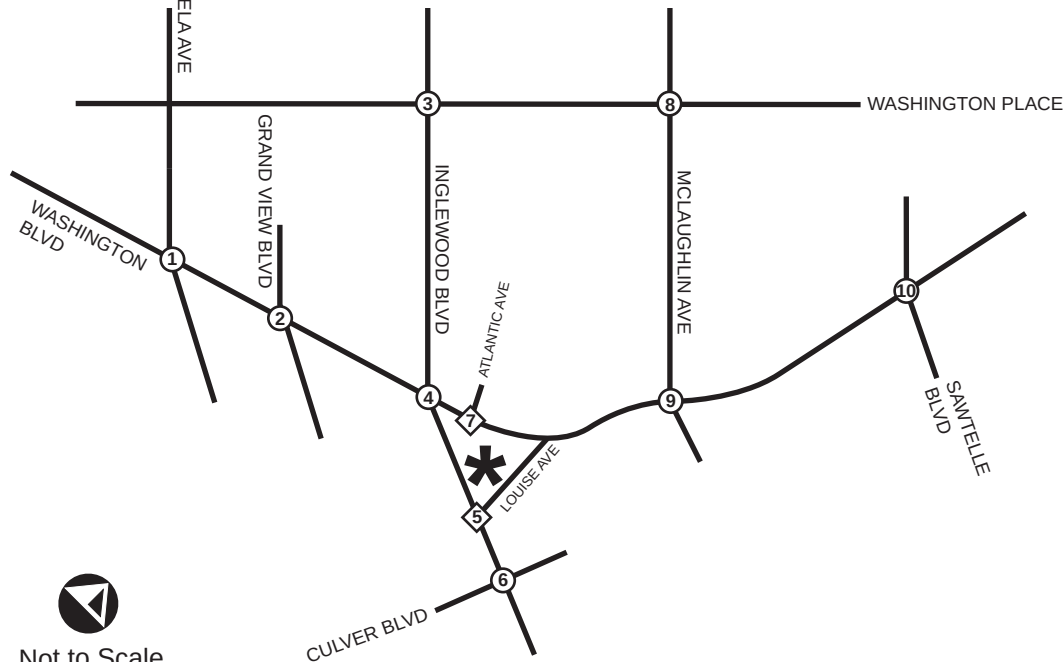
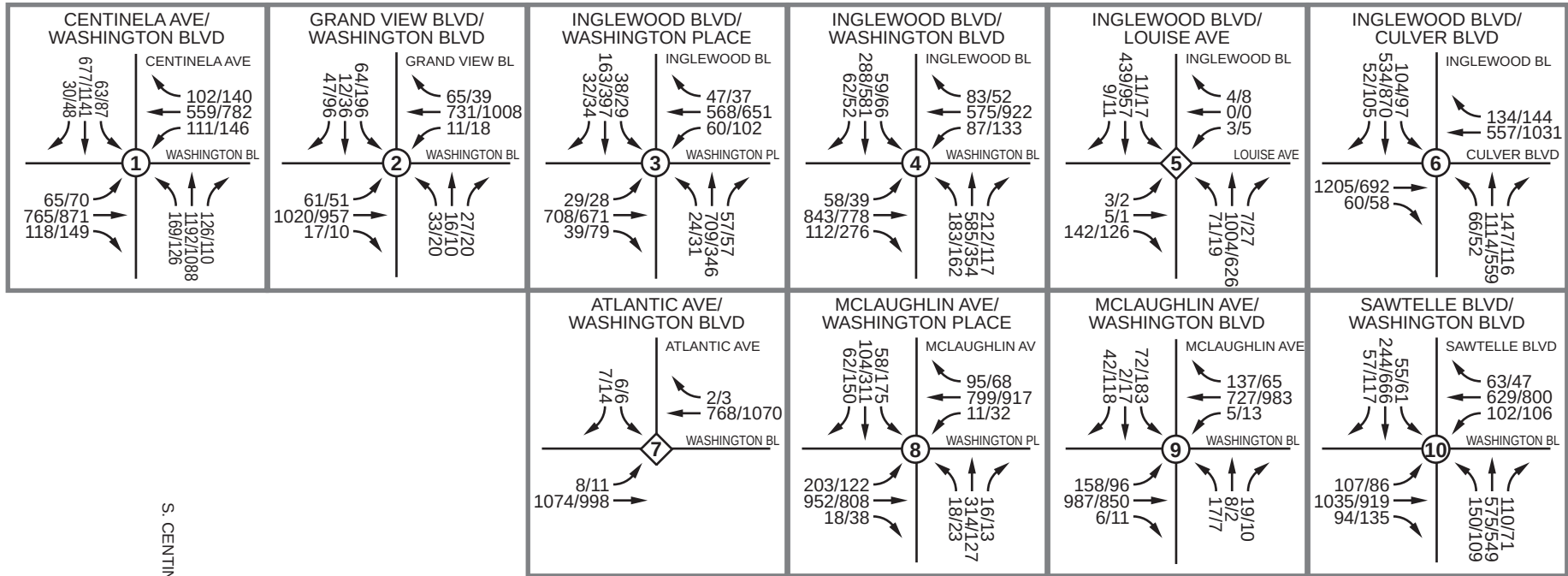
Land Use	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips
	In	Out	Total	In	Out	Total	
19 – Private Elementary School Project - 200 tsf Elementary School	99	81	180	57	65	122	606
20 – MDR Tower Project - 158 du Condominium - 3.178 tsf Retail	11 2	59 1	70 3	74 8	37 8	111 16	926 136
21 – Grosvenor Court Project - 215 du Condominium	15	80	95	75	37	112	1260
22 – Entrada Office Project - 342.409 tsf Commercial Office	442	60	502	79	383	462	3442
23 – Mixed-Use Project - 28.0 tsf Specialty Retail & 138 du Condo	12	61	73	74	37	111	772
24 – The Palms Mixed-Use Project - 132 du Condominium - 26 tsf General Office Building - 18 tsf Retail	13 56 12	54 8 7	67 64 19	53 18 33	29 90 35	82 108 68	887 473 773
25 – Windward School Project - 475 tsf School	39	31	70	6	7	13	186
26 – 77-Unit Apartment Project - 77 tsf Apartment	8	31	39	35	19	54	512
27 – Fresh & Easy Market Project - 4.290 tsf Market	29	32	61	31	38	69	658
28 – New Apartments Project - 69 du Apartment	7	28	35	31	17	48	459
29 – Private Charter Middle School Project - 500 students	216	198	414	79	66	145	980
30 – Apartments Project - 51 tsf Four Story Residential Apt Bldg.	5	21	26	23	13	36	339
Total Related Projects Trip Generation	1,304	1,122	2,426	1,055	1,195	2,250	20,984

*Assumes ITE pass-by discount (shopping center: 34%; convenience market: 61%; quality restaurant: 44%; grocery store: 36%; high-turnover restaurant: 43%).

Note: Trip generation of project #16-30 are based on data provided by the City of Los Angeles; du = dwelling units; tsf = thousand square feet.

As shown in Table 11, the thirty related projects are forecast to generate approximately 20,984 daily trips, which include approximately 2,426 a.m. peak hour trips and approximately 2,250 p.m. peak hour trips.

Exhibit 13 shows forecast year 2015 without project conditions a.m. and p.m. peak hour volumes at the study intersections.



Legend:

XX/XX AM/PM Intersection Volumes



Project Site Location

Forecast Year 2015 Without Project Conditions Level of Service

Table 12 summarizes forecast year 2015 without project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C.

Table 12
Forecast Year 2015 Without Project
Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	AM Peak Hour	PM Peak Hour
	V/C (Delay) – LOS	V/C (Delay) – LOS
1 – Centinela Ave/Washington Blvd	0.827 – D	0.890 – D
2 – Grand View Blvd/Washington Blvd	0.459 – A	0.606 – B
3 – Inglewood Blvd/Washington Pl ♦	0.741 – C	0.544 – A
4 – Inglewood Blvd/Washington Blvd	0.750 – C	0.821 – D
5 – Inglewood Blvd/Louise Ave ♦*	0.400 – A (30.3) – D	0.348 – A (22.0) – C
6 – Inglewood Blvd/Culver Blvd ♦	0.811 – D	0.651 – B
7 – Atlantic Blvd/Washington Blvd *	0.374 – A (20.0) – C	0.385 – A (22.7) – C
8 – McLaughlin Ave/Washington Pl ♦	0.605 – B	0.750 – C
9 – McLaughlin Ave/Washington Blvd	0.499 – A	0.629 – B
10 – Sawtelle Blvd/Washington Blvd	0.742 – C	0.758 – C

* Unsignalized study intersections are evaluated utilizing both volume to capacity (V/C) and HCM delay methodology, top value reported is V/C ratio. Bottom value reported in parenthesis is HCM delay shown in seconds per vehicle at worst stop-controlled approach.

♦ City of Los Angeles study intersection.

Note: V/C = volume to capacity ratio.

FORECAST YEAR 2015 WITH PROJECT CONDITIONS

This section analyzes the impact of the addition of trips forecast to be generated by the proposed project to forecast year 2015 without project conditions.

Forecast Year 2015 With Project Conditions Traffic Volumes

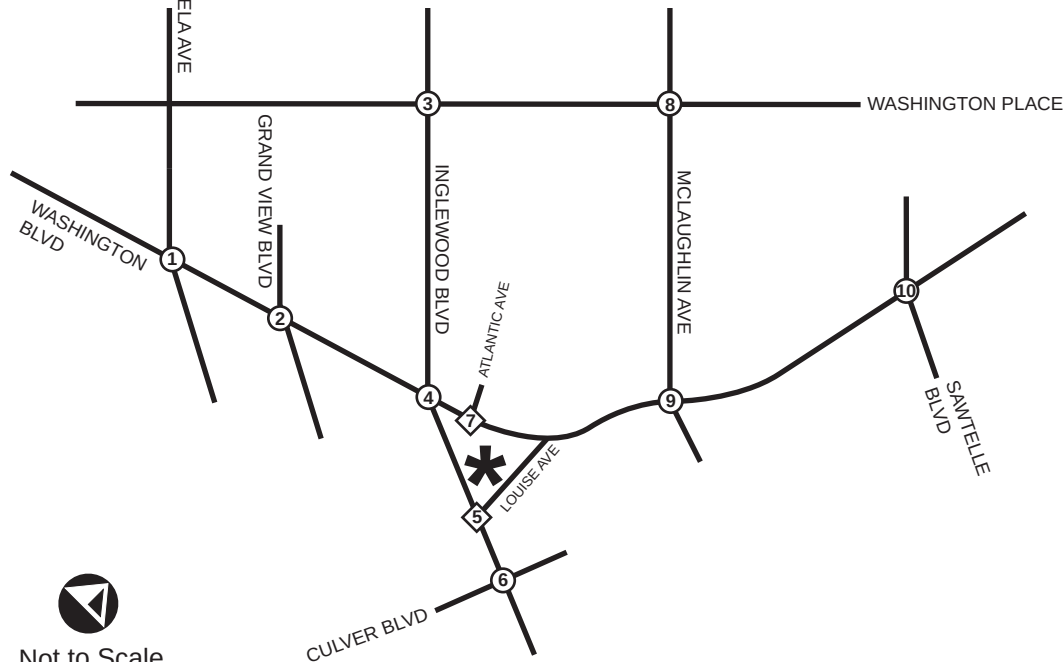
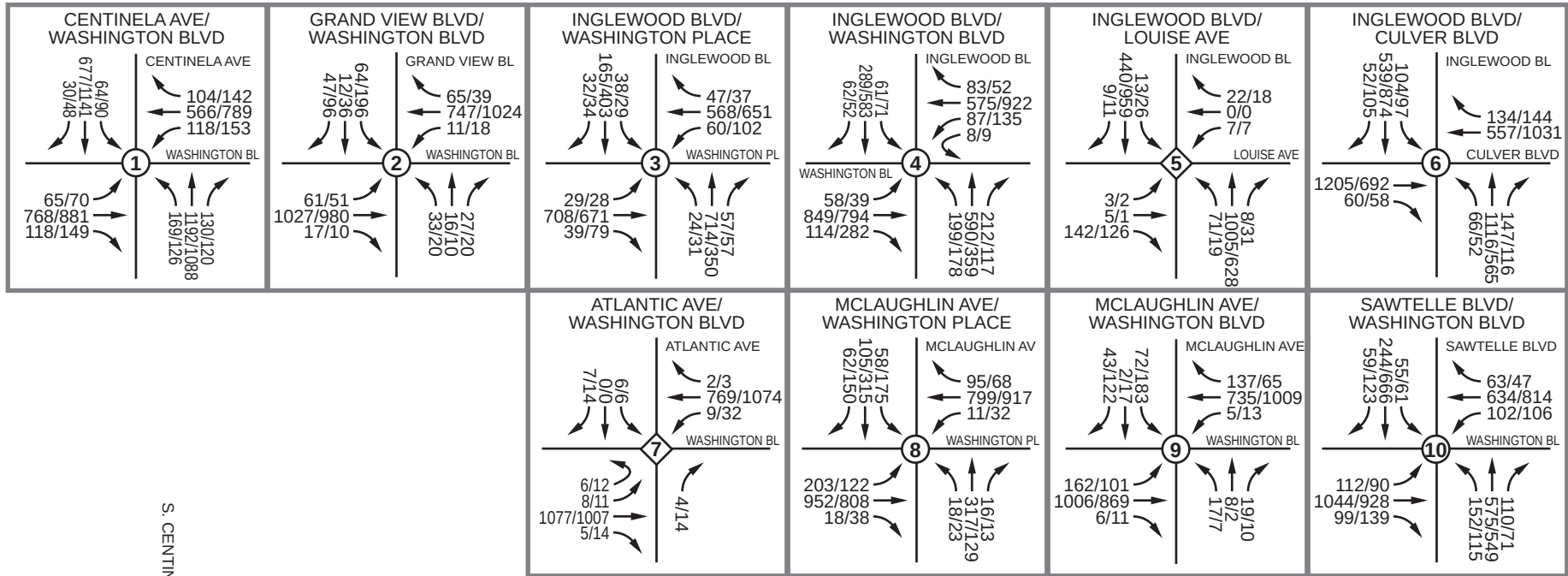
Forecast year 2015 with project conditions a.m. and p.m. peak hour volumes were derived by adding project-generated trips to forecast year 2015 without project conditions traffic volumes.

Exhibit 14 shows forecast year 2015 with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Year 2015 With Project Conditions Level of Service

Table 13 summarizes forecast year 2015 with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix C. The project-related V/C changes shown in Table 13 include the additional westbound U-turns at Intersection #4 and eastbound U-turns at Intersection #7 with the Washington Boulevard improvements. As indicated in the footnote of Table 13, the V/C results shown in Table 13 includes a 0.07 ATSAC credit (-0.07) in comparison to the calculation worksheets included in the Appendix C.

As shown in Table 13, based on agency-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for forecast year 2015 with project conditions.



Legend:

XX/XX AM/PM Intersection Volumes



Project Site Location

Table 13
Forecast Year 2015 With Project Conditions AM & PM Peak Hour Study Intersection LOS

Study Intersection	Forecast Year 2015 Without Project Conditions		Forecast Year 2015 With Project Conditions		Increase in V/C		Significant Impact?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	V/C (Delay) – LOS	AM	PM	
1 – Centinela Ave/Washington Blvd	0.827 – D	0.890 – D	0.834 – D	0.898 – D	0.007	0.008	No
2 – Grand View Blvd/Washington Blvd	0.459 – A	0.606 – A	0.461 – A	0.611 – B	0.002	0.005	No
3 – Inglewood Blvd/Washington Pl [♦]	0.741 – C	0.544 – A	0.745 – C	0.548 – A	0.004	0.004	No
4 – Inglewood Blvd/Washington Blvd	0.750 – C	0.821 – D	0.761 – C	0.844 – D	0.011	0.023	No
5 – Inglewood Blvd/Louise Ave ^{♦*}	0.400 – A (30.3) – D	0.348 – A (22.0) – C	0.404 – A (24.4) – C	0.366 – A (19.9) – C	0.004	0.018	No
6 – Inglewood Blvd/Culver Blvd [♦]	0.811 – D	0.651 – B	0.812 – D	0.653 – B	0.001	0.002	No
7 – Atlantic Blvd/Washington Blvd *	0.374 – A (20.0) – C	0.385 – A (22.7) – C	0.382 – A (25.1) – C	0.394 – A (33.0) – D	0.008	0.009	No
8 – McLaughlin Ave/Washington Pl [♦]	0.605 – B	0.750 – C	0.607 – B	0.753 – C	0.002	0.003	No
9 – McLaughlin Ave/Washington Blvd	0.499 – A	0.629 – B	0.505 – A	0.642 – B	0.006	0.013	No
10 – Sawtelle Blvd/Washington Blvd	0.742 – C	0.758 – C	0.747 – C	0.767 – C	0.005	0.009	No

* Unsignalized study intersections are evaluated utilizing both volume to capacity (V/C) and HCM delay methodology, top value reported is V/C ratio. Bottom value reported in parenthesis is HCM delay shown in seconds per vehicle at worst stop-controlled approach.

♦ City of Los Angeles study intersection. For intersections under the jurisdiction of City of Los Angeles, a 0.07 ATSAC credit and a 0.03 ATCS credit are included in the final V/C results.

For intersections under the jurisdiction of City of Culver City, a 0.07 ATSAC credit is included in the final V/C results

Note: V/C = volume to capacity ratio.

FORECAST YEAR 2015 WITH PROJECT CONDITIONS QUEUE ANALYSIS

Project site access for the retail and restaurant components of the project is planned via one right-in/right-out access location on Inglewood Boulevard and one full-access location on Washington Boulevard. Project site access for the residential component of the proposed project is planned via one full-access location on Louise Avenue.

The Washington Boulevard site access will be at the existing Atlantic Avenue/Washington Boulevard intersection by creating a south leg at this intersection. Modification of the existing painted median and striping on westbound Washington Boulevard approach at this location will be required to accommodate vehicles turning left into the project site at this access location.

An evaluation of 95th percentile vehicular queues has been performed to determine to length of the westbound left-turn pocket which will be required to accommodate vehicles accessing the proposed project at the Atlantic Avenue/Washington Avenue project site access.

Table 14 summarizes the results of the westbound left-turn movement forecast queue analysis at the Atlantic Avenue/Washington Boulevard intersection for forecast year 2015 with project conditions; detailed 95th percentile queue analysis sheets are contained in Appendix D.

Table 14
Forecast Year 2015 With Project Conditions
Project Access – Atlantic Avenue / Washington Boulevard
Westbound Left-Turn 95th Percentile Peak Hour Vehicular Queue

Queue Location	Forecast Year 2015 With Project Conditions Peak Hour 95 th Percentile Queue (feet)	
	AM Peak Hour	PM Peak Hour
Project Site Access – Atlantic Ave / Washington Blvd WB Left-Turn Movement	62	125

Notes: WB = Westbound.

As shown in Table 14, the westbound left-turn 95th percentile queue at the Project Site Access-Atlantic Avenue/Washington Boulevard intersection is forecast to be approximately 62 feet during the a.m. peak hour and approximately 125 feet during the p.m. peak hour for forecast year 2015 with project conditions. Hence, a left-turn pocket lane of approximately 125 feet is required to accommodate the westbound left-turn forecast a.m. peak hour and p.m. traffic volumes at the Project Site Access – Atlantic Avenue / Washington Boulevard study intersection for forecast year 2015 with project conditions.

Louise Avenue Residential Roadway Segment Evaluation

Based on Los Angeles *Traffic Study Policies and Procedures* (City of Los Angeles Department of Transportation, June 2013), commercial projects may be required to conduct residential street impact analysis to determine if a local residential street can be potentially impacted by a commercial project. To address these potential impacts, non-restrictive traffic calming measures should be considered and, if warranted, implemented to offset any potential impacts. Restrictive traffic calming measures should not be considered.

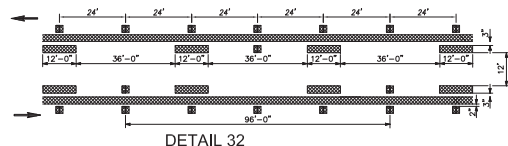
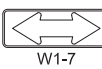
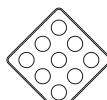
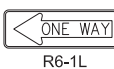
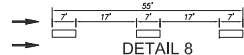
The proposed project is bound on the south edge by Louise Avenue, a roadway currently serving residential land uses on its south side. To minimize and avoid any potential residential roadway impacts on Louise Avenue, the commercial land use components of the proposed project have been specifically laid out and designed to take access on Washington Boulevard and Inglewood Boulevard providing direct access routes to the adjacent arterial system. Only the residential component of the proposed project is planned to take access via Louise Avenue. Hence, eliminating or significantly reducing any potential impacts associated with commercial-related project traffic using Louise Avenue.

WASHINGTON BOULEVARD IMPROVEMENTS

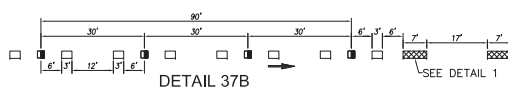
Based on City of Culver City's Bicycle Network Bicycle and Pedestrian Master Plan, on-street bicycle lanes are planned along Washington Boulevard between Centinela Avenue and Sepulveda Boulevard. A striping plan has been prepared showing how the bicycle lanes as well as on-street parking could be accommodated along eastbound and westbound Washington Boulevard in the project site vicinity from Inglewood Boulevard to east of Atlantic Avenue.

Exhibit 15 shows the Washington Boulevard Striping Plan proposed by the project applicant in the vicinity of the project site that includes the following:

- Install a raised median between Inglewood Boulevard and Atlantic Avenue;
- Provides a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue;
- Adds 5 foot bicycle lanes on eastbound and westbound Washington Boulevard;
- Displacement of some existing on-street parking spaces to accommodate the bicycle lanes, displacement of some existing on-street parking spaces due to construction of driveway access for the proposed project;
- Displaces some existing on-street parking spaces due to construction of driveway access for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard;
- On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, remove three (3) and add one (1) on-street parking spaces on the eastbound direction, and remove two (2) and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces;
- Relocates the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard;
- Reconstructs the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return;



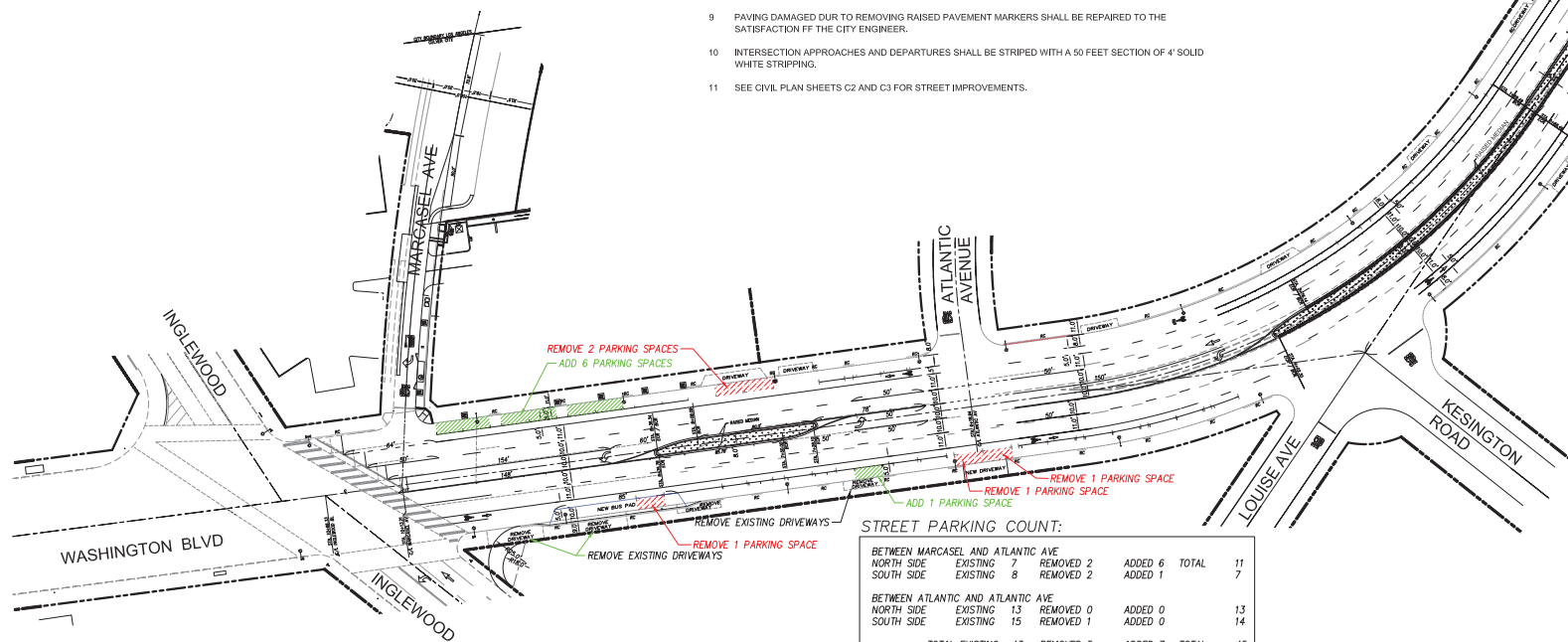
DETAIL 32



DETAIL 37B

GENERAL NOTES:

- 1 ALL MATERIAL AND WORK SHALL CONFORM TO THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC
2 CONTROL DEVICES (CALIFORNIA MUTCD) DATED JANUARY 21, 2010. STANDARD PLANS AND STANDARD
3 SPECIFICATIONS OF THE CALIFORNIA DEPARTMENT OF TRANSPORTATION DATED MAY 2006. FHWA
4 STANDARD HIGHWAY SIGN 404 EDITION. CALIFORNIA SIGN SPECIFICATION DATE SEPTEMBER 28, 2008
5 AND THE SPECIAL PROVISIONS.
- 6 ALL STRIPING AND PAVEMENT LEGENDS SHALL BE THERMOPLASTIC PAINT UNLESS OTHERWISE NOTED.
- 7 ALL CONFLICTING LINES, LEGENDS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED BY WET
8 SANDBLASTING.
- 9 ALL SALVAGED SIGNS AND POSTS SHALL BE DELIVERED TO THE CITY MAINTENANCE YARD.
- 10 NEW SIGN POSTS SHALL BE "UNISTRUT" SQUARE GALVANIZED STEEL POSTS WITH BREAKAWAY ANCHOR
11 POST OR APPROVED EQUAL.
- 12 ALL NEW SIGNS ARE TO BE REFLECTORIZED USING 3-M HI INTENSITY GRADE SHEETING OR APPROVE
13 EQUAL.
- 14 ALL SIGNS ARE TO BE PER THE STATE OF CALIFORNIA SIGN SPECIFICATIONS, EXCEPT THAT ALL SIGNS
15 SHALL BE MINIMUM 0.14 INCH THICK ALUMINUM.
- 16 STRIPPING SHALL BE CAT TRACKED AND APPROVED BY THE CITY TRAFFIC ENGINEER PRIOR TO FINAL
17 INSTALLATION. MINIMUM OF ONE WEEK NOTICE REQUIRED BY THE CITY TRAFFIC ENGINEER FOR
18 APPROVAL OF STRIPPING.
- 19 PAVING DAMAGED DUE TO REMOVING RAISED PAVEMENT MARKERS SHALL BE REPAIRED TO THE
20 SATISFACTION OF THE CITY ENGINEER.
- 21 INTERSECTION APPROACHES AND DEPARTURES SHALL BE STRIPED WITH A 50 FEET SECTION OF 4' SOLID
22 WHITE STRIPING.
- 23 SEE CIVIL PLAN SHEETS C2 AND C3 FOR STREET IMPROVEMENTS.



SCALE: 1" = 40'

40 20 0 40

GRAPHIC SCALE

CITY OF CULVER CITY
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

STRIPING PLAN
11957 WASHINGTON BLVD.,
CULVER, CA 90066

DESIGNED BY: P.V.T. ENGINEER	DATE:	SCALE	
DRAWN BY: P.V.T. ENGINEER	DATE:	HORIZ. AS NOTED VERT. AS NOTED	
FIELD BOOK REFERENCE		PROJECT NO.	
Sheet <u>C1</u> of 4 Sheets			PLAN NO. _____

PLAN NO. _____

Sheet <u>C1</u> of <u>4</u> Sheets	PLAN NO.
------------------------------------	----------

PLAN NO.

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Washington Boulevard Striping Plan
Exhibit 15

- Installs a 10-foot wide raised landscaped median along Washington Boulevard between Atlantic Avenue East and Atlantic Avenue West; and
- Removes the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane.

WASHINGTON BOULEVARD LEFT TURN PHASING QUEUING ANALYSIS

This section analyzes forecast queuing in the westbound Washington Boulevard left turn pocket at Inglewood Boulevard and the eastbound Washington Boulevard left turn pocket at Atlantic Avenue assuming the proposed improvements shown in Exhibits 15 and 16. This queuing analysis evaluates the impact of changing the eastbound and westbound signal phasing from permitted left turns to protected left turns or protected-permitted left turns at the Inglewood Boulevard/Washington Boulevard intersection.

Attachment E contains the left turn phasing intersection operations analysis worksheets. As shown in Table 15, changing the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing does not change the volume/capacity (v/c) ratio at the intersection.

Table 16 summarizes the left turn pocket queuing analysis results. Attachment F contains the queuing analysis worksheets. As shown in Table 16, the westbound left turn queue lengths on Washington Boulevard at Inglewood Boulevard are forecast to reach the current capacity of the westbound left turn pocket assuming eastbound/westbound permitted left turn phasing; changing the eastbound/westbound signal phasing to protected or protected-permitted left turn phasing is forecast to reduce the westbound left turn queue length. Specifically, it should be noted that implementation of protected-permitted phasing is forecast to significantly reduce the westbound left turn queue on Washington Boulevard at Inglewood Boulevard by over 71% in the AM peak hour and over 65% in the PM peak hour.

The queue lengths for the eastbound left turn movement on Washington Boulevard at Atlantic Avenue are forecast to be less than 50 feet, or two vehicle lengths. With a current storage length of 125 feet for the eastbound left turn movement on Washington Boulevard at Atlantic Avenue, there is excess capacity available at this turn pocket.

MITIGATION MEASURES

No traffic mitigation measures are required for the proposed project since no significant impacts are forecast to occur as a result of the proposed project based on agency-established threshold of significance.

Table 15
Left Turn Phasing Intersection Analysis Summary

Intersection		Existing				Existing With 11960 Project				Project Change in V/C {Delay}		Significant Project Impact ²
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
No.	Name	V/C {Delay} ¹	LOS	V/C {Delay} ¹	LOS	V/C {Delay} ¹	LOS	V/C {Delay} ¹	LOS			
4	Inglewood Blvd / Washington Blvd • Permitted E/W Left Turn	0.724	C	0.794	C	0.731	C	0.811	D	0.007	0.017	No
7	Atlantic Ave / Washington Blvd ³	0.356 {18.7}	A C	0.363 {20.6}	A C	0.364 {22.6}	A C	0.367 {27.6}	A D	0.008 {3.9}	0.004 {7.0}	No n/a

Intersection		Year 2015 With Cumulative Without 11960 Project, Without Washington Boulevard Improvements				Year 2015 With Cumulative With 11960 Project, With Washington Boulevard Improvements				Project Change in V/C {Delay}		Significant Project Impact ²
		AM Peak		PM Peak		AM Peak		PM Peak		AM	PM	
No.	Name	V/C {Delay} ¹	LOS	V/C {Delay} ¹	LOS	V/C {Delay} ¹	LOS	V/C {Delay} ¹	LOS			
4	Inglewood Blvd / Washington Blvd • Permitted E/W Left Turn	0.750	C	0.821	D	0.761	C	0.844	D	0.011	0.023	No
	• Protected E/W Left Turn	0.750	C	0.821	D	0.761	C	0.844	D	0.011	0.023	No
	• Protected-Permitted E/W Left Turn	0.750	C	0.821	D	0.761	C	0.844	D	0.011	0.023	No
7	Atlantic Ave / Washington Blvd ³	0.374 {20.3}	A C	0.385 {23.4}	A C	0.382 {25.1}	A D	0.394 {33.0}	A D	0.008 {4.8}	0.009 {9.6}	No n/a

Note

- X.XXX = Intersection Capacity Utilization (ICU), Volume-to-Capacity (V/C) ratio
ICU analysis includes a 0.07 ATSAC (Automated Traffic Surveillance and Control) credit toward the reduction of the final v/c ratio.
{X.X} = 2000 Highway Capacity Manual (HCM) Analysis Method, Average Delay in Seconds.
- Culver City Threshold of Significance: LOS C > 0.050; LOS D > 0.040; LOS E & F > 0.020
- Unsignalized intersection is evaluated utilizing both ICU and HCM methodologies. Top value is V/C ratio. Bottom value in { } is delay.

Table 16
Left Turn Phasing Queuing Analysis Summary

Intersection		95th Percentile Vehicular Queue Length (feet) ¹								Existing Left Turn Pocket Length (feet)	Adequate Storage Length?
		Existing		Existing With 11960 Project		Year 2015 With Cumulative Without 11960 Project, Without Washington Boulevard Improvements		Year 2015 With Cumulative With 11960 Project, With Washington Boulevard Improvements			
No.	Name	AM	PM	AM	PM	AM	PM	AM	PM		
4	Inglewood Blvd / Washington Blvd										
	• WB Left Turn										
	◦ E/W Permissive Left Phasing ²	167'	177'	159'	172'	176'	180'	180'	182'	175'	Yes ⁴
	◦ E/W Protected Left Phasing ³							99'	148'	175'	Yes ⁴
	◦ E/W Protected-Permitted Left Phasing ³							51'	63'	175'	Yes ⁴
7	Atlantic Ave / Washington Blvd										
	• EB Left Turn										
	◦ E/W Permissive Left Phasing ²	21'	15'	19'	14'	37'	21'	32'	45'	125'	Yes
	◦ E/W Protected Left Phasing ³							31'	34'	125'	Yes
	◦ E/W Protected-Permitted Left Phasing ³							41'	35'	125'	Yes

Note

- ¹ Vehicle length is approximately 25 feet per vehicle.
- ² Keep existing East/West permitted left turn phasing on Washington Boulevard at Inglewood Boulevard.
- ³ Change to East/West protected left turn phasing on Washington Boulevard at Inglewood Boulevard.
- ⁴ The City should consider lengthening the WB left turn pocket because there are extra capacity available for the EB left turn lane at Atlantic Avenue.

CONCLUSIONS

The proposed project is forecast to generate approximately 1,481 daily trips, which include approximately 68 a.m. peak hour trips and approximately 112 p.m. peak hour trips. It should be noted this is a very conservative assumption since it does not assume any onsite trip capture reduction and it also does not account for the existing land uses currently on the project site.

The proposed project is bound on the south edge by Louise Avenue, a roadway currently serving residential land uses on its south side. To minimize and avoid any potential residential roadway impacts on Louise Avenue, the commercial land use components of the proposed project have been specifically laid out and designed to take access on Washington Boulevard and Inglewood Boulevard providing direct access routes to the adjacent arterial system. Only the residential component of the proposed project is planned to take access via Louise Avenue. Hence, eliminating or significantly reducing any potential impacts associated with commercial-related project traffic using Louise Avenue.

Based on City of Culver City's Bicycle Network Bicycle and Pedestrian Master Plan, on-street bicycle lanes are planned along Washington Boulevard between Centinela Avenue and Sepulveda Boulevard. A striping plan has been prepared showing how the bicycle lanes as well as on-street parking could be accommodated along eastbound and westbound Washington Boulevard in the project site vicinity from Inglewood Boulevard to east of Atlantic Avenue. Exhibit 15 shows the Washington Boulevard Striping Plan proposed by the project applicant in the vicinity of the project site that includes the following:

- Install a raised median between Inglewood Boulevard and Atlantic Avenue;
- Provides a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue;
- Adds 5 foot bicycle lanes on eastbound and westbound Washington Boulevard;
- Displacement of some existing on-street parking spaces to accommodate the bicycle lanes, displacement of some existing on-street parking spaces due to construction of driveway access for the proposed project;
- Displaces some existing on-street parking spaces due to construction of driveway access for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard;
- On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, remove three (3) and add one (1) on-street parking spaces on the eastbound direction, and remove two (2) and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces;
- Relocates the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard;
- Reconstructs the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return;

- Installs a 10-foot wide raised landscaped median along Washington Boulevard between Atlantic Avenue East and Atlantic Avenue West; and
- Removes the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane.

The westbound left-turn 95th percentile queue at the Project Site Access-Atlantic Avenue/Washington Boulevard intersection is forecast to be approximately 62 feet during the a.m. peak hour and approximately 125 feet during the p.m. peak hour for forecast year 2015 with project conditions. Hence, a left-turn pocket lane of approximately 100 to 125 feet is required to accommodate the westbound left-turn forecast a.m. peak hour and p.m. traffic volumes at the Project Site Access – Atlantic Avenue / Washington Boulevard study intersection for forecast year 2015 with project conditions.

Based on agency-established thresholds of significance, the addition of project-generated trips is forecast to result in no significant impacts at the study intersections for either forecast existing plus project conditions or for forecast year 2015 with project conditions.

Changing the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing does not change the v/c ratio, but will improve the efficiency of the westbound left turn movement by reducing the queue lengths and adding corresponding storage capacity. Specifically, it should be noted that implementation of protected-permitted phasing is forecast to significantly reduce the westbound left turn queue on Washington Boulevard at Inglewood Boulevard by over 71% in the AM peak hour and over 65% in the PM peak hour.

The results of the queue analysis, assuming protected left turn phasing on Washington Boulevard at Inglewood Boulevard or protected-permitted left turn phasing on Washington Boulevard at Inglewood Boulevard, indicate sufficient storage is provided in the proposed 150 foot long westbound Washington Boulevard left turn pocket at Inglewood Boulevard as well as the proposed 50 foot long eastbound Washington Boulevard left turn pocket at Atlantic Avenue.

No traffic mitigation measures are required for the proposed project since no significant impacts are forecast to occur as a result of the proposed project based on agency-established threshold of significance.

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APPENDIX A – Approved Scope of Work

City of Culver City

Memorandum of Understanding For Traffic Study

This Memorandum of Understanding (MOU) acknowledges and agrees to all of the City of Culver City requirements and fees for the preparation of a traffic study for the following project:

Project Name: 11960 Washington Boulevard Mixed Use Project

Project Address: 11960 Washington Boulevard, Culver City, CA

Project Description*: _____ GFA Office / _____ GFA Industrial
 _____ 11,250 GFA Retail / _____ 98 apts Residential Units
 _____ 3,750 GFA Quality Restaurant / _____ GFA Other

* Gross Floor Area (GFA) shall be as defined in the most recent ITE publication.

Project Horizon Year: 2015 Ambient Growth Rate: One (1.0) % Per Year

Directional Distribution: N: 30 % S: 35 % E: 20 % W: 15 %

[Attach map(s) illustrating directional distribution percentages at all intersections and driveways.

Consultant shall review all traffic counts and receive written confirmation from the City staff that the proposed traffic distribution and assignments are valid prior to proceeding with the balance of the traffic study. The City may require changes to the original traffic distribution listed above which changes shall be reflected in the written confirmation.]

Attachment A1 to A7 – Proposed Project Site Plan

Attachment B – Forecast Trip Distribution of Proposed Project

Attachment C – Forecast Trip Percent Distribution of Retail-Restaurant Component of Proposed Project at Study Intersections

Attachment D – Forecast Trip Percent Distribution of Apartment Component of Proposed Project at Study Intersections

Attachment E – Forecast AM/PM Peak Hour Trip Assignment of Proposed Project

Attachment F1 & F2 – Related Projects List for 2015 Opening Year Analysis

Trip Generation Rate(s): ITE Latest Edition / Other:

11960 Washington Boulevard Proposed Trip Generation									
Land Use (ITE Code)		Quantity	AM - ITE 9th Edition			PM - ITE 9th Edition			ADT
			IN	OUT	TOT AL	IN	OUT	TOT AL	
Apartment (220)	Trip Rate	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
	Generation	98	10	40	50	39	22	61	652
Specialty Retail (826)	Trip Rate	tsf	0.80*	0.53*	1.33*	1.19	1.52	2.71	44.32
	Generation	11.250	9	6	15	13	17	30	499
Quality Restaurant (931)	Trip Rate	tsf	0.66	0.15	0.81	5.02	2.47	7.49	89.95
	Generation	3.750	2	1	3	19	9	28	337
Pass-By Reduction (25%) (931)			N/A	N/A	N/A				
						-5	-2	-7	-7
NET QUALITY RESTAURANT TRIPS (931)			2	1	3	14	7	21	330
	Total Generation		21	47	68	66	46	112	1,481

Source: ITE Trip Generation (9th Edition, 2012)

Notes: Assumes 25% Pass-By Discount for Quality Restaurant; du = dwelling unit; tsf = thousand square feet.

*AM Specialty Retail rates based on SANDAG rates. SANDAG a.m. peak hour is a 60:40 in/out split and equates to 3% of ADT. These factors were applied to ITE ADT rate of 44.32 to derive a.m. peak hour rate.

Prior to the start of any proposed project analysis, the Traffic Consultant shall:

- 1) Obtain a list of related projects from the Planning Division of Culver City and other affected jurisdictions;
- 2) Prepare a draft list of "related projects specific to the proposed project"; and
- 3) Obtain written approval from the City of the "related projects specific to the proposed project" list.

Study Intersections [Indicate jurisdiction of each intersection]:

No.	Intersection:	/ Jurisdiction:
1.	Centinela Avenue/Washington Boulevard	/ Culver City
2.	Grand View Boulevard/Washington Boulevard	/ Culver City
3.	Inglewood Boulevard/Washington Place	/ City of Los Angeles
4.	Inglewood Boulevard/Washington Boulevard	/ Culver City
5.	Inglewood Boulevard/Louise Boulevard	/ City of Los Angeles
6.	Inglewood Boulevard/Culver Boulevard	/ City of Los Angeles
7.	Atlantic Boulevard/Washington Boulevard	/ Culver City
8.	McLaughlin Avenue/Washington Place	/ Culver City
9.	McLaughlin Avenue/Washington Boulevard	/ Culver City
10.	Sawtelle Boulevard/Washington Boulevard	/ Culver City

Use additional pages if necessary. Additionally, indicate any intersections that are subject to capacity analysis credit for advanced traffic signal control operations.

<u>Indicate trip credits to be requested (Amount subject to City approval):</u>		Yes	No
1.	Existing Uses:	☐	☒
2.	Pass-By Trips:	☒	☐
3.	Internal Trip Capture:	☐	☒
4.	Transit Oriented Developments (TOD):	☐	☒
5.	Transportation Demand Management (TDM):	☐	☒

Proposed Traffic Mitigation

Any proposed traffic mitigation measure shall be listed and accompanied by a drawing of the existing and proposed improvements [including city boundary lines and existing / proposed property lines] and the plans shall be of a minimum scale of one inch (1") equal to forty feet (40'-0").

Post-Occupancy Traffic Counts

By signing below, the Property Owner / Developer / Applicant hereby agrees to pay for and submit to the City a post-occupancy traffic count analysis of the development to the satisfaction of the City. The analysis shall determine the amount of actual traffic generated by the development compared to the ITE trip generation rates. The analysis shall include a traffic count of all onsite driveways taken upon reaching eighty five percent (85.0%) occupancy of the total building gross floor area or within one (1) year of the issuance of the first Temporary Certificate of Occupancy (TCO), as determined by the City. The data shall be used to confirm the findings in the approved traffic study, and shall not result in any additional traffic mitigation measures and/or conditions of approval on the subject project.

Congestion Management Plan (CMP)

This project shall also be subject to all City imposed CMP developer fees if the Planning Commission approval date is on or after the effective date of any City Council imposed CMP developer fees or as may be otherwise imposed by the City.

Additional Analysis

A peak hour *Synchro Sim* queue analysis will be prepared to determine the turn pocket length at the proposed westbound left-turn lane pocket into the project site along Washington Boulevard.

The traffic study will address geometric and striping modifications at the Inglewood Boulevard/Washington Boulevard intersection, including the right-turn slot for northbound Inglewood Boulevard traffic turning onto Washington Boulevard, a raised island to prevent northbound Inglewood Boulevard traffic turning into Marcase Avenue, and the median restriping on Washington Boulevard to provide a westbound left-turn into the project's driveway opposite Atlantic Avenue.

Based on discussions with LADOT staff, Louise Boulevard between Inglewood Avenue and Washington Boulevard will be analyzed.

Signatures

	<u>Property Owner / Applicant:</u>	<u>Developer / Applicant:</u>
Name:	<u>Kevin Read</u>	<u>Kevin Read</u>
Company:	<u>Bastion Inglewood, LLC</u>	<u>Bastion Development Corp.</u>
Address:	<u>703 16th Street</u>	<u>500-1681 Chestnut Street</u>
City / State / Zip:	<u>Santa Monica, CA 90402</u>	<u>Vancouver, BC V6J 4M6</u>
Office:	<u>(310) 395-1062</u>	<u>(604) 731-3500</u>
Fax:	<u>(310) 395-1062</u>	<u>(604) 731-3366</u>
Cell:	<u>(310) 701-0282</u>	<u>()</u>
E-Mail:	<u>kpr@oceanhold.com</u>	<u>bastiondevelopment.com</u>

	<u>Traffic Consultant:</u>
Name:	<u>Bob Matson</u>
Company:	<u>RBF Consulting</u>
Address:	<u>14725 Alton Parkway</u>
City / State / Zip:	<u>Irvine, CA 92618 - 2027</u>
Office:	<u>(949) 855-5736</u>
Fax:	<u>(949) 330-4130</u>
Cell:	<u>(949) 466-8605</u>
E-Mail:	<u>bobmatson@rbf.com</u>

If any of the intersection(s) to be studied as part of this traffic study are located within the City of Los Angeles, the unincorporated areas of Los Angeles County and/or impact any other public agency [i.e., CalTrans], then this MOU shall also be approved by the reviewing staff representative from each agency:

	<u>City of Los Angeles:</u>	<u>County of Los Angeles:</u>
Name:	<u>Mohammad Blorfroshan</u>	<u></u>
Company:	<u>LA Department of Transportation</u>	<u></u>
Address:	<u>100 S. Main St., 10th Floor</u>	<u></u>
City / State / Zip:	<u>Los Angeles, CA</u>	<u></u>
Office:	<u>(310) 642-1624</u>	<u>()</u>
Fax:	<u>()</u>	<u>()</u>
Cell:	<u>()</u>	<u>()</u>
E-Mail:	<u>mo.blorfroshan@lacity.org</u>	<u></u>

	<u>Other Public Agency:</u>	<u>Other Public Agency:</u>
Name:	<u></u>	<u></u>
Company:	<u></u>	<u></u>
Address:	<u></u>	<u></u>
City / State / Zip:	<u></u>	<u></u>
Office:	<u>()</u>	<u>()</u>
Fax:	<u>()</u>	<u>()</u>
Cell:	<u>()</u>	<u>()</u>
E-Mail:	<u></u>	<u></u>

Approved by:

Kevin Reed, 4/25/13
Property Owner – Applicant Date

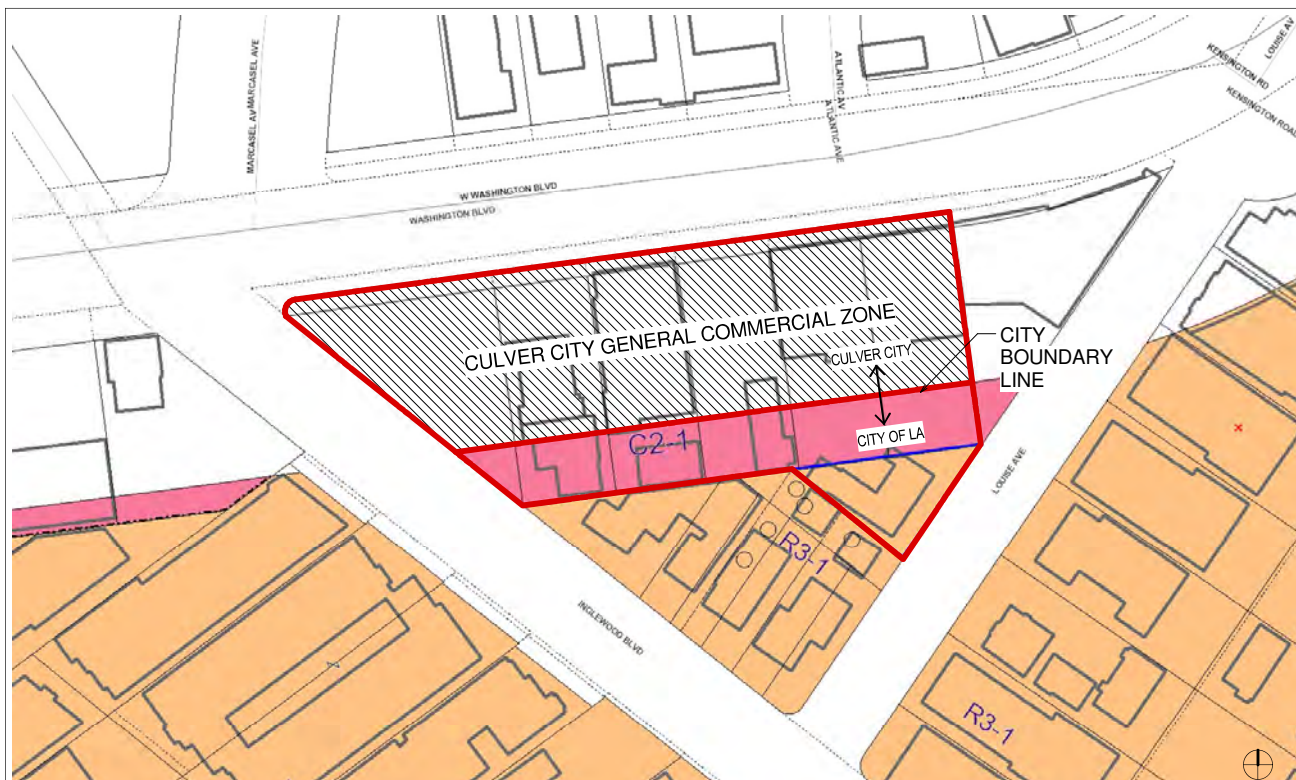
[Signature], 4/25/13
Developer – Applicant Date

[Signature], 5/3/13
Traffic Consultant Date

[Signature], 10/21/2013
City of Culver City Date

Note: This MOU shall become valid as of the date of the City's signature and shall expire one (1) year thereafter. If the "administrative draft" of the traffic study has not been filed with the City by the expiration date, this MOU shall expire and a new MOU filing, review and approval process shall be required.

JM-BK/abn



PROJECT ADDRESS

11924-60 W WASHINGTON BLVD
CULVER CITY CA 90066 &
11925 LOUISE AVE
LOS ANGELES CA 90066

APN: 4233-017-017, 4233-017-014, 4233-017-012,
4233-017-010, 4233-017-022, 4233-017-018, 4233-
017-015, 4233-017-013, 4233-017-011, 4233-017-
007

PROJECT DESCRIPTION

4-5 STORY, 93 UNITS(49 UNITS IN LA AND 44 IN
CULVER CITY) ,15,000 SF GROUND FLOOR
COMMERCIAL(IN CULVER CITY) WITH 1-LEVEL
SUBTERRANEAN PARKING

LOT SIZE

CULVER CITY PORTION:
38,333 SF; 0.88 ACRE

LOS ANGELES PORTION:
C2-1: 12,570 SF
R3-1 : 3,920 SF
TOTAL 16,490 SF

TOTAL LOT SIZE IN BOTH CITIES:
54,562 SF; 1.253 ACRE

HEIGHT LIMIT

CULVER CITY: 56'

LOS ANGELES:C2-1 LOT: NONE
R3-1 LOT: 45'

PROPOSED HEIGHT

CULVER CITY: 56'

LOS ANGELES:
C2-1: 56'; R3-1: 45'

ALLOWABLE AND PROPOSED DENSITY

CULVER CITY PORTION:
0.97 ACRE X 50 UNIT/ACRE = 48 UNITS

LOS ANGELES
C2-1 LOT:
12,579 SF / 400 SF = 31 UNITS
31 X 1.35 DENSITY BONUS = 43 UNITS

R3-1 LOT:
4,045 SF / 800 SF = 5 UNITS
5 X 1.35 DENSITY BONUS = 7 UNITS

**TOTAL 98 UNITS IN BOTH CITIES WITH 4
REQUIRED VERY-LOW INCOME UNITS IN LOS
ANGELES**

PARKING REQUIREMENT

CULVER CITY PORTION:
13,000 SF COMMERCIAL/250 SF=
52 STALLS

48 UNITS WITH 2.25 STALLS
EACH=
108 STALLS

LOS ANGELES PORTION:
49 ONE-BEDROOMS WITH 1
STALL EACH=
49 STALLS

TOTAL REQUIRED STALLS IN
BOTH CITIES:
209 STALLS

PROVIDED PARKING

210 STALLS

UNIT MIX

CULVER CITY PORTION:
35 TWO-BEDROOMS (AVE. 1200 SF)
10 THREE-BEDROOMS (AVE.1400 SF)
3 TWO-BEDROOMS + LOFTS (AVE. 1400 SF)
48 UNITS

LOS ANGELES PORTION:
22 STUDIOS (AVE. 420 SF)
28 ONE-BEDROOMS(AVE. 600 SF)
50 UNITS

ALLOWABLE FLOOR AREA

CULVER CITY PORTION:
NO RESTRICTION

LOS ANGELES PORTION:
C2-1 LOT:
12,570 SF X 1.5 FAR = 18,855 SF
18,555 SF X 1.35 DENSITY BONUS INCENTIVE
MENU = 25,625 SF

R3-1 LOT:
BUILDABLE AREA 2,071 SF X 3 FAR = 6,213 SF

TOTAL ALLOWED FLOOR AREA IN LOS
ANGELES:
31,838 SF

TOTAL PROPOSED AREA IN LOS ANGELES
31,838 SF

TOTAL PROPOSED AREA IN CULVER CITY
91,618 SF



WASHINGTON PENNY LANE

DRIVEWAY ALTERNATIVE

Killefer Flammang Architects

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-359-7972
FAX 310-359-7973
WWW.KFA.COM
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DATE: 4/12/2012

PROJECT NO. 12049
DATE: 4/12/2012
DRAWN BY: [blank]
CHECKED BY: [blank]
SCALE: 1/16" = 1'-0"
SHEET NO. [blank]

P1 LEVEL

A101

DATE: 4/12/2012

PROJECT NO. 12049

DATE: 4/12/2012

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PROJECT NO. 12049

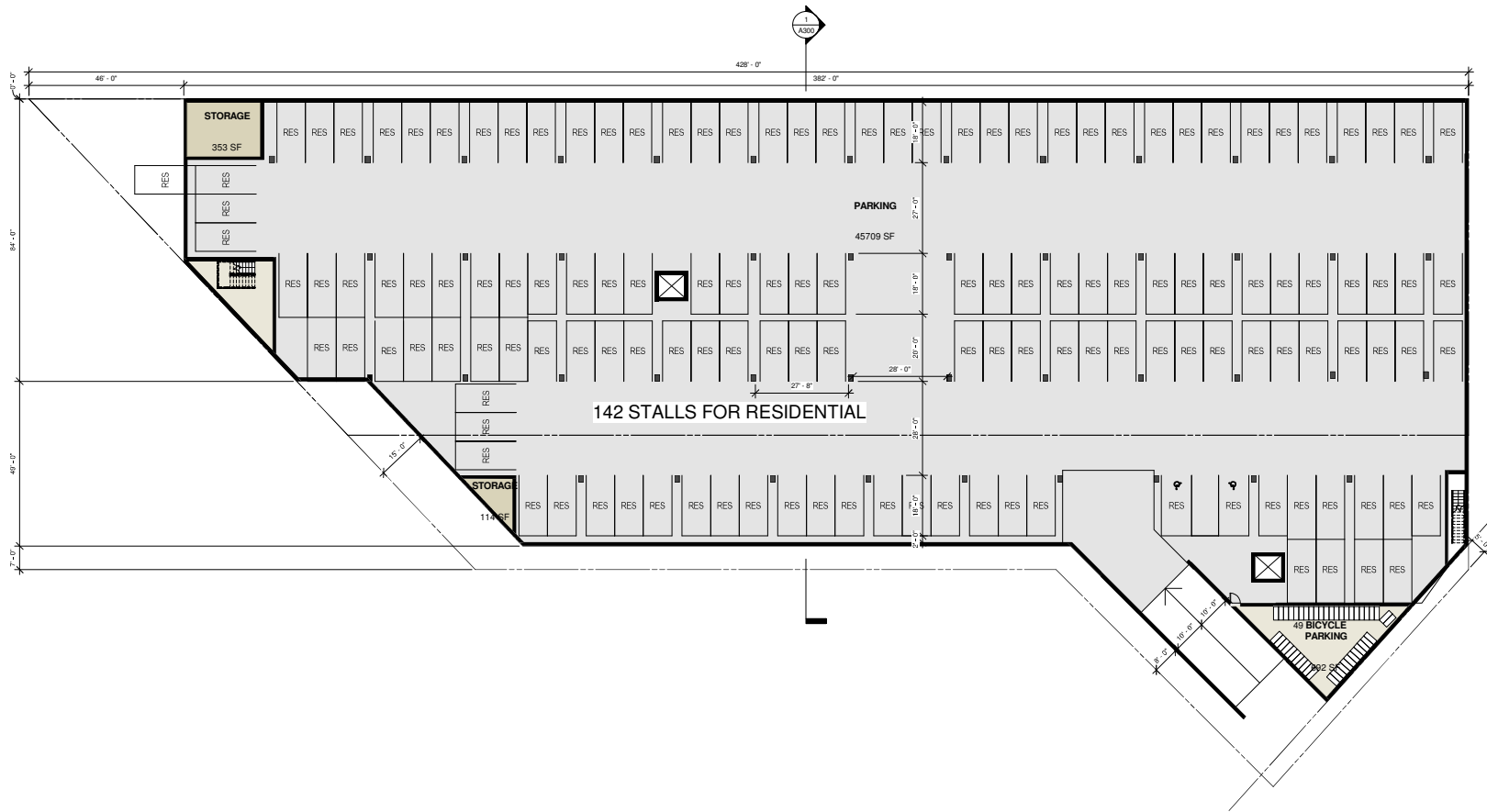
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SHEET NO. [blank]



Attachment A-3

P1
1/16" = 1'-0"

1

Killefer Flammang Architects

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
PHONE 310-359-7975

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2ND FLOOR PLAN

09/20/13 4:02:57 PM



WASHINGTON PENNY LANE

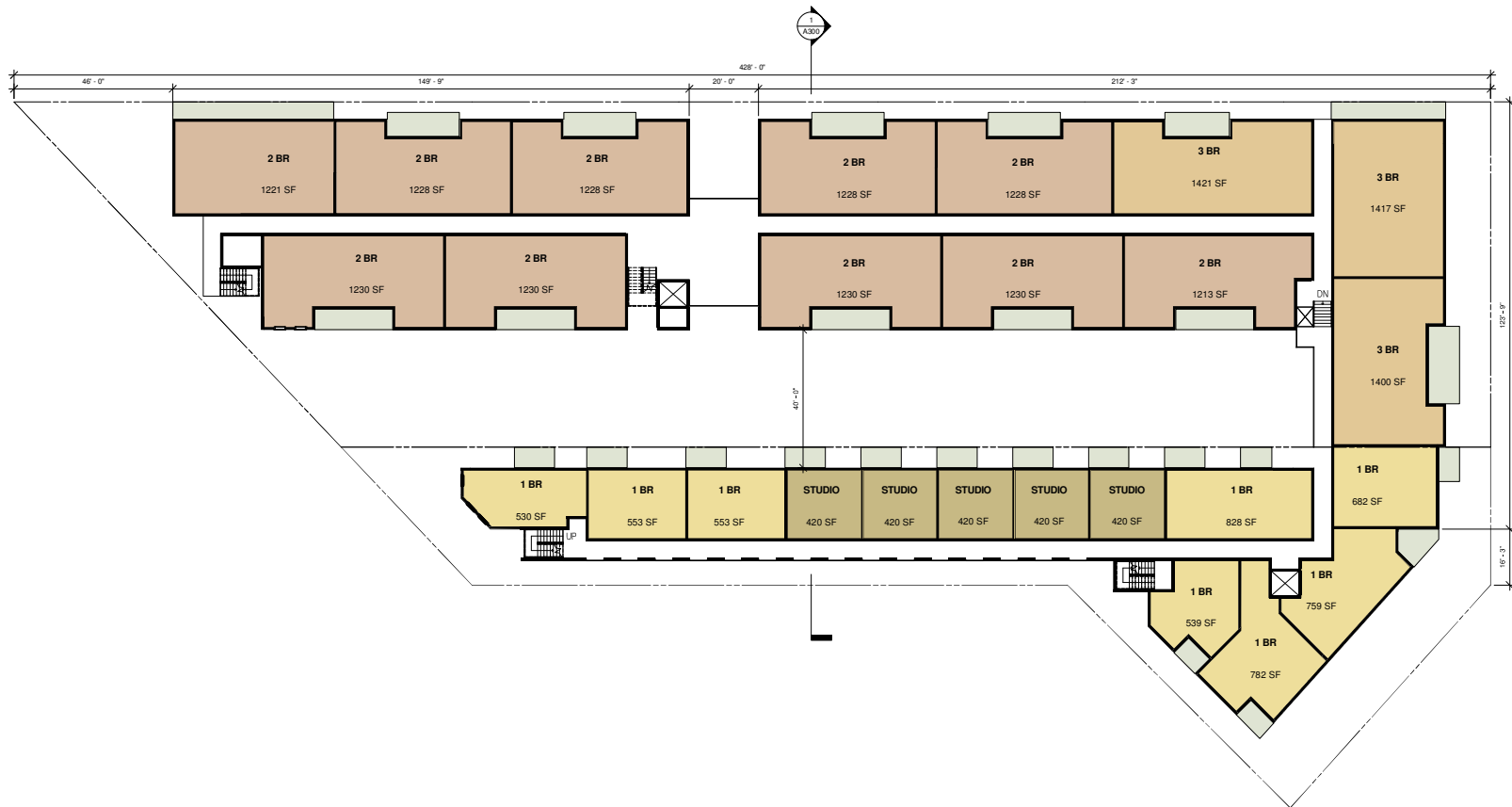
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PROJECT NO. 12049
DATE: 4/12/2012
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SHEET NO. [blank]

3RD FLOOR PLAN

A130



Attachment A-5

3RD FLOOR
1/16" = 1'-0"

1

SHEET NUMBER

A140

A - 11

WASHINGTON PENNY LANE

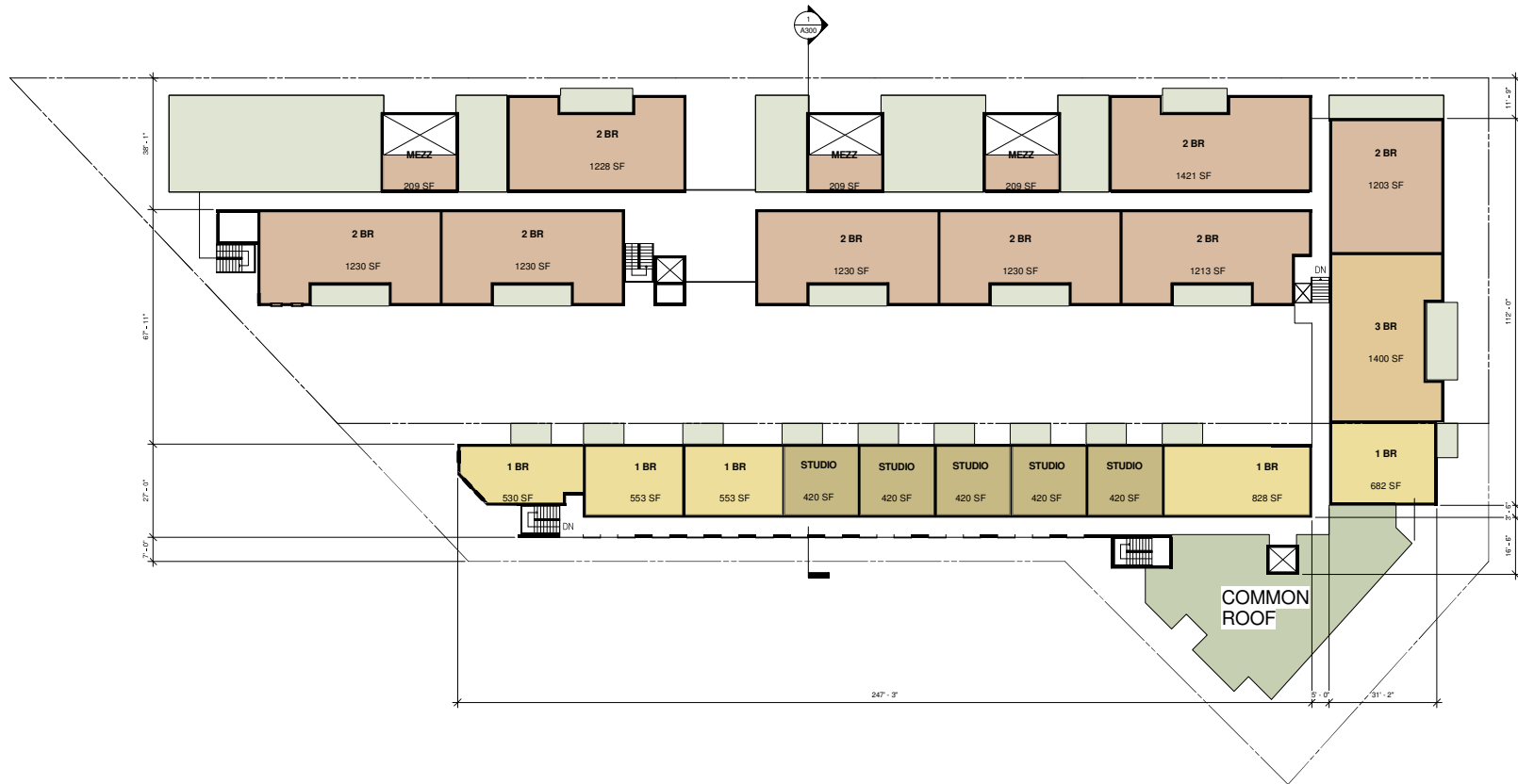
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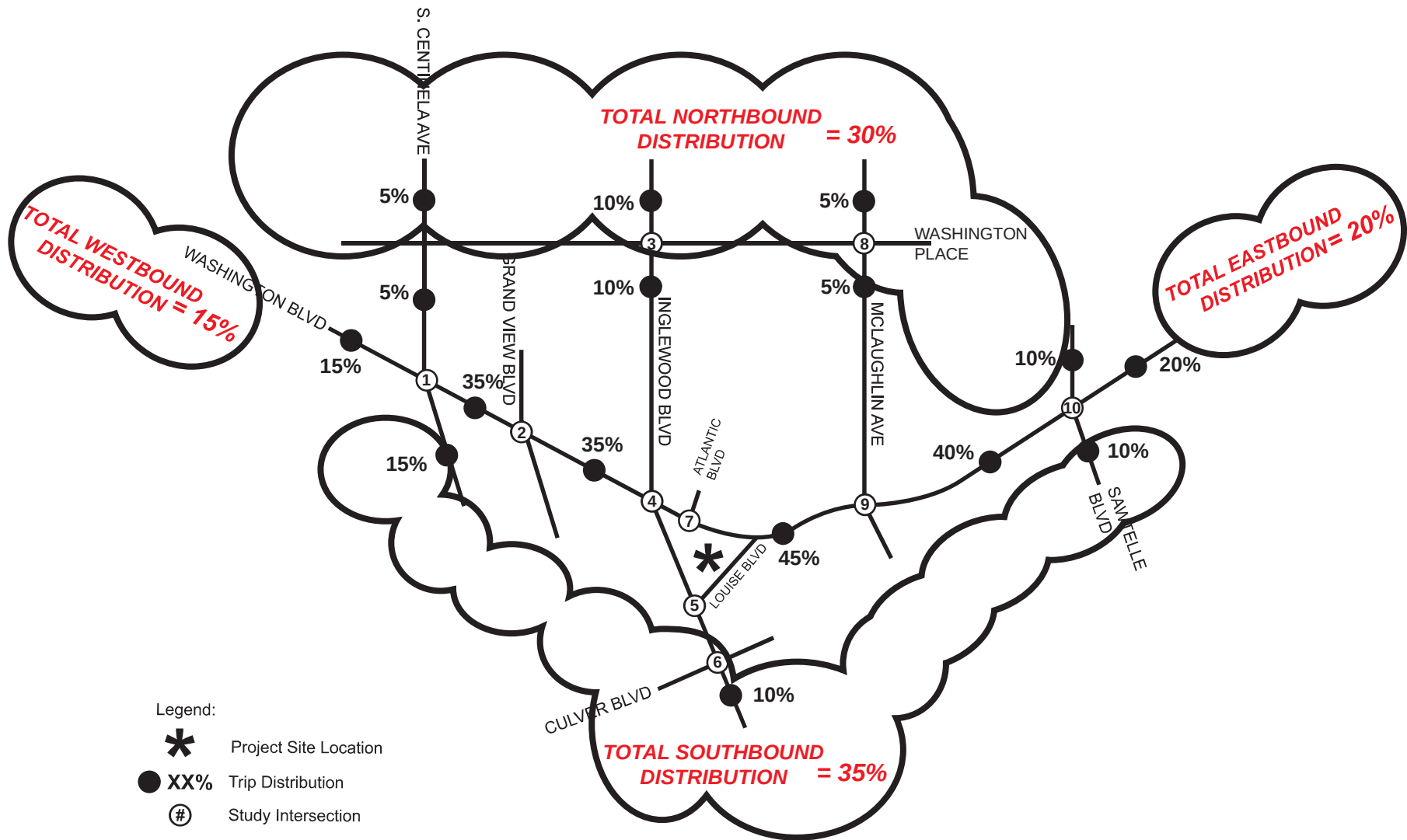
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PROJECT NO.	

5TH FLOOR PLAN

A150



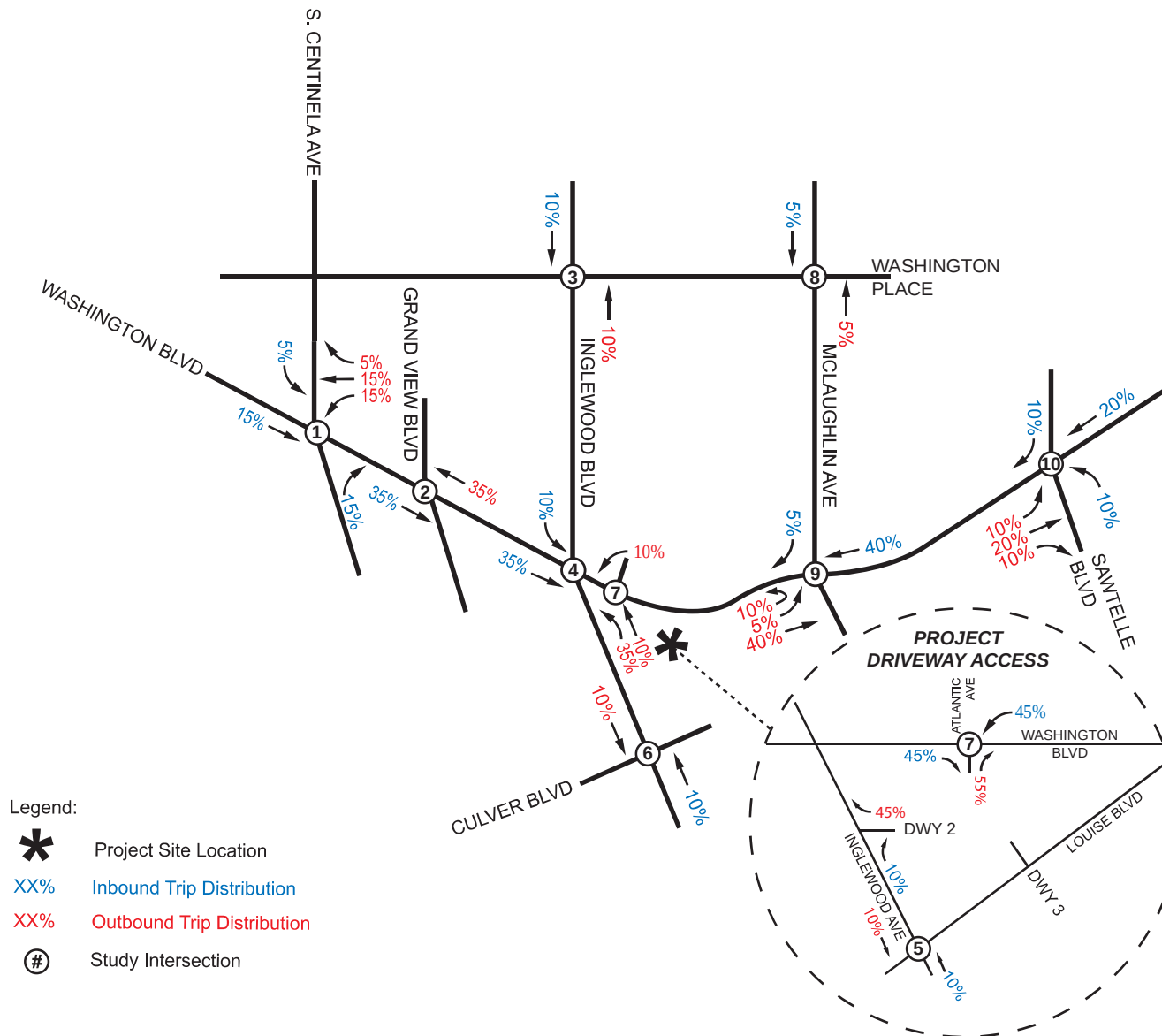
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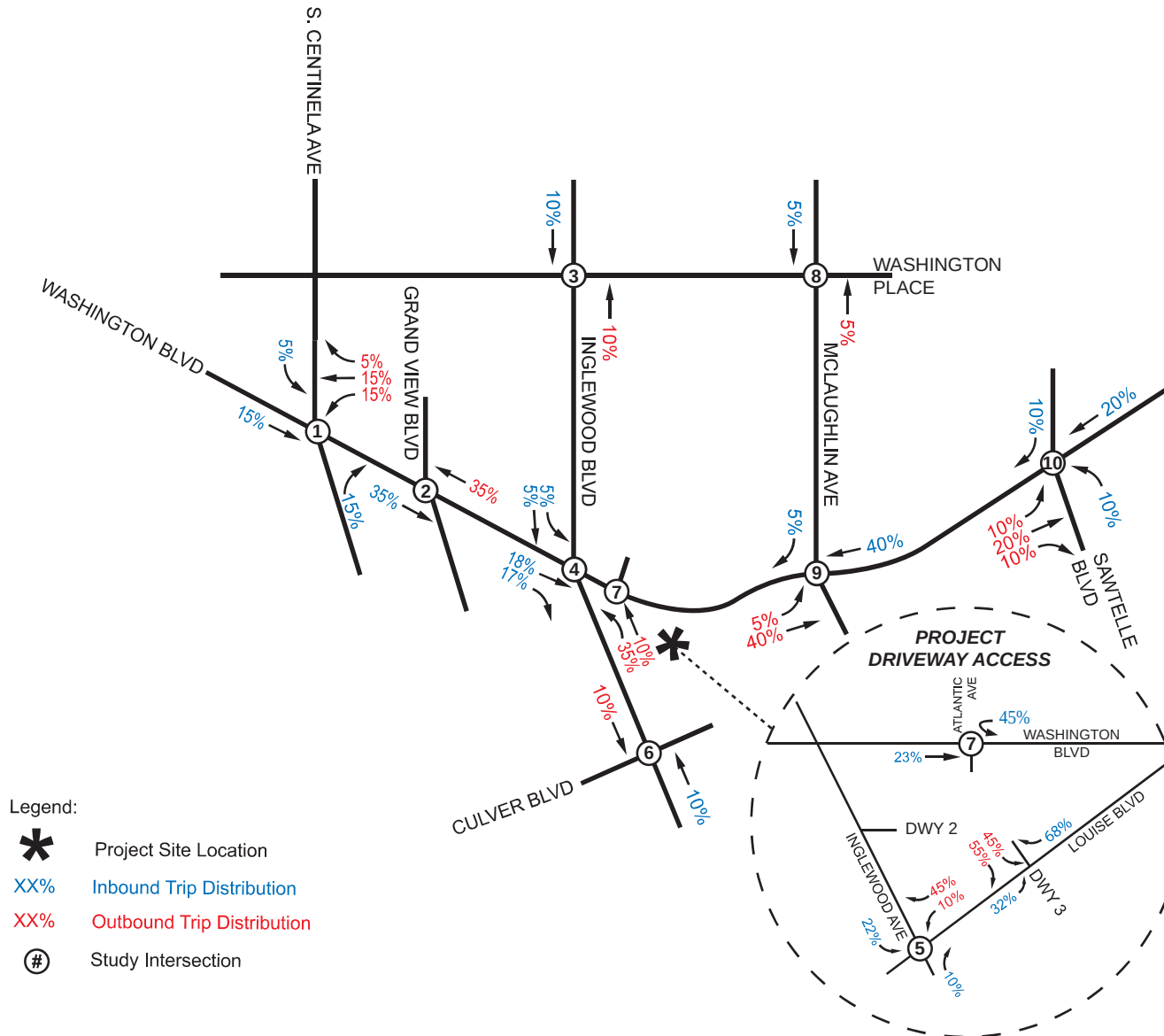


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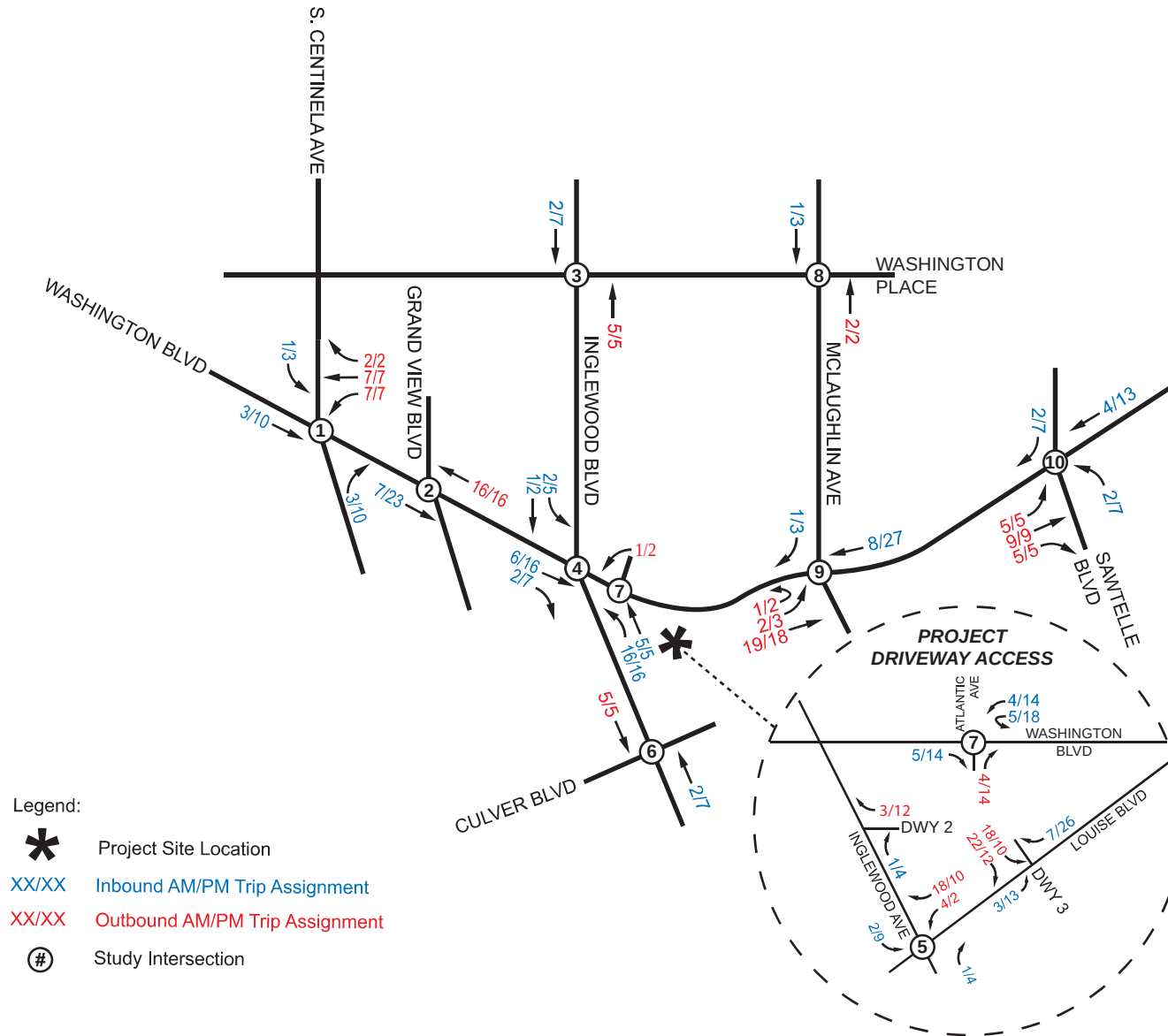


Forecast Trip Percent Distribution of Proposed Project





Forecast Trip Percent Distribution of Apartment Component of Proposed Project at Study Intersections



Culver City Related Projects

Land Use	Jurisdiction
1 – Burger King Live/Work Units Project -41 du Condominiums	City of Culver City
2 – Glencoe/Washington Mixed-Use Project -19 du Apartments -4.183 Shopping Center*	City of Culver City
3 – 11955 Washington Blvd Mixed-Use Project - 30 du Apartments - 8.798 tsf Specialty Retail	City of Culver City
4 – Dental Office Project -2.989 tsf Medical/Dental Office	City of Culver City
5 – 4-Unit Condominium Project	City of Culver City
6 – Vehicle Repair Shop Project -1.387 tsf Automobile Care Center	City of Culver City
7 – 12714-12718 Washington Blvd Mixed-Use - 5 du Apartments - 3.300 tsf Specialty Retail	City of Culver City
8 – 7-Eleven Project - 2.500 tsf Convenience Market	City of Culver City
9 – School Expansion Project - 20.090 tsf Junior/Community College - 20.090 tsf Displaced General Office	City of Culver City
10 – Baldwin Site Commercial Project - 12.436 tsf Specialty Retail - 24.872 tsf General Office	City of Culver City
11 – Two-story Commercial Project - 3.385 tsf Specialty Retail	City of Culver City
12 – Tilden Terrace Project - 33 du Apartments - 10.700 tsf Specialty Retail	City of Culver City
13 – Culver Crossroads Project - 14.900 tsf Shopping Center	City of Culver City
14 – Single-story Retail Project - 6.294 tsf Specialty Retail	City of Culver City
15 – Legado Mixed-Use Project -115 du Apartments -31.240 tsf Shopping Center	City of Culver City
16 – Globe Housing Project - 10 du Apartments	City of Culver City

ATTACHMENT F - 2

CLATS

Case Logging and Tracking System

Welcome **pedro!** | [Log Out](#) | [Profile](#) | [Admin](#)

RELATED PROJECTS

Centroid Info:

PROJ ID:

N/A

Address:

11960 W WASHINGTON BLVD,
CULVER CITY, CA, 90066

LAT/LONG:

33.997703, -118.421527

Buffer Radius:

2

mile

Search

Column

Include NULL "Trip info":

☐

Include NULL "FirstStudySubmittalDate" (latest)

☐

Include "Inactive" projects:

☐

Include "Do not show in Related Project":

☐

Net_AM_Trips

- Select -

Net_PM_Trips

- Select -

Net_Daily_Trips

- Select -

Record Count: 15 | Record Per Page: 50 records

Results generated since: (5/14/2013 2:33:46 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Inactive	Do not show in Related Project	Distance (mile)	Trip Info									
12088	Westchester	CTC	11	2003	Villa Marina Project	Mixed Use Development (244-Dwelling CondoUnits & 9,000 sq. ft. Retail)	13488 W MAXELLA AV	09/20/2004	☐	☐	1.4	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Retail	S.F. Gross Area	9000	19	66	725				
												Condominiums	Total Units	244	107	171	1430				
															126	237	2155		0	0	0
12294	Westchester	CTC	11	2004	Westchester Neighborhood School	Private School	5401 BEETHOVEN ST	06/15/2004	☐	☐	1.4	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												School	Enrollment	420	294	66	775				
															294	66	775		0	0	0
12530	Westchester	CTC	11	2005	Restaurant, High Turnover	Proposed House Pies Sit-Down Restaurant land use (3,895 sq. ft.)	1020 W VENICE BLVD	04/10/2013	☐	☐	1.8	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Other	S.F. Gross Area	3895	33	33	396	18	15	20	13
															33	33	396		18	15	20
12556	Westchester	CTC	11	2005	Private Elementary School	260 student Private Elem. (K -8) School	5400 S BEETHOVEN ST	09/08/2005	☐	☐	1.4	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												School	Enrollment	200	180	122	606	99	81	57	65
															180	122	606		99	81	57
12875	Westchester	CTC	11	2006	MDR Tower	158 unit condominium	4363 LINCOLN BLVD	08/14/2006	☐	☐	1.5	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Condominiums	Total Units	158	70	111	926				
												Retail	S.F. Gross Area	3178	3	16	136				
															73	127	1062		0	0	0
12893	Westchester	CTC		2006	Grosvenor Court	215 unit condo	5550 GROSVENOR BLVD	10/18/2006	☐	☐	1.3	Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
												Condominiums	Total Units	215	95	112	1260				
															95	112	1260		0	0	0

ATTACHMENT F-2

13106	Westchester	CTC	11	2007	Entrada Office	342,409 sq. ft. commercial office	6161 W CENTINELA AV	06/05/2007	☐	☐
13157	Westchester	WLA	5	2007	Mixed-use	28KSF Specialty Retail Ctr + 138-du Condominium	3115 S SEPULVEDA BLVD	08/12/2008	☐	☐
13290	Westchester	WLA	5	2008	The Palms Mixed-Use Project	132 aptm, 26ksf office & 18ksf retail	10601 WASHINGTON BLVD	05/09/2010	☐	☐
13612	Westchester	WLA	11	2010	Windward School Enrollment Increase	75-stud increase to 550 -stude max.	11350 W PALMS BLVD	07/15/2010	☐	☐
13667	Westchester	CTC	11	2011	New 77 Unit Apartment Project	New 77-Unit Apartment Project	4100 S DEL REY AV	05/06/2011	☐	☐
40295	Westchester	CTC	11	2012	New Fresh & Easy Express Market	New Fresh & Easy Express Neighborhood Market - 4,290 sq. ft.	3240 S Washington BLvd	10/02/2012	☐	☐
40436	Westchester	CTC	11	2012	New Apartments	New 4-Story, 69-Unit Apartment Project over 2-level, 132 space garage	4140 S GLENCOE AV	08/01/2012	☐	☐
40738	Westchester	CTC	11	2012	Private Charter Middle School	New Green Dot Private Animo Westside Middle School (500 students)	5456 W MCCONNELL AV	12/27/2012	☐	☐
40886	Westchester	CTC	11	2013	Apartments (51-Units)	New 4-Story, 51-Unit Residential Apt. Bldg. over 3-level pkg. garage	4090 S DEL REY AV	02/22/2013	☐	☐

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Office	S.F. Gross Area	342409	502	462	3442				
			502	462	3442		0	0	0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross Area		73	111	772				
			73	111	772		0	0	0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	132	67	82	887				
Office	S.F. Gross Area	26000	64	108	473				
Retail	S.F. Gross Area	18000	19	68	773				
Office	S.F. Gross Area	11108	0	-6	-83				
			150	252	2050		0	0	0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
School	Enrollment	550	70	13	186				
			70	13	186		0	0	0

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	77	39	54	512	8	31	35	19
			39	54	512		8	31	35

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Retail	S.F. Gross Area	4290	61	69	658	29	32	31	38
			61	69	658		29	32	31

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	69	35	48	459	7	28	31	17
			35	48	459		7	28	31

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
School	Enrollment	500	414	145	980	216	198	79	66
			414	145	980		216	198	79

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	51	26	36	339	5	21	23	13
			26	36	339		5	21	23

APPENDIX B – Traffic Count Data

INTERSECTION TURNING MOVEMENT COUNTS

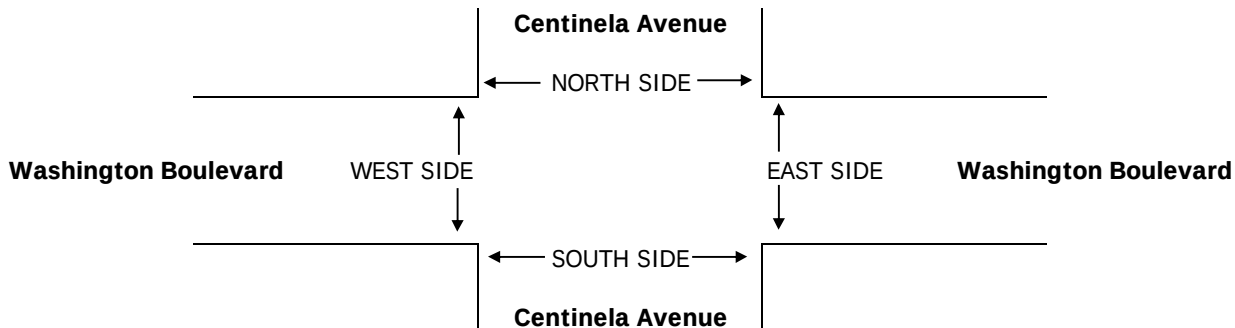
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: Culver City EAST & WEST: Centinela Avenue Washington Boulevard	PROJECT #: SC0190 LOCATION #: 1 CONTROL: SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND Centinela Avenue			SOUTHBOUND Centinela Avenue			EASTBOUND Washington Boulevard			WESTBOUND Washington Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	2	0	1	2	0	

AM	7:00 AM	21	229	12	5	57	2	14	74	15	10	65	21	525
	7:15 AM	34	344	11	16	74	4	16	95	14	10	83	24	725
	7:30 AM	34	311	16	16	111	2	10	137	26	20	157	36	876
	7:45 AM	40	289	24	14	179	9	16	163	37	38	139	23	971
	8:00 AM	39	288	27	12	163	2	15	203	28	20	147	20	964
	8:15 AM	40	293	28	16	156	9	21	165	20	24	123	28	923
	8:30 AM	47	291	36	19	159	9	12	197	31	18	126	28	973
	8:45 AM	44	283	26	27	180	6	10	166	22	26	156	24	970
	VOLUMES	299	2,328	180	125	1,079	43	114	1,200	193	166	996	204	6,927
	APPROACH %	11%	83%	6%	10%	87%	3%	8%	80%	13%	12%	73%	15%	
APP/DEPART	2,807	/	2,646	1,247	/	1,438	1,507	/	1,505	1,366	/	1,338	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	166	1,161	115	61	657	29	64	728	116	100	535	99	3,831	
APPROACH %	12%	81%	8%	8%	88%	4%	7%	80%	13%	14%	73%	13%		
PEAK HR FACTOR	0.964			0.925			0.923			0.918			0.984	
APP/DEPART	1,442	/	1,324	747	/	873	908	/	904	734	/	730	0	
PM	4:00 PM	33	231	24	24	246	16	19	173	40	33	146	30	1,015
	4:15 PM	39	240	19	23	246	8	20	170	37	39	181	39	1,061
	4:30 PM	31	269	28	21	268	14	17	205	40	35	181	33	1,142
	4:45 PM	34	250	20	20	256	11	21	207	32	34	179	30	1,094
	5:00 PM	31	219	23	22	293	14	15	205	39	32	175	33	1,101
	5:15 PM	28	326	28	21	297	8	16	211	35	37	203	40	1,250
	5:30 PM	30	255	18	26	279	10	19	152	19	40	176	35	1,059
	5:45 PM	32	288	24	25	255	18	25	189	29	35	159	29	1,108
	VOLUMES	258	2,078	184	182	2,140	99	152	1,512	271	285	1,400	269	8,830
	APPROACH %	10%	82%	7%	8%	88%	4%	8%	78%	14%	15%	72%	14%	
APP/DEPART	2,520	/	2,499	2,421	/	2,696	1,935	/	1,878	1,954	/	1,757	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	124	1,064	99	84	1,114	47	69	828	146	138	738	136	4,587	
APPROACH %	10%	83%	8%	7%	89%	4%	7%	79%	14%	14%	73%	13%		
PEAK HR FACTOR	0.842			0.946			0.995			0.904			0.917	
APP/DEPART	1,287	/	1,269	1,245	/	1,398	1,043	/	1,011	1,012	/	909	0	



INTERSECTION TURNING MOVEMENT COUNTS

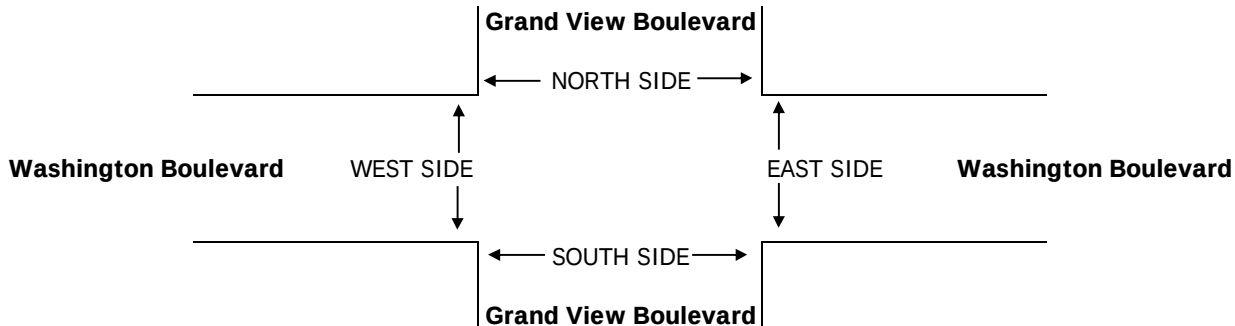
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: Culver City EAST & WEST: Grand View Boulevard Washington Boulevard	PROJECT #: SC0190 LOCATION #: 2 CONTROL: SIGNAL
--------------------------------	---	--

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND Grand View Boulevard			SOUTHBOUND Grand View Boulevard			EASTBOUND Washington Boulevard			WESTBOUND Washington Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	2	0	1	2	0	

AM	7:00 AM	2	1	0	4	1	3	5	85	1	1	99	11	213
	7:15 AM	2	2	2	7	0	7	8	134	2	4	124	13	305
	7:30 AM	4	3	3	10	6	8	7	186	1	2	198	14	442
	7:45 AM	13	9	3	17	5	13	9	238	0	2	202	12	523
	8:00 AM	12	3	5	13	2	6	17	227	6	1	153	16	461
	8:15 AM	2	2	8	20	1	16	13	215	7	5	166	19	474
	8:30 AM	5	2	10	13	4	11	21	289	4	3	173	17	552
	8:45 AM	3	6	2	11	0	17	12	211	3	4	208	17	494
	VOLUMES	43	28	33	95	19	81	92	1,585	24	22	1,323	119	3,464
	APPROACH %	41%	27%	32%	49%	10%	42%	5%	93%	1%	2%	90%	8%	
APP/DEPART	104	/	239	195	/	65	1,701	/	1,713	1,464	/	1,447	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	32	16	26	63	12	46	60	969	17	11	694	64	2,010	
APPROACH %	43%	22%	35%	52%	10%	38%	6%	93%	2%	1%	90%	8%		
PEAK HR FACTOR	0.740			0.818			0.833			0.890			0.910	
APP/DEPART	74	/	140	121	/	40	1,046	/	1,058	769	/	772	0	
PM	4:00 PM	3	5	3	28	5	28	12	197	2	4	191	11	489
	4:15 PM	5	5	0	36	5	27	13	194	1	5	233	9	533
	4:30 PM	3	4	7	40	4	29	9	230	2	1	234	6	569
	4:45 PM	3	3	6	43	14	23	14	223	2	3	217	9	560
	5:00 PM	5	0	7	46	8	23	13	239	2	3	226	12	584
	5:15 PM	6	3	6	49	12	24	9	232	1	6	262	9	619
	5:30 PM	4	2	4	55	7	23	11	206	4	7	230	10	563
	5:45 PM	5	5	3	42	8	24	17	226	3	2	235	7	577
	VOLUMES	34	27	36	339	63	201	98	1,747	17	31	1,828	73	4,494
	APPROACH %	35%	28%	37%	56%	10%	33%	5%	94%	1%	2%	95%	4%	
APP/DEPART	97	/	198	603	/	111	1,862	/	2,122	1,932	/	2,063	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	20	10	20	192	35	94	50	903	10	18	953	38	2,343	
APPROACH %	40%	20%	40%	60%	11%	29%	5%	94%	1%	2%	94%	4%		
PEAK HR FACTOR	0.833			0.944			0.948			0.911			0.946	
APP/DEPART	50	/	98	321	/	63	963	/	1,115	1,009	/	1,067	0	



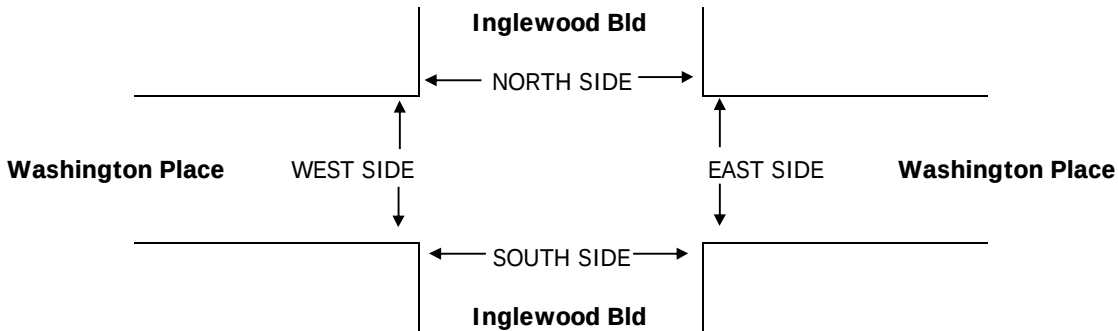
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Wed, Jun 19, 13	LOCATION: NORTH & SOUTH: EAST & WEST:	Culver City Inglewood Bld Washington Place	PROJECT #: SC0190 LOCATION #: 3 CONTROL: SIGNAL						
NOTES:		<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">AM</td> <td rowspan="4" style="text-align: center; vertical-align: middle;"> ▲ N ◀ W S ▼ </td> <td rowspan="4" style="text-align: center; vertical-align: middle;"> E ▶ </td> </tr> <tr><td style="padding: 2px;">PM</td></tr> <tr><td style="padding: 2px;">MD</td></tr> <tr><td style="padding: 2px;">OTHER</td></tr> </table>		AM	▲ N ◀ W S ▼	E ▶	PM	MD	OTHER
AM	▲ N ◀ W S ▼	E ▶							
PM									
MD									
OTHER									

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Inglewood Bld			Inglewood Bld			Washington Place			Washington Place			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	2	0	1	2	0	

AM	7:00 AM	5	72	14	7	19	3	3	95	3	5	75	4	305
	7:15 AM	10	119	23	6	13	4	4	117	8	8	88	11	411
	7:30 AM	3	124	16	8	28	9	7	146	8	14	113	9	485
	7:45 AM	12	140	10	8	36	6	9	147	14	16	127	10	535
	8:00 AM	2	139	14	9	31	11	8	172	12	12	113	15	538
	8:15 AM	8	161	12	9	25	5	8	162	8	12	131	8	549
	8:30 AM	5	234	11	11	50	5	4	155	9	15	131	10	640
	8:45 AM	9	158	19	8	51	10	8	171	9	20	150	13	626
	VOLUMES	54	1,147	119	66	253	53	51	1,165	71	102	928	80	4,089
	APPROACH %	4%	87%	9%	18%	68%	14%	4%	91%	6%	9%	84%	7%	
	APP/DEPART	1,320	/	1,278	372	/	426	1,287	/	1,350	1,110	/	1,035	0
	BEGIN PEAK HR	8:00 AM												
PM	VOLUMES	24	692	56	37	157	31	28	660	38	59	525	46	2,353
	APPROACH %	3%	90%	7%	16%	70%	14%	4%	91%	5%	9%	83%	7%	
	PEAK HR FACTOR	0.772			0.815			0.945			0.861			0.919
	APP/DEPART	772	/	766	225	/	254	726	/	753	630	/	580	0
	4:00 PM	2	74	13	10	63	13	5	141	13	16	123	13	486
	4:15 PM	4	77	10	8	97	6	4	148	19	24	115	9	521
	4:30 PM	4	81	10	5	100	7	5	153	13	20	157	11	566
	4:45 PM	1	72	18	5	101	6	9	143	19	32	144	5	555
	5:00 PM	11	89	12	9	95	12	4	169	22	24	131	8	586
	5:15 PM	14	95	16	9	88	8	9	140	23	24	150	12	588
	5:30 PM	6	78	14	9	87	6	8	142	11	31	125	5	522
	5:45 PM	1	72	11	4	113	6	8	154	15	33	150	9	576
	VOLUMES	43	638	104	59	744	64	52	1,190	135	204	1,095	72	4,400
	APPROACH %	5%	81%	13%	7%	86%	7%	4%	86%	10%	15%	80%	5%	
	APP/DEPART	785	/	762	867	/	1,083	1,377	/	1,353	1,371	/	1,202	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	30	337	56	28	384	33	27	605	77	100	582	36	2,295
	APPROACH %	7%	80%	13%	6%	86%	7%	4%	85%	11%	14%	81%	5%	
	PEAK HR FACTOR	0.846			0.959			0.909			0.955			0.976
	APP/DEPART	423	/	400	445	/	561	709	/	689	718	/	645	0



INTERSECTION TURNING MOVEMENT COUNTS

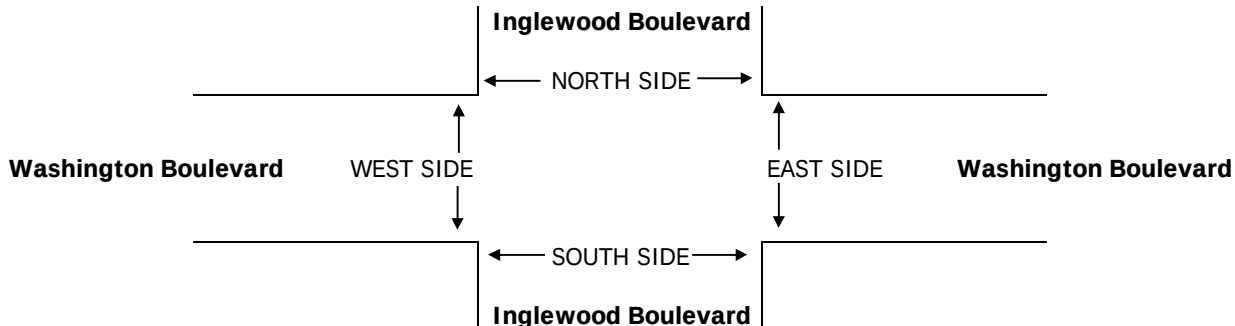
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: EAST & WEST:	Culver City Inglewood Boulevard Washington Boulevard	PROJECT #: LOCATION #: CONTROL:	SC0190 4 SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	▶ E
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	NORTHBOUND Inglewood Boulevard			SOUTHBOUND Inglewood Boulevard			EASTBOUND Washington Boulevard			WESTBOUND Washington Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	1	1	2	0	1	2	1	

AM	7:00 AM	20	66	20	1	20	4	1	88	10	15	77	3	325
	7:15 AM	43	98	42	9	37	2	3	112	17	14	88	8	473
	7:30 AM	53	153	48	11	50	5	5	143	18	12	124	10	632
	7:45 AM	44	137	54	17	79	11	4	207	25	26	137	13	754
	8:00 AM	37	140	58	12	66	16	21	194	25	24	140	19	752
	8:15 AM	52	158	54	11	71	19	19	186	34	15	125	29	773
	8:30 AM	44	138	41	17	66	13	12	208	25	18	136	18	736
	8:45 AM	62	110	54	12	53	15	12	186	16	19	150	21	710
	VOLUMES	355	1,000	371	90	442	85	77	1,324	170	143	977	121	5,155
	APPROACH %	21%	58%	21%	15%	72%	14%	5%	84%	11%	12%	79%	10%	
PM	APP/DEPART	1,726	/	1,198	617	/	755	1,571	/	1,785	1,241	/	1,417	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	177	573	207	57	282	59	56	795	109	83	538	79	3,015
	APPROACH %	18%	60%	22%	14%	71%	15%	6%	83%	11%	12%	77%	11%	
	PEAK HR FACTOR	0.906												0.975
	APP/DEPART	957	/	708	398	/	474	960	/	1,059	700	/	774	0
	4:00 PM	36	71	30	17	143	20	12	159	40	32	143	17	720
	4:15 PM	55	94	16	17	143	17	9	135	49	33	163	17	748
	4:30 PM	38	71	30	18	135	15	9	194	53	27	187	10	787
	4:45 PM	30	78	29	23	125	17	10	195	64	27	169	9	776
PM	5:00 PM	36	88	32	20	138	10	10	183	62	34	211	13	837
	5:15 PM	37	75	22	13	143	17	7	202	67	30	234	14	861
	5:30 PM	43	82	31	20	146	9	8	180	66	34	211	6	836
	5:45 PM	40	102	28	10	143	12	13	171	76	30	201	16	842
	VOLUMES	315	661	218	138	1,116	117	78	1,419	477	247	1,519	102	6,407
	APPROACH %	26%	55%	18%	10%	81%	9%	4%	72%	24%	13%	81%	5%	
	APP/DEPART	1,194	/	841	1,371	/	1,840	1,974	/	1,775	1,868	/	1,951	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	156	347	113	63	570	48	38	736	271	128	857	49	3,376
	APPROACH %	25%	56%	18%	9%	84%	7%	4%	70%	26%	12%	83%	5%	
	PEAK HR FACTOR	0.906												0.980
	APP/DEPART	616	/	434	681	/	969	1,045	/	912	1,034	/	1,061	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, Jun 6, 13

LOCATION:
NORTH & SOUTH:
EAST & WEST:

Culver City
Inglewood Boulevard
Louise Avenue

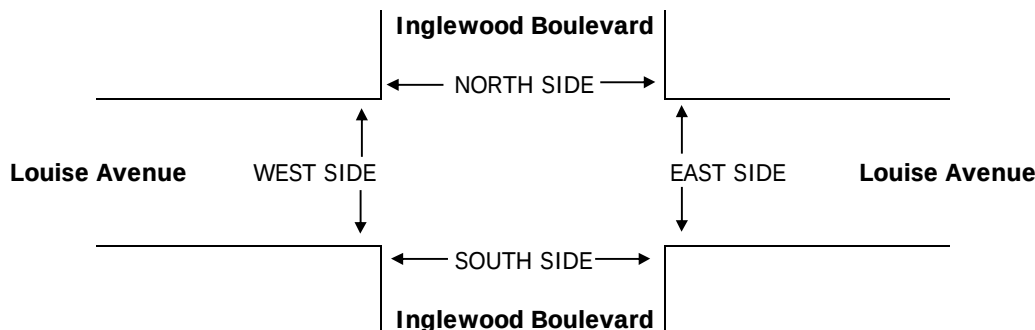
PROJECT #:
LOCATION #:
CONTROL:

SC0190
5
UNSIGNAL

NOTES:	AM		▲	
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Inglewood Boulevard			Inglewood Boulevard			Louise Avenue			Louise Avenue			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	1	0	

AM	7:00 AM	5	107	4	2	39	0	1	1	12	1	0	0	172
	7:15 AM	12	178	2	3	64	4	1	2	15	0	0	2	283
	7:30 AM	24	253	0	2	76	1	0	1	33	0	0	2	392
	7:45 AM	19	237	1	3	127	3	1	2	56	2	0	1	452
	8:00 AM	11	228	4	1	113	2	1	1	35	1	0	1	398
	8:15 AM	16	263	2	5	111	3	1	1	15	0	0	0	417
	8:30 AM	17	230	1	3	102	3	0	1	15	0	0	0	372
	8:45 AM	11	221	5	2	78	4	2	0	14	1	0	0	338
	VOLUMES	115	1,717	19	21	710	20	7	9	195	5	0	6	2,824
	APPROACH %	6%	93%	1%	3%	95%	3%	3%	4%	92%	45%	0%	55%	
	APP/DEPART	1,851	/	1,730	751	/	910	211	/	49	11	/	135	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	70	981	7	11	427	9	3	5	139	3	0	4	1,659
	APPROACH %	7%	93%	1%	2%	96%	2%	2%	3%	95%	43%	0%	57%	
	PEAK HR FACTOR	0.941			0.840			0.623			0.583			0.918
	APP/DEPART	1,058	/	988	447	/	569	147	/	23	7	/	79	0
	4:00 PM	6	138	6	2	203	5	0	1	29	1	0	0	391
	4:15 PM	8	165	7	2	218	1	0	0	14	0	0	1	416
	4:30 PM	5	138	5	0	214	4	0	0	22	0	0	1	389
	4:45 PM	7	136	7	2	215	2	0	4	25	0	1	2	401
	5:00 PM	7	157	3	4	224	5	0	0	25	1	0	1	427
	5:15 PM	4	127	8	5	232	2	2	0	24	1	0	3	408
	5:30 PM	3	156	7	2	244	1	0	0	34	2	0	1	450
	5:45 PM	5	169	8	6	236	3	0	1	41	1	0	3	473
	VOLUMES	45	1,186	51	23	1,786	23	2	6	214	6	1	12	3,355
	APPROACH %	4%	93%	4%	1%	97%	1%	1%	3%	96%	32%	5%	63%	
	APP/DEPART	1,282	/	1,200	1,832	/	2,006	222	/	80	19	/	69	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	19	609	26	17	936	11	2	1	124	5	0	8	1,758
	APPROACH %	3%	93%	4%	2%	97%	1%	2%	1%	98%	38%	0%	62%	
	PEAK HR FACTOR	0.898			0.976			0.756			0.813			0.929
	APP/DEPART	654	/	619	964	/	1,065	127	/	44	13	/	30	0



INTERSECTION TURNING MOVEMENT COUNTS

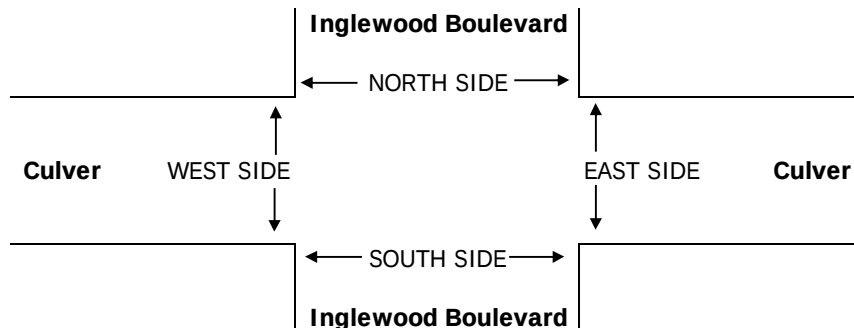
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: Culver City Inglewood Boulevard Culver	PROJECT #: SC0190 LOCATION #: 6 CONTROL: SIGNAL
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NOTES:	AM		▲	
	PM		N	
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	NORTHBOUND Inglewood Boulevard			SOUTHBOUND Inglewood Boulevard			EASTBOUND Culver			WESTBOUND Culver			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	0	2	0	0	2	0	

AM	7:00 AM	14	131	37	21	42	11	2	154	13	0	59	18	502
	7:15 AM	9	200	47	30	68	8	0	221	17	1	92	25	718
	7:30 AM	10	270	42	25	104	8	0	267	12	0	93	27	858
	7:45 AM	23	266	26	24	165	16	0	286	18	1	160	41	1,026
	8:00 AM	14	296	43	28	140	15	0	296	19	0	154	39	1,044
	8:15 AM	18	257	33	25	112	12	0	322	10	0	129	24	942
	8:30 AM	12	219	39	20	99	13	0	262	9	2	142	23	840
	8:45 AM	14	230	44	32	92	19	1	262	7	0	150	23	874
	VOLUMES	114	1,869	311	205	822	102	3	2,070	105	4	979	220	6,804
	APPROACH %	5%	81%	14%	18%	73%	9%	0%	95%	5%	0%	81%	18%	
PM	APP/DEPART	2,294	/	2,092	1,129	/	931	2,178	/	2,586	1,203	/	1,195	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	65	1,089	144	102	521	51	0	1,171	59	1	536	131	3,870
	APPROACH %	5%	84%	11%	15%	77%	8%	0%	95%	5%	0%	80%	20%	
	PEAK HR FACTOR	0.919												
	APP/DEPART	1,298	/	1,220	674	/	581	1,230	/	1,417	668	/	652	0
	4:00 PM	13	110	23	28	211	16	1	149	7	0	178	34	770
	4:15 PM	12	115	29	24	218	31	0	174	12	2	205	40	862
	4:30 PM	11	127	31	31	187	18	0	135	9	4	197	30	780
	4:45 PM	16	125	19	28	212	27	0	146	23	1	223	30	850
PM	5:00 PM	13	145	31	21	180	34	0	149	17	3	260	34	887
	5:15 PM	13	123	36	26	209	25	0	181	11	2	248	35	909
	5:30 PM	12	128	25	22	222	24	1	177	14	3	241	37	906
	5:45 PM	13	147	22	26	240	20	2	167	15	2	258	35	947
	VOLUMES	103	1,020	216	206	1,679	195	4	1,278	108	17	1,810	275	6,911
	APPROACH %	8%	76%	16%	10%	81%	9%	0%	92%	8%	1%	86%	13%	
	APP/DEPART	1,339	/	1,299	2,080	/	1,804	1,390	/	1,700	2,102	/	2,108	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	51	543	114	95	851	103	3	674	57	10	1,007	141	3,649
	APPROACH %	7%	77%	16%	9%	81%	10%	0%	92%	8%	1%	87%	12%	
PM	PEAK HR FACTOR	0.937												
	APP/DEPART	708	/	687	1,049	/	918	734	/	883	1,158	/	1,161	0



INTERSECTION TURNING MOVEMENT COUNTS

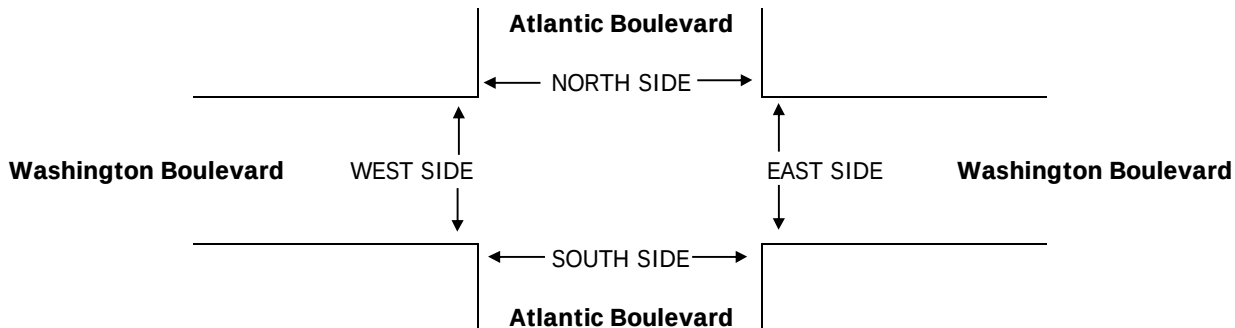
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: EAST & WEST:	Culver City Atlantic Boulevard Washington Boulevard	PROJECT #: LOCATION #: CONTROL:	SC0190 7 UNSIGNAL
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NOTES:	AM		▲	
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	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Atlantic Boulevard			Atlantic Boulevard			Washington Boulevard			Washington Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	0	1	0	1	2	X	X	2	0	

AM	7:00 AM	0	0	0	0	0	1	2	98	0	0	91	0	192
	7:15 AM	0	0	0	0	0	3	3	161	0	0	115	1	283
	7:30 AM	0	0	0	1	0	3	0	200	0	0	142	2	348
	7:45 AM	0	0	0	1	0	3	4	281	0	0	163	0	452
	8:00 AM	0	0	0	0	0	2	5	250	0	0	189	1	447
	8:15 AM	0	0	0	1	0	2	0	239	0	0	168	1	411
	8:30 AM	0	0	0	1	0	1	2	266	0	0	179	0	449
	8:45 AM	0	0	0	4	0	2	1	263	0	0	192	0	462
	VOLUMES	0	0	0	8	0	17	17	1,758	0	0	1,239	5	3,044
	APPROACH %	0%	0%	0%	32%	0%	68%	1%	99%	0%	0%	100%	0%	
PM	APP/DEPART	0	/	22	25	/	0	1,775	/	1,766	1,244	/	1,256	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	0	0	6	0	7	8	1,018	0	0	728	2	1,769
	APPROACH %	0%	0%	0%	46%	0%	54%	1%	99%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.542			0.957			0.951			0.957
	APP/DEPART	0	/	10	13	/	0	1,026	/	1,024	730	/	735	0
	4:00 PM	0	0	0	2	0	5	2	199	0	0	191	2	401
	4:15 PM	0	0	0	2	0	2	3	195	0	0	222	1	425
	4:30 PM	0	0	0	1	0	7	3	226	0	0	216	3	456
	4:45 PM	0	0	0	0	0	4	5	250	0	0	229	3	491
PM	5:00 PM	0	0	0	2	0	1	1	240	0	0	261	0	505
	5:15 PM	0	0	0	3	0	3	4	235	0	0	262	0	507
	5:30 PM	0	0	0	1	0	6	1	226	0	0	247	0	481
	5:45 PM	0	0	0	0	0	2	2	216	0	0	251	0	471
	VOLUMES	0	0	0	11	0	30	21	1,787	0	0	1,879	9	3,737
	APPROACH %	0%	0%	0%	27%	0%	73%	1%	99%	0%	0%	100%	0%	
	APP/DEPART	0	/	30	41	/	0	1,808	/	1,798	1,888	/	1,909	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	0	6	0	14	11	951	0	0	999	3	1,984
	APPROACH %	0%	0%	0%	30%	0%	70%	1%	99%	0%	0%	100%	0%	
	PEAK HR FACTOR	0.000			0.714			0.943			0.956			0.978
	APP/DEPART	0	/	14	20	/	0	962	/	957	1,002	/	1,013	0



INTERSECTION TURNING MOVEMENT COUNTS

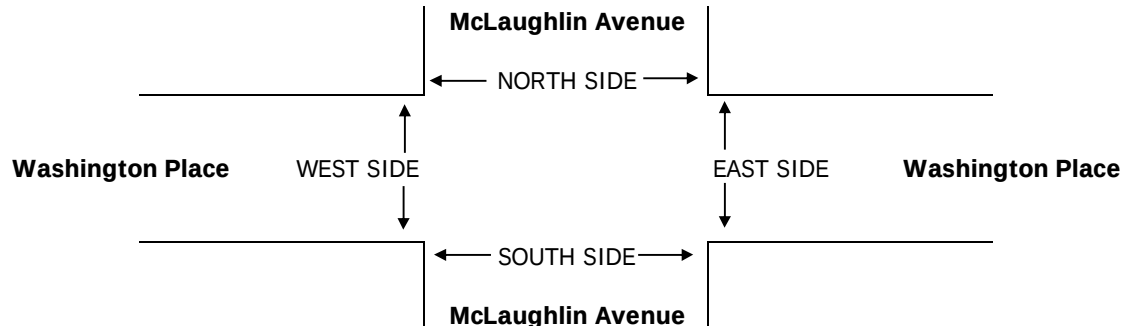
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: Culver City EAST & WEST: McLaughlin Avenue Washington Place	PROJECT #: SC0190 LOCATION #: 8 CONTROL: SIGNAL
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NOTES:	AM		▲	
	PM		N	
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	OTHER		▼	

	NORTHBOUND McLaughlin Avenue			SOUTHBOUND McLaughlin Avenue			EASTBOUND Washington Place			WESTBOUND Washington Place			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	2	0	1	2	0	

AM	7:00 AM	0	22	4	2	7	7	21	104	2	1	83	11	264
	7:15 AM	5	49	6	4	8	8	26	136	1	3	118	12	376
	7:30 AM	2	81	4	8	16	11	44	184	1	4	148	24	527
	7:45 AM	6	72	5	13	14	14	28	190	1	1	204	23	571
	8:00 AM	6	77	2	15	20	15	43	199	4	4	207	27	619
	8:15 AM	4	82	5	16	30	14	51	252	4	2	164	21	645
	8:30 AM	3	62	4	12	28	17	58	218	5	5	187	24	623
	8:45 AM	5	86	5	14	23	15	47	230	5	0	194	21	645
	VOLUMES	31	531	35	84	146	101	318	1,513	23	20	1,305	163	4,270
	APPROACH %	5%	89%	6%	25%	44%	31%	17%	82%	1%	1%	88%	11%	
APP/DEPART	597	/	1,012	331	/	189	1,854	/	1,632	1,488	/	1,437	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	18	307	16	57	101	61	199	899	18	11	752	93	2,532	
APPROACH %	5%	90%	5%	26%	46%	28%	18%	81%	2%	1%	88%	11%		
PEAK HR FACTOR	0.888			0.913			0.909			0.899			0.981	
APP/DEPART	341	/	599	219	/	130	1,116	/	972	856	/	831	0	
PM	4:00 PM	1	32	7	24	75	36	21	186	1	5	162	16	566
	4:15 PM	4	30	2	16	51	42	19	167	8	6	168	12	525
	4:30 PM	3	36	2	39	73	33	34	229	6	6	207	15	683
	4:45 PM	6	36	6	41	78	37	21	185	5	4	186	11	616
	5:00 PM	8	19	2	49	79	41	40	177	13	8	215	10	661
	5:15 PM	3	38	4	43	68	37	28	199	7	6	203	19	655
	5:30 PM	5	32	1	34	84	39	35	189	8	9	211	28	675
	5:45 PM	7	35	6	46	72	30	17	174	9	8	214	10	628
	VOLUMES	37	258	30	292	580	295	215	1,506	57	52	1,566	121	5,009
	APPROACH %	11%	79%	9%	25%	50%	25%	12%	85%	3%	3%	90%	7%	
APP/DEPART	325	/	594	1,167	/	689	1,778	/	1,828	1,739	/	1,898	0	
BEGIN PEAK HR	5:00 PM													
VOLUMES	23	124	13	172	303	147	120	739	37	31	843	67	2,619	
APPROACH %	14%	78%	8%	28%	49%	24%	13%	82%	4%	3%	90%	7%		
PEAK HR FACTOR	0.833			0.920			0.957			0.949			0.970	
APP/DEPART	160	/	311	622	/	371	896	/	924	941	/	1,013	0	



INTERSECTION TURNING MOVEMENT COUNTS

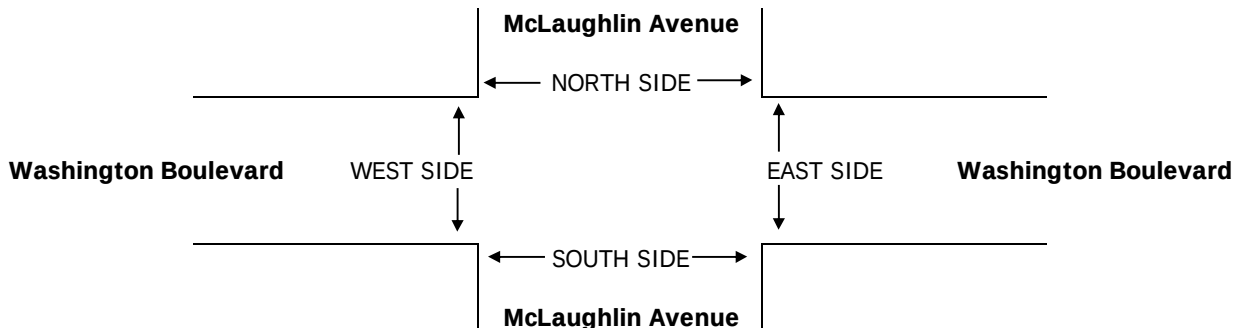
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: EAST & WEST:	Culver City McLaughlin Avenue Washington Boulevard	PROJECT #: LOCATION #: CONTROL:	SC0190 9 SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
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	OTHER		▼	

	NORTHBOUND McLaughlin Avenue			SOUTHBOUND McLaughlin Avenue			EASTBOUND Washington Boulevard			WESTBOUND Washington Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	2	0	1	2	0	

AM	7:00 AM	2	1	6	3	0	5	9	102	0	0	75	11	214
	7:15 AM	0	0	4	3	1	6	28	149	0	0	104	26	321
	7:30 AM	2	0	9	10	0	8	41	190	1	1	128	27	417
	7:45 AM	4	1	7	11	0	9	47	264	2	1	155	22	523
	8:00 AM	11	3	6	19	0	10	32	254	3	1	179	34	552
	8:15 AM	1	1	3	18	0	12	42	205	1	0	157	33	473
	8:30 AM	2	2	4	19	1	11	31	224	0	1	160	31	486
	8:45 AM	3	2	6	15	1	7	49	250	2	3	193	36	567
	VOLUMES	25	10	45	98	3	68	279	1,638	9	7	1,151	220	3,553
	APPROACH %	31%	13%	56%	58%	2%	40%	14%	85%	0%	1%	84%	16%	
PM	APP/DEPART	80	/	509	169	/	19	1,926	/	1,781	1,378	/	1,244	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	17	8	19	71	2	40	154	933	6	5	689	134	2,078
	APPROACH %	39%	18%	43%	63%	2%	35%	14%	85%	1%	1%	83%	16%	
	PEAK HR FACTOR	0.550			0.911			0.908			0.892			0.916
	APP/DEPART	44	/	296	113	/	13	1,093	/	1,023	828	/	746	0
	4:00 PM	6	2	3	33	3	28	18	198	3	10	170	24	498
	4:15 PM	2	1	3	34	1	23	18	165	2	4	198	14	465
	4:30 PM	5	1	2	46	2	27	16	220	4	3	198	16	540
	4:45 PM	6	0	1	41	3	23	19	197	4	3	205	14	516
PM	5:00 PM	2	1	3	52	6	26	17	213	1	3	235	11	570
	5:15 PM	3	0	3	34	4	28	23	216	2	4	241	14	572
	5:30 PM	0	1	1	47	4	33	30	207	2	2	202	20	549
	5:45 PM	2	0	3	46	3	27	23	171	6	4	238	19	542
	VOLUMES	26	6	19	333	26	215	164	1,587	24	33	1,687	132	4,252
	APPROACH %	51%	12%	37%	58%	5%	37%	9%	89%	1%	2%	91%	7%	
	APP/DEPART	51	/	302	574	/	83	1,775	/	1,939	1,852	/	1,928	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	7	2	10	179	17	114	93	807	11	13	916	64	2,233
	APPROACH %	37%	11%	53%	58%	5%	37%	10%	89%	1%	1%	92%	6%	
	PEAK HR FACTOR	0.792			0.923			0.945			0.951			0.976
	APP/DEPART	19	/	159	310	/	41	911	/	996	993	/	1,037	0



INTERSECTION TURNING MOVEMENT COUNTS

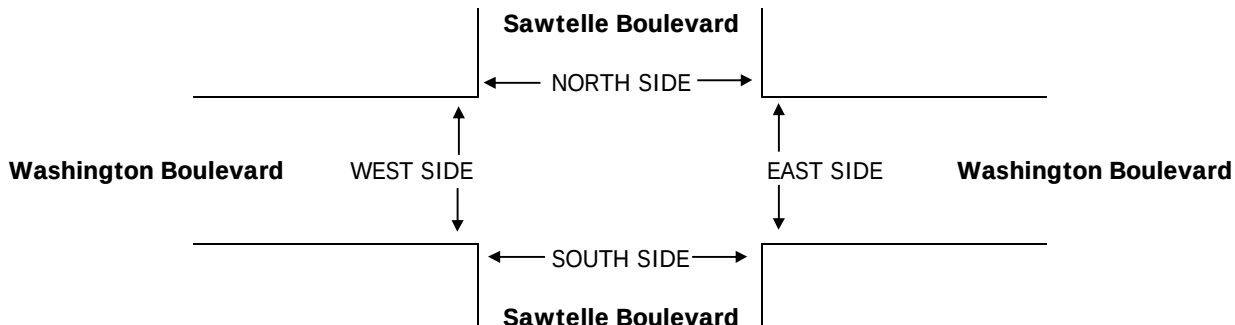
PREPARED BY: PACIFIC TRAFFIC DATA tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Jun 6, 13	LOCATION: NORTH & SOUTH: EAST & WEST:	Culver City Sawtelle Boulevard Washington Boulevard	PROJECT #: LOCATION #: CONTROL:	SC0190 10 SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
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	NORTHBOUND Sawtelle Boulevard			SOUTHBOUND Sawtelle Boulevard			EASTBOUND Washington Boulevard			WESTBOUND Washington Boulevard			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	1	2	0	1	2	1	

AM	7:00 AM	23	87	9	6	20	3	9	112	4	5	72	5	355
	7:15 AM	29	106	12	3	25	11	16	152	10	19	104	15	502
	7:30 AM	35	148	22	8	32	6	31	195	13	13	111	11	625
	7:45 AM	39	131	28	12	60	12	31	275	17	19	153	17	794
	8:00 AM	33	167	31	15	52	9	23	239	17	24	155	11	776
	8:15 AM	29	142	26	16	51	23	24	223	22	29	150	13	748
	8:30 AM	43	120	23	11	69	9	24	249	33	28	141	21	771
	8:45 AM	41	117	49	15	52	15	21	241	31	20	167	11	780
	VOLUMES	272	1,018	200	86	361	88	179	1,686	147	157	1,053	104	5,351
	APPROACH %	18%	68%	13%	16%	67%	16%	9%	84%	7%	12%	80%	8%	
PM	APP/DEPART	1,490	/	1,301	535	/	665	2,012	/	1,972	1,314	/	1,413	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	144	560	108	54	232	53	102	986	89	100	599	62	3,089
	APPROACH %	18%	69%	13%	16%	68%	16%	9%	84%	8%	13%	79%	8%	
	PEAK HR FACTOR	0.879												
	APP/DEPART	812	/	724	339	/	421	1,177	/	1,148	761	/	796	0
	4:00 PM	26	141	9	11	114	12	22	172	32	19	132	16	706
	4:15 PM	24	139	6	10	152	24	17	193	27	25	171	11	799
	4:30 PM	22	155	14	12	183	33	21	228	32	29	168	10	907
	4:45 PM	22	135	20	14	158	31	18	218	40	19	174	8	857
PM	5:00 PM	30	128	19	12	164	18	18	219	33	23	181	10	855
	5:15 PM	25	138	10	14	147	28	22	247	28	23	182	15	879
	5:30 PM	24	136	18	16	181	28	20	213	36	26	186	10	894
	5:45 PM	23	130	23	18	158	36	22	198	33	32	197	11	881
	VOLUMES	196	1,102	119	107	1,257	210	160	1,688	261	196	1,391	91	6,778
	APPROACH %	14%	78%	8%	7%	80%	13%	8%	80%	12%	12%	83%	5%	
	APP/DEPART	1,417	/	1,353	1,574	/	1,714	2,109	/	1,914	1,678	/	1,797	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	102	532	70	60	650	110	82	877	130	104	746	46	3,509
	APPROACH %	14%	76%	10%	7%	79%	13%	8%	81%	12%	12%	83%	5%	
	PEAK HR FACTOR	0.989												
	APP/DEPART	704	/	660	820	/	884	1,089	/	1,007	896	/	958	0



APPENDIX C – LOS Analysis Sheets

Existing Conditions

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	166	1161	115	61	657	29	64	728	116	100	535	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1161	115	61	657	29	64	728	116	100	535	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1161	115	61	657	29	64	728	116	100	535	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1161	115	61	657	29	64	728	116	100	535	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1161	115	61	657	29	64	728	116	100	535	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1161	115	61	657	29	64	728	116	100	535	99

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.92	0.08	1.00	1.73	0.27	1.00	1.69	0.31
Final Sat.:	1600	2912	288	1600	3065	135	1600	2760	440	1600	2700	500

Capacity Analysis Module:

Vol/Sat:	0.10	0.40	0.40	0.04	0.21	0.21	0.04	0.26	0.26	0.06	0.20	0.20
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	32	16	26	63	12	46	60	969	17	11	694	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	26	63	12	46	60	969	17	11	694	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	26	63	12	46	60	969	17	11	694	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	16	26	63	12	46	60	969	17	11	694	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	26	63	12	46	60	969	17	11	694	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	16	26	63	12	46	60	969	17	11	694	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.22	0.35	0.52	0.10	0.38	1.00	1.97	0.03	1.00	1.83	0.17
Final Sat.:	692	346	562	833	159	608	1600	3145	55	1600	2930	270

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.05	0.04	0.08	0.08	0.04	0.31	0.31	0.01	0.24	0.24
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	24	692	56	37	157	31	28	660	38	59	525	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	692	56	37	157	31	28	660	38	59	525	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	692	56	37	157	31	28	660	38	59	525	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	692	56	37	157	31	28	660	38	59	525	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	692	56	37	157	31	28	660	38	59	525	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	692	56	37	157	31	28	660	38	59	525	46

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.90	0.07	0.16	0.70	0.14	1.00	1.89	0.11	1.00	1.84	0.16
Final Sat.:	47	1345	109	247	1047	207	1500	2837	163	1500	2758	242

Capacity Analysis Module:

Vol/Sat:	0.51	0.51	0.51	0.15	0.15	0.15	0.02	0.23	0.23	0.04	0.19	0.19
Crit Volume:	772	37							349	59		
Crit Moves:	****	****							****	****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	573	207	57	282	59	56	795	109	83	538	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	573	207	57	282	59	56	795	109	83	538	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	573	207	57	282	59	56	795	109	83	538	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	573	207	57	282	59	56	795	109	83	538	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	573	207	57	282	59	56	795	109	83	538	79

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2790	410

Capacity Analysis Module:

Vol/Sat:	0.11	0.36	0.13	0.04	0.18	0.04	0.04	0.25	0.07	0.05	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.489
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	981	7	11	427	9	3	5	139	3	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	981	7	11	427	9	3	5	139	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	981	7	11	427	9	3	5	139	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	981	7	11	427	9	3	5	139	3	0	4
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	981	7	44	427	9	3	5	139	3	0	4

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.71	1.00	0.22	1.78	1.00	0.02	0.03	0.95	0.43	0.00	0.57
Final Sat.:	428	2572	1500	326	2674	1500	31	51	1418	643	0	857

Capacity Analysis Module:

Vol/Sat:	0.16	0.38	0.00	0.03	0.16	0.01	0.10	0.10	0.10	0.00	0.00	0.00
Crit Volume:	572			11			147		3			
Crit Moves:	****			****			****		****			

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: D[28.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	981	7	11	427	9	3	5	139	3	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	981	7	11	427	9	3	5	139	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	981	7	11	427	9	3	5	139	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	981	7	11	427	9	3	5	139	3	0	4

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	436	xxxx	xxxxx	988	xxxx	xxxxx	1080	1577	214	1359	1579	491
Potent Cap.:	1134	xxxx	xxxxx	708	xxxx	xxxxx	175	111	798	109	110	529
Move Cap.:	1134	xxxx	xxxxx	708	xxxx	xxxxx	163	102	798	82	102	529
Volume/Cap:	0.06	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.05	0.17	0.04	0.00	0.01

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	8.4	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	608	xxxxx	xxxx	158	xxxxx	
SharedQueue:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	0.9	xxxxx	xxxxx	0.1	xxxxx	xxxxx	
Shrd ConDel:	8.4	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	28.8	xxxxx	
Shared LOS:	A	*	*	B	*	*	*	B	*	*	D	*	
ApproachDel:	xxxxxx			xxxxxx			12.8			28.8			
ApproachLOS:	*			*			B			D			

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.889
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	65	1089	144	102	521	51	0	1171	59	0	536	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1089	144	102	521	51	0	1171	59	0	536	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1089	144	102	521	51	0	1171	59	0	536	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1089	144	102	521	51	0	1171	59	0	536	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1089	144	102	521	51	0	1171	59	0	536	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1089	144	102	521	51	0	1171	59	0	536	131

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.82	0.18	0.00	1.90	0.10	0.00	1.61	0.39
Final Sat.:	1500	2650	350	1500	2733	267	0	2856	144	0	2411	589

Capacity Analysis Module:

Vol/Sat:	0.04	0.41	0.41	0.07	0.19	0.19	0.00	0.41	0.41	0.00	0.22	0.22
Crit Volume:	617			102			615			0		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1018	0	0	728	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1018	0	0	728	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	7	8	1018	0	0	728	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	738	0	862	1600	3200	0	1600	3191	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.32	0.00	0.00	0.23	0.23
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1018	0	0	728	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1018	0	0	728	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	7	8	1018	0	0	728	2

Critical Gap Module:

Critical Gap:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1398	1764	509	1254	1763	365	730	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	102	85	515	167	85	638	883	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	100	84	515	165	84	638	883	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	275	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	18	307	16	57	101	61	199	899	18	11	752	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	307	16	57	101	61	199	899	18	11	752	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	307	16	57	101	61	199	899	18	11	752	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	307	16	57	101	61	199	899	18	11	752	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	307	16	57	101	61	199	899	18	11	752	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	307	16	57	101	61	199	899	18	11	752	93

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.90	0.05	0.26	0.46	0.28	1.00	1.96	0.04	1.00	1.78	0.22
Final Sat.:	79	1350	70	390	692	418	1500	2941	59	1500	2670	330

Capacity Analysis Module:

Vol/Sat:	0.23	0.23	0.23	0.15	0.15	0.15	0.13	0.31	0.31	0.01	0.28	0.28
Crit Volume:	341	57		199							423	
Crit Moves:	****	****		****							****	

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	17	8	19	71	2	40	154	933	6	5	689	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	19	71	2	40	154	933	6	5	689	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	19	71	2	40	154	933	6	5	689	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	8	19	71	2	40	154	933	6	5	689	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	19	71	2	40	154	933	6	5	689	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	19	71	2	40	154	933	6	5	689	134

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.18	0.43	0.63	0.02	0.35	1.00	1.99	0.01	1.00	1.67	0.33
Final Sat.:	618	291	691	1005	28	566	1600	3180	20	1600	2679	521

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.07	0.10	0.29	0.29	0.00	0.26	0.26
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	144	560	108	54	232	53	102	986	89	100	599	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	560	108	54	232	53	102	986	89	100	599	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	560	108	54	232	53	102	986	89	100	599	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	560	108	54	232	53	102	986	89	100	599	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	560	108	54	232	53	102	986	89	100	599	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	560	108	54	232	53	102	986	89	100	599	62

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	1.38	0.27	0.32	1.37	0.31	1.00	1.83	0.17	1.00	1.81	0.19
Final Sat.:	567	2207	426	510	2190	500	1600	2935	265	1600	2900	300

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.25	0.03	0.11	0.11	0.06	0.34	0.34	0.06	0.21	0.21
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	124	1064	99	84	1114	47	69	828	146	138	738	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1064	99	84	1114	47	69	828	146	138	738	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1064	99	84	1114	47	69	828	146	138	738	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1064	99	84	1114	47	69	828	146	138	738	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1064	99	84	1114	47	69	828	146	138	738	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1064	99	84	1114	47	69	828	146	138	738	136

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.92	0.08	1.00	1.70	0.30	1.00	1.69	0.31
Final Sat.:	1600	2928	272	1600	3070	130	1600	2720	480	1600	2702	498

Capacity Analysis Module:

Vol/Sat:	0.08	0.36	0.36	0.05	0.36	0.36	0.04	0.30	0.30	0.09	0.27	0.27
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	20	10	20	192	35	94	50	903	10	18	953	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	20	192	35	94	50	903	10	18	953	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	20	192	35	94	50	903	10	18	953	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	20	192	35	94	50	903	10	18	953	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	20	192	35	94	50	903	10	18	953	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	20	192	35	94	50	903	10	18	953	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.20	0.40	0.60	0.11	0.29	1.00	1.98	0.02	1.00	1.92	0.08
Final Sat.:	640	320	640	957	174	469	1600	3165	35	1600	3077	123

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.12	0.20	0.20	0.03	0.29	0.29	0.01	0.31	0.31
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	30	337	56	28	384	33	27	605	77	100	582	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	337	56	28	384	33	27	605	77	100	582	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	337	56	28	384	33	27	605	77	100	582	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	337	56	28	384	33	27	605	77	100	582	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	337	56	28	384	33	27	605	77	100	582	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	337	56	28	384	33	27	605	77	100	582	36

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.80	0.13	0.06	0.87	0.07	1.00	1.77	0.23	1.00	1.88	0.12
Final Sat.:	106	1195	199	94	1294	111	1500	2661	339	1500	2825	175

Capacity Analysis Module:

Vol/Sat:	0.28	0.28	0.28	0.30	0.30	0.30	0.02	0.23	0.23	0.07	0.21	0.21
Crit Volume:	30			445			341			100		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	347	113	63	570	48	38	736	271	128	857	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	347	113	63	570	48	38	736	271	128	857	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	347	113	63	570	48	38	736	271	128	857	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	347	113	63	570	48	38	736	271	128	857	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	347	113	63	570	48	38	736	271	128	857	49

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3027	173

Capacity Analysis Module:

Vol/Sat:	0.10	0.22	0.07	0.04	0.36	0.03	0.02	0.23	0.17	0.08	0.28	0.28
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	609	26	17	936	11	2	1	124	5	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	609	26	17	936	11	2	1	124	5	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	609	26	17	936	11	2	1	124	5	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	609	26	17	936	11	2	1	124	5	0	8
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	609	26	68	936	11	2	1	124	5	0	8

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	1.73	1.00	0.15	1.85	1.00	0.01	0.01	0.98	0.38	0.00	0.62
Final Sat.:	399	2601	1500	226	2774	1500	24	12	1465	577	0	923

Capacity Analysis Module:

Vol/Sat:	0.05	0.23	0.02	0.08	0.34	0.01	0.08	0.08	0.08	0.01	0.00	0.01
Crit Volume:	19			506			127			5		
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[21.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	609	26	17	936	11	2	1	124	5	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	609	26	17	936	11	2	1	124	5	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	609	26	17	936	11	2	1	124	5	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	609	26	17	936	11	2	1	124	5	0	8

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	947	xxxx	xxxxx	635	xxxx	xxxxx	1313	1643	468	1150	1628	305
Potent Cap.:	733	xxxx	xxxxx	958	xxxx	xxxxx	118	101	547	156	103	697
Move Cap.:	733	xxxx	xxxxx	958	xxxx	xxxxx	113	96	547	116	98	697
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.01	0.23	0.04	0.00	0.01

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.0	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	499	xxxxx	xxxx	237	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	1.0	xxxxx	xxxxx	0.2	xxxxx	
Shrd ConDel:	10.0	xxxx	xxxxx	8.8	xxxx	xxxxx	14.7	xxxxx	xxxxx	21.0	xxxxx	
Shared LOS:	B	*	*	A	*	*	B	*	*	C	*	
ApproachDel:	xxxxxx			xxxxxx			14.7			21.0		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	51	543	114	95	851	103	0	674	57	0	1007	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	543	114	95	851	103	0	674	57	0	1007	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	543	114	95	851	103	0	674	57	0	1007	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	543	114	95	851	103	0	674	57	0	1007	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	543	114	95	851	103	0	674	57	0	1007	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	543	114	95	851	103	0	674	57	0	1007	141

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.78	0.22	0.00	1.84	0.16	0.00	1.75	0.25
Final Sat.:	1500	2479	521	1500	2676	324	0	2766	234	0	2632	368

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.22	0.06	0.32	0.32	0.00	0.24	0.24	0.00	0.38	0.38
Crit Volume:	51					477	0			574		
Crit Moves:	****					****	****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	951	0	0	999	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	951	0	0	999	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	14	11	951	0	0	999	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	14	11	951	0	0	999	3

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.30	0.00	0.70	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	480	0	1120	1600	3200	0	1600	3190	10

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.30	0.00	0.00	0.31	0.31
Crit Moves:	****					****	****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[20.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	951	0	0	999	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	951	0	0	999	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	14	11	951	0	0	999	3

Critical Gap Module:

Critical Gap:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1473	1975	476	1498	1974	501	1002	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	90	63	541	115	63	521	699	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	87	62	541	114	62	521	699	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.03	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	251	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	20.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx				20.6		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 107 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	23	124	13	172	303	147	120	739	37	31	843	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	124	13	172	303	147	120	739	37	31	843	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	124	13	172	303	147	120	739	37	31	843	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	124	13	172	303	147	120	739	37	31	843	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	124	13	172	303	147	120	739	37	31	843	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	124	13	172	303	147	120	739	37	31	843	67

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.78	0.08	0.28	0.49	0.23	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	216	1163	122	415	731	355	1500	2857	143	1500	2779	221

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.41	0.41	0.41	0.08	0.26	0.26	0.02	0.30	0.30
Crit Volume:	23			622			120					455
Crit Moves:	***			***			***					***

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	7	2	10	179	17	114	93	807	11	13	916	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	2	10	179	17	114	93	807	11	13	916	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	10	179	17	114	93	807	11	13	916	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2	10	179	17	114	93	807	11	13	916	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	10	179	17	114	93	807	11	13	916	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	10	179	17	114	93	807	11	13	916	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.10	0.53	0.58	0.05	0.37	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	589	168	842	924	88	588	1600	3157	43	1600	2991	209

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.19	0.19	0.19	0.06	0.26	0.26	0.01	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	102	532	70	60	650	110	82	877	130	104	746	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	532	70	60	650	110	82	877	130	104	746	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	532	70	60	650	110	82	877	130	104	746	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	532	70	60	650	110	82	877	130	104	746	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	532	70	60	650	110	82	877	130	104	746	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	532	70	60	650	110	82	877	130	104	746	46

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.51	0.20	0.15	1.58	0.27	1.00	1.74	0.26	1.00	1.88	0.12
Final Sat.:	464	2418	318	234	2537	429	1600	2787	413	1600	3014	186

Capacity Analysis Module:

Vol/Sat:	0.06	0.22	0.22	0.04	0.26	0.26	0.05	0.31	0.31	0.07	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Forecast Existing Plus Project Conditions

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	166	1161	115	61	657	29	64	728	116	100	535	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1161	115	61	657	29	64	728	116	100	535	99
Added Vol:	0	0	3	1	0	0	0	3	0	7	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1161	118	62	657	29	64	731	116	107	542	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	1161	118	62	657	29	64	731	116	107	542	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1161	118	62	657	29	64	731	116	107	542	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1161	118	62	657	29	64	731	116	107	542	101

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.92	0.08	1.00	1.73	0.27	1.00	1.69	0.31
Final Sat.:	1600	2905	295	1600	3065	135	1600	2762	438	1600	2697	503

Capacity Analysis Module:

Vol/Sat:	0.10	0.40	0.40	0.04	0.21	0.21	0.04	0.26	0.26	0.07	0.20	0.20
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	32	16	26	63	12	46	60	969	17	11	694	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	26	63	12	46	60	969	17	11	694	64
Added Vol:	0	0	0	0	0	0	0	7	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	16	26	63	12	46	60	976	17	11	710	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	16	26	63	12	46	60	976	17	11	710	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	26	63	12	46	60	976	17	11	710	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	16	26	63	12	46	60	976	17	11	710	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.22	0.35	0.52	0.10	0.38	1.00	1.97	0.03	1.00	1.83	0.17
Final Sat.:	692	346	562	833	159	608	1600	3145	55	1600	2935	265

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.05	0.04	0.08	0.08	0.04	0.31	0.31	0.01	0.24	0.24
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	24	692	56	37	157	31	28	660	38	59	525	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	692	56	37	157	31	28	660	38	59	525	46
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	697	56	37	159	31	28	660	38	59	525	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	697	56	37	159	31	28	660	38	59	525	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	697	56	37	159	31	28	660	38	59	525	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	697	56	37	159	31	28	660	38	59	525	46

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.90	0.07	0.16	0.70	0.14	1.00	1.89	0.11	1.00	1.84	0.16
Final Sat.:	46	1346	108	244	1051	205	1500	2837	163	1500	2758	242

Capacity Analysis Module:

Vol/Sat:	0.52	0.52	0.52	0.15	0.15	0.15	0.02	0.23	0.23	0.04	0.19	0.19
Crit Volume:	777			37					349	59		
Crit Moves:	****			****					****	****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	573	207	57	282	59	56	795	109	83	538	79
Added Vol:	16	5	0	2	1	0	0	6	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	578	207	59	283	59	56	801	111	84	538	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	578	207	59	283	59	56	801	111	84	538	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	578	207	59	283	59	56	801	111	84	538	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	578	207	59	283	59	56	801	111	84	538	79

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2790	410

Capacity Analysis Module:

Vol/Sat:	0.12	0.36	0.13	0.04	0.18	0.04	0.04	0.25	0.07	0.05	0.19	0.19
Crit Moves:	****			****				****		****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	981	7	11	427	9	3	5	139	3	0	4
Added Vol:	0	1	1	2	1	0	0	0	0	4	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	982	8	13	428	9	3	5	139	7	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	982	8	13	428	9	3	5	139	7	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	982	8	13	428	9	3	5	139	7	0	22
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	982	8	52	428	9	3	5	139	7	0	22

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	1.71	1.00	0.26	1.74	1.00	0.02	0.03	0.95	0.24	0.00	0.76
Final Sat.:	428	2572	1500	388	2612	1500	31	51	1418	362	0	1138

Capacity Analysis Module:

Vol/Sat:	0.16	0.38	0.01	0.03	0.16	0.01	0.10	0.10	0.10	0.02	0.00	0.02
Crit Volume:	573			13			147		7			
Crit Moves:	****			****			****		****			

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[23.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:	Base Vol:			Growth Adj:			Initial Bse:			Added Vol:		
	70	981	7	11	427	9	3	5	139	3	0	4
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	70	981	7	11	427	9	3	5	139	3	0	4
	0	1	1	2	1	0	0	0	0	4	0	18
	0	0	0	0	0	0	0	0	0	0	0	0
	70	982	8	13	428	9	3	5	139	7	0	22
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	70	982	8	13	428	9	3	5	139	7	0	22
	0	0	0	0	0	0	0	0	0	0	0	0
	70	982	8	13	428	9	3	5	139	7	0	22

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	437	xxxx	xxxxx	990	xxxx	xxxxx	1085	1584	214	1365	1585	491
Potent Cap.:	1134	xxxx	xxxxx	706	xxxx	xxxxx	174	110	797	108	109	529
Move Cap.:	1134	xxxx	xxxxx	706	xxxx	xxxxx	156	101	797	81	100	529
Volume/Cap:	0.06	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.05	0.17	0.09	0.00	0.04

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	8.4	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	604	xxxxx	xxxx	226	xxxxx			
SharedQueue:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	0.9	xxxxx	xxxxx	0.4	xxxxx	xxxxx			
Shrd ConDel:	8.4	xxxx	xxxxx	10.2	xxxx	xxxxx	12.9	xxxxx	xxxxx	23.3	xxxxx	xxxxx			
Shared LOS:	A	*	*	B	*	*	*	B	*	*	C	*			
ApproachDel:	xxxxxx			xxxxxx			12.9			23.3					
ApproachLOS:	*			*			B			C					

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	65	1089	144	102	521	51	0	1171	59	0	536	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1089	144	102	521	51	0	1171	59	0	536	131
Added Vol:	0	2	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1091	144	102	526	51	0	1171	59	0	536	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1091	144	102	526	51	0	1171	59	0	536	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1091	144	102	526	51	0	1171	59	0	536	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1091	144	102	526	51	0	1171	59	0	536	131

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.82	0.18	0.00	1.90	0.10	0.00	1.61	0.39
Final Sat.:	1500	2650	350	1500	2735	265	0	2856	144	0	2411	589

Capacity Analysis Module:

Vol/Sat:	0.04	0.41	0.41	0.07	0.19	0.19	0.00	0.41	0.41	0.00	0.22	0.22
Crit Volume:	618	102					615			0		
Crit Moves:	****	****					****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	4	0	0	0	0	2	5	9	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	8	1020	5	9	729	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	8	1020	5	9	729	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	6	0	7	8	1020	5	9	729	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	4	6	0	7	8	1020	5	9	729	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.46	0.00	0.54	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	0	0	1600	738	0	862	1600	3184	16	1600	3191	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.32	0.32	0.01	0.23	0.23
Crit Moves:	****					****	****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[22.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	4	0	0	0	0	2	5	9	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	8	1020	5	9	729	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	8	1020	5	9	729	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	6	0	7	8	1020	5	9	729	2

Critical Gap Module:

Critical Gap:xxxxx xxxx 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxx 513 1274 1789 366 731 xxxxx xxxxx 1025 xxxxx xxxxx
Potent Cap.: xxxxx xxxx 512 126 82 637 883 xxxxx xxxxx 685 xxxxx xxxxx
Move Cap.: xxxxx xxxx 512 123 80 637 883 xxxxx xxxxx 685 xxxxx xxxxx
Volume/Cap: xxxxx xxxx 0.01 0.05 0.00 0.01 0.01 xxxxx xxxxx 0.01 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxx 0.0 xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del:xxxxx xxxx 12.1 xxxxx xxxxx xxxxx 9.1 xxxxx xxxxx 10.3 xxxxx xxxxx
LOS by Move: * * B * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx 218 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 22.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * C * * * * *
ApproachDel: 12.1 22.6 xxxxxx xxxxxx
ApproachLOS: B C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Volume Module:												
Base Vol:	18	307	16	57	101	61	199	899	18	11	752	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	307	16	57	101	61	199	899	18	11	752	93
Added Vol:	0	2	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	309	16	57	102	61	199	899	18	11	752	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	309	16	57	102	61	199	899	18	11	752	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	309	16	57	102	61	199	899	18	11	752	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	309	16	57	102	61	199	899	18	11	752	93

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.05 0.90 0.05 0.26 0.46 0.28 1.00 1.96 0.04 1.00 1.78 0.22
Final Sat.: 79 1351 70 389 695 416 1500 2941 59 1500 2670 330

Capacity Analysis Module:

Vol/Sat: 0.23 0.23 0.23 0.15 0.15 0.15 0.13 0.31 0.31 0.01 0.28 0.28
Crit Volume: 343 57 199 423
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	17	8	19	71	2	40	154	933	6	5	689	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	19	71	2	40	154	933	6	5	689	134
Added Vol:	0	0	0	0	0	1	3	19	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	19	71	2	41	157	952	6	5	697	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	8	19	71	2	41	157	952	6	5	697	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	19	71	2	41	157	952	6	5	697	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	19	71	2	41	157	952	6	5	697	134

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.18	0.43	0.62	0.02	0.36	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	618	291	691	996	28	575	1600	3180	20	1600	2684	516

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.10	0.30	0.30	0.00	0.26	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	144	560	108	54	232	53	102	986	89	100	599	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	560	108	54	232	53	102	986	89	100	599	62
Added Vol:	2	0	0	0	0	2	5	9	5	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	560	108	54	232	55	107	995	94	100	603	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	560	108	54	232	55	107	995	94	100	603	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	560	108	54	232	55	107	995	94	100	603	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	560	108	54	232	55	107	995	94	100	603	62

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	1.38	0.26	0.32	1.36	0.32	1.00	1.83	0.17	1.00	1.81	0.19
Final Sat.:	574	2201	425	507	2177	516	1600	2924	276	1600	2902	298

Capacity Analysis Module:

Vol/Sat:	0.09	0.25	0.25	0.03	0.11	0.11	0.07	0.34	0.34	0.06	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	124	1064	99	84	1114	47	69	828	146	138	738	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1064	99	84	1114	47	69	828	146	138	738	136
Added Vol:	0	0	10	3	0	0	0	10	0	7	7	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1064	109	87	1114	47	69	838	146	145	745	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1064	109	87	1114	47	69	838	146	145	745	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1064	109	87	1114	47	69	838	146	145	745	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1064	109	87	1114	47	69	838	146	145	745	138

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.92	0.08	1.00	1.70	0.30	1.00	1.69	0.31
Final Sat.:	1600	2903	297	1600	3070	130	1600	2725	475	1600	2700	500

Capacity Analysis Module:

Vol/Sat:	0.08	0.37	0.37	0.05	0.36	0.36	0.04	0.31	0.31	0.09	0.28	0.28
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	20	10	20	192	35	94	50	903	10	18	953	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	10	20	192	35	94	50	903	10	18	953	38
Added Vol:	0	0	0	0	0	0	0	23	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	20	192	35	94	50	926	10	18	969	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	20	192	35	94	50	926	10	18	969	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	20	192	35	94	50	926	10	18	969	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	20	192	35	94	50	926	10	18	969	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.20	0.40	0.60	0.11	0.29	1.00	1.98	0.02	1.00	1.92	0.08
Final Sat.:	640	320	640	957	174	469	1600	3166	34	1600	3079	121

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.12	0.20	0.20	0.03	0.29	0.29	0.01	0.31	0.31
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	30	337	56	28	384	33	27	605	77	100	582	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	337	56	28	384	33	27	605	77	100	582	36
Added Vol:	0	5	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	342	56	28	391	33	27	605	77	100	582	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	342	56	28	391	33	27	605	77	100	582	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	342	56	28	391	33	27	605	77	100	582	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	342	56	28	391	33	27	605	77	100	582	36

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.80	0.13	0.06	0.87	0.07	1.00	1.77	0.23	1.00	1.88	0.12
Final Sat.:	105	1199	196	93	1298	110	1500	2661	339	1500	2825	175

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.30	0.30	0.30	0.02	0.23	0.23	0.07	0.21	0.21
Crit Volume:	30			452			341			100		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	347	113	63	570	48	38	736	271	128	857	49
Added Vol:	16	5	0	5	2	0	0	16	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	352	113	68	572	48	38	752	278	130	857	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	352	113	68	572	48	38	752	278	130	857	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	352	113	68	572	48	38	752	278	130	857	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	352	113	68	572	48	38	752	278	130	857	49

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3027	173

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.07	0.04	0.36	0.03	0.02	0.24	0.17	0.08	0.28	0.28
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	609	26	17	936	11	2	1	124	5	0	8
Added Vol:	0	3	4	9	2	0	0	0	0	2	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	612	30	26	938	11	2	1	124	7	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	612	30	26	938	11	2	1	124	7	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	612	30	26	938	11	2	1	124	7	0	18
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	612	30	104	938	11	2	1	124	7	0	18

Saturation Flow Module:

Sat/Lane:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	1.74	1.00	0.23	1.77	1.00	0.01	0.01	0.98	0.28	0.00	0.72
Final Sat.:	397	2603	1500	352	2648	1500	24	12	1465	420	0	1080

Capacity Analysis Module:

Vol/Sat:	North Bound			South Bound			East Bound			West Bound		
Crit Volume:	19	531	127	7								
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[19.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	609	26	17	936	11	2	1	124	5	0	8
Added Vol:	0	3	4	9	2	0	0	0	0	2	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	612	30	26	938	11	2	1	124	7	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	612	30	26	938	11	2	1	124	7	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	612	30	26	938	11	2	1	124	7	0	18

Critical Gap Module:

Critical Gp:	North Bound			South Bound			East Bound			West Bound		
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	North Bound			South Bound			East Bound			West Bound		
Potent Cap.:	732	xxxx	xxxxx	952	xxxx	xxxxx	114	97	546	150	100	696
Move Cap.:	732	xxxx	xxxxx	952	xxxx	xxxxx	107	92	546	110	94	696
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.02	0.01	0.23	0.06	0.00	0.03

Level Of Service Module:

2Way95thQ:	North Bound			South Bound			East Bound			West Bound		
Control Del:	10.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	495	xxxxx	xxxx	280	xxxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	1.0	xxxxx	xxxxx	0.3	xxxxx	xxxxx
Shrd ConDel:	10.1	xxxx	xxxxx	8.9	xxxx	xxxxx	14.8	xxxxx	xxxxx	19.1	xxxxx	xxxxx
Shared LOS:	B	*	*	A	*	*	B	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			14.8			19.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	51	543	114	95	851	103	0	674	57	0	1007	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	543	114	95	851	103	0	674	57	0	1007	141
Added Vol:	0	7	0	0	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	550	114	95	856	103	0	674	57	0	1007	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	550	114	95	856	103	0	674	57	0	1007	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	550	114	95	856	103	0	674	57	0	1007	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	550	114	95	856	103	0	674	57	0	1007	141

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.79	0.21	0.00	1.84	0.16	0.00	1.75	0.25
Final Sat.:	1500	2485	515	1500	2678	322	0	2766	234	0	2632	368

Capacity Analysis Module:

Vol/Sat:	0.03	0.22	0.22	0.06	0.32	0.32	0.00	0.24	0.24	0.00	0.38	0.38
Crit Volume:	51			480			0			574		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	13	0	0	0	0	9	12	30	2	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	11	960	14	32	1002	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	11	960	14	32	1002	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	14	6	0	14	11	960	14	32	1002	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	14	6	0	14	11	960	14	32	1002	3

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.30	0.00	0.70	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	0	0	1600	480	0	1120	1600	3154	46	1600	3190	10

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.01	0.01	0.30	0.30	0.02	0.31	0.31
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[27.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	13	0	0	0	0	9	12	30	2	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	11	960	14	32	1002	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	11	960	14	32	1002	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	6	0	14	11	960	14	32	1002	3

Critical Gap Module:

Critical Gap:xxxxx xxxx 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxx 487 1570 2064 503 1005 xxxxx xxxxx 974 xxxxx xxxxx
Potent Cap.: xxxxx xxxx 532 76 55 520 697 xxxxx xxxxx 716 xxxxx xxxxx
Move Cap.: xxxxx xxxx 532 71 52 520 697 xxxxx xxxxx 716 xxxxx xxxxx
Volume/Cap: xxxxx xxxx 0.03 0.08 0.00 0.03 0.02 xxxxx xxxxx 0.04 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxx 0.1 xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx 0.1 xxxxx xxxxx
Control Del:xxxxx xxxx 12.0 xxxxx xxxxx xxxxx 10.2 xxxxx xxxxx 10.3 xxxxx xxxxx
LOS by Move: * * B * * B * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx 179 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 27.6 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * D * * * *
ApproachDel: 12.0 27.6 xxxxxx xxxxxx
ApproachLOS: B D * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 108 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Volume Module:												
Base Vol:	23	124	13	172	303	147	120	739	37	31	843	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	124	13	172	303	147	120	739	37	31	843	67
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	126	13	172	306	147	120	739	37	31	843	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	126	13	172	306	147	120	739	37	31	843	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	126	13	172	306	147	120	739	37	31	843	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	126	13	172	306	147	120	739	37	31	843	67

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.78 0.08 0.27 0.49 0.24 1.00 1.90 0.10 1.00 1.85 0.15
Final Sat.: 213 1167 120 413 734 353 1500 2857 143 1500 2779 221

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.11 0.42 0.42 0.42 0.08 0.26 0.26 0.02 0.30 0.30
Crit Volume: 23 625 120 455
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	7	2	10	179	17	114	93	807	11	13	916	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	2	10	179	17	114	93	807	11	13	916	64
Added Vol:	0	0	0	0	0	3	5	18	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	10	179	17	117	98	825	11	13	942	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2	10	179	17	117	98	825	11	13	942	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	10	179	17	117	98	825	11	13	942	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	10	179	17	117	98	825	11	13	942	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.10	0.53	0.58	0.05	0.37	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	589	168	842	915	87	598	1600	3158	42	1600	2996	204

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.20	0.20	0.20	0.06	0.26	0.26	0.01	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	102	532	70	60	650	110	82	877	130	104	746	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	532	70	60	650	110	82	877	130	104	746	46
Added Vol:	7	0	0	0	0	7	5	9	5	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	532	70	60	650	117	87	886	135	104	759	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	532	70	60	650	117	87	886	135	104	759	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	532	70	60	650	117	87	886	135	104	759	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	532	70	60	650	117	87	886	135	104	759	46

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	1.49	0.20	0.15	1.57	0.28	1.00	1.74	0.26	1.00	1.89	0.11
Final Sat.:	491	2394	315	232	2515	453	1600	2777	423	1600	3017	183

Capacity Analysis Module:

Vol/Sat:	0.07	0.22	0.22	0.04	0.26	0.26	0.05	0.32	0.32	0.07	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Forecast Year 2015 Without Project Conditions

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	166	1161	115	61	657	29	64	728	116	100	535	99
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	169	1184	117	62	670	30	65	743	118	102	546	101
Added Vol:	0	8	9	1	7	0	0	22	0	9	13	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1192	126	63	677	30	65	765	118	111	559	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1192	126	63	677	30	65	765	118	111	559	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1192	126	63	677	30	65	765	118	111	559	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1192	126	63	677	30	65	765	118	111	559	102

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.92	0.08	1.00	1.73	0.27	1.00	1.69	0.31
Final Sat.:	1600	2893	307	1600	3066	134	1600	2771	429	1600	2706	494

Capacity Analysis Module:

Vol/Sat:	0.11	0.41	0.41	0.04	0.22	0.22	0.04	0.28	0.28	0.07	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	32	16	26	63	12	46	60	969	17	11	694	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	33	16	27	64	12	47	61	988	17	11	708	65
Added Vol:	0	0	0	0	0	0	0	32	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	16	27	64	12	47	61	1020	17	11	731	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	16	27	64	12	47	61	1020	17	11	731	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	16	27	64	12	47	61	1020	17	11	731	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	16	27	64	12	47	61	1020	17	11	731	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.22	0.35	0.52	0.10	0.38	1.00	1.97	0.03	1.00	1.84	0.16
Final Sat.:	692	346	562	833	159	608	1600	3147	53	1600	2938	262

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.05	0.04	0.08	0.08	0.04	0.32	0.32	0.01	0.25	0.25
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	24	692	56	37	157	31	28	660	38	59	525	46
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	706	57	38	160	32	29	673	39	60	536	47
Added Vol:	0	3	0	0	3	0	0	35	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	709	57	38	163	32	29	708	39	60	568	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	709	57	38	163	32	29	708	39	60	568	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	709	57	38	163	32	29	708	39	60	568	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	709	57	38	163	32	29	708	39	60	568	47

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.90	0.07	0.16	0.70	0.14	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	46	1345	108	243	1053	204	1500	2844	156	1500	2771	229

Capacity Analysis Module:

Vol/Sat:	0.53	0.53	0.53	0.16	0.16	0.16	0.02	0.25	0.25	0.04	0.20	0.20
Crit Volume:	791	38	374	60								
Crit Moves:	****	****	****	****								

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	2	0	1	1	0	2	1	32	1	2	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	585	212	59	288	62	58	843	112	87	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	585	212	59	288	62	58	843	112	87	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	585	212	59	288	62	58	843	112	87	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	585	212	59	288	62	58	843	112	87	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.11	0.37	0.13	0.04	0.18	0.04	0.04	0.26	0.07	0.05	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0				0				0				0							
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0				
Lanes:	0	1	1	0	1	0	1	1	0	1	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	1001	7	11	436	9	3	5	142	3	0	4
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1004	7	11	439	9	3	5	142	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1004	7	11	439	9	3	5	142	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1004	7	11	439	9	3	5	142	3	0	4
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1004	7	45	439	9	3	5	142	3	0	4

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.72	1.00	0.22	1.78	1.00	0.02	0.03	0.95	0.43	0.00	0.57
Final Sat.:	427	2573	1500	324	2676	1500	31	51	1418	643	0	857

Capacity Analysis Module:

```
Vol/Sat:      0.17 0.39  0.00  0.03 0.16  0.01  0.10 0.10  0.10  0.00 0.00  0.00
Crit Volume:      585          11          150      3
Crit Moves:      ****          ****          ****      ****
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11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.7 Worst Case Level of Service: D[30.3]

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L - T - R					L - T - R					L - T - R					L - T - R				
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	1	1	0	1	0	1	1	0	1	0	0	1!	0	0	0	0	1!	0	0

Volume Module:												
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	1001	7	11	436	9	3	5	142	3	0	4
Added Vol:	0	3	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1004	7	11	439	9	3	5	142	3	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1004	7	11	439	9	3	5	142	3	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	1004	7	11	439	9	3	5	142	3	0	4

Critical Gap	Module:											
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	448	xxxx	xxxxx	1011	xxxx	xxxxx	1106	1615	219	1391	1617	502
Potent Cap.:	1123	xxxx	xxxxx	694	xxxx	xxxxx	168	105	791	103	105	520
Move Cap.:	1123	xxxx	xxxxx	694	xxxx	xxxxx	156	96	791	76	96	520
Volume/Cap:	0.06	xxxx	xxxxx	0.02	xxxx	xxxxx	0.02	0.05	0.18	0.04	0.00	0.01

Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	596	xxxxx	xxxx	149	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	30.3	xxxxx
Shared LOS:	A	*	*	B	*	*	*	B	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx				13.1			30.3	
ApproachLOS:		*			*			B			D	

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.911
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	65	1089	144	102	521	51	0	1171	59	0	536	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	66	1111	147	104	531	52	0	1195	60	0	547	134
Added Vol:	0	3	0	0	3	0	0	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1114	147	104	534	52	0	1205	60	0	557	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1114	147	104	534	52	0	1205	60	0	557	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1114	147	104	534	52	0	1205	60	0	557	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1114	147	104	534	52	0	1205	60	0	557	134

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.82	0.18	0.00	1.90	0.10	0.00	1.61	0.39
Final Sat.:	1500	2650	350	1500	2734	266	0	2857	143	0	2419	581

Capacity Analysis Module:

Vol/Sat:	0.04	0.42	0.42	0.07	0.20	0.20	0.00	0.42	0.42	0.00	0.23	0.23
Crit Volume:	630			104			632			0		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	0	0	0	0	0	36	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1074	0	0	768	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1074	0	0	768	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	7	8	1074	0	0	768	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	7	8	1074	0	0	768	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	738	0	862	1600	3200	0	1600	3192	8

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.34	0.00	0.00	0.24	0.24
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	0	0	0	0	0	36	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1074	0	0	768	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1074	0	0	768	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	7	8	1074	0	0	768	2

Critical Gap Module:

Critical Gap:	7.5	6.5	6.9	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	1475	1860	537	1322	1859	385	770	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	90	74	493	150	74	619	854	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	88	73	493	149	73	619	854	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	0	xxxxx	xxxx	252	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	20.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			20.0			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	18	307	16	57	101	61	199	899	18	11	752	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	313	16	58	103	62	203	917	18	11	767	95
Added Vol:	0	1	0	0	1	0	0	35	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	314	16	58	104	62	203	952	18	11	799	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	314	16	58	104	62	203	952	18	11	799	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	314	16	58	104	62	203	952	18	11	799	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	314	16	58	104	62	203	952	18	11	799	95

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.90	0.05	0.26	0.46	0.28	1.00	1.96	0.04	1.00	1.79	0.21
Final Sat.:	79	1351	70	389	695	416	1500	2943	57	1500	2682	318

Capacity Analysis Module:

Vol/Sat:	0.23	0.23	0.23	0.15	0.15	0.15	0.14	0.32	0.32	0.01	0.30	0.30
Crit Volume:	349	58		203			447					
Crit Moves:	****	****		****			****					

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.569
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	17	8	19	71	2	40	154	933	6	5	689	134
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	8	19	72	2	41	157	952	6	5	703	137
Added Vol:	0	0	0	0	0	1	1	35	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	19	72	2	42	158	987	6	5	727	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	8	19	72	2	42	158	987	6	5	727	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	19	72	2	42	158	987	6	5	727	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	19	72	2	42	158	987	6	5	727	137

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.18	0.43	0.62	0.02	0.36	1.00	1.99	0.01	1.00	1.68	0.32
Final Sat.:	618	291	691	997	28	575	1600	3180	20	1600	2693	507

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.10	0.31	0.31	0.00	0.27	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	144	560	108	54	232	53	102	986	89	100	599	62
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	147	571	110	55	237	54	104	1006	91	102	611	63
Added Vol:	3	4	0	0	7	3	3	29	3	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	575	110	55	244	57	107	1035	94	102	629	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	575	110	55	244	57	107	1035	94	102	629	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	575	110	55	244	57	107	1035	94	102	629	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	575	110	55	244	57	107	1035	94	102	629	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	1.38	0.26	0.31	1.37	0.32	1.00	1.83	0.17	1.00	1.82	0.18
Final Sat.:	574	2204	422	495	2191	513	1600	2934	266	1600	2908	292

Capacity Analysis Module:

Vol/Sat:	0.09	0.26	0.26	0.03	0.11	0.11	0.07	0.35	0.35	0.06	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.960
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	124	1064	99	84	1114	47	69	828	146	138	738	136
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	1085	101	86	1136	48	70	845	149	141	753	139
Added Vol:	0	3	9	1	5	0	0	26	0	5	29	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1088	110	87	1141	48	70	871	149	146	782	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1088	110	87	1141	48	70	871	149	146	782	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1088	110	87	1141	48	70	871	149	146	782	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1088	110	87	1141	48	70	871	149	146	782	140

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.92	0.08	1.00	1.71	0.29	1.00	1.70	0.30
Final Sat.:	1600	2906	294	1600	3071	129	1600	2733	467	1600	2715	485

Capacity Analysis Module:

Vol/Sat:	0.08	0.37	0.37	0.05	0.37	0.37	0.04	0.32	0.32	0.09	0.29	0.29
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	20	10	20	192	35	94	50	903	10	18	953	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	10	20	196	36	96	51	921	10	18	972	39
Added Vol:	0	0	0	0	0	0	0	36	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	20	196	36	96	51	957	10	18	1008	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	20	196	36	96	51	957	10	18	1008	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	20	196	36	96	51	957	10	18	1008	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	20	196	36	96	51	957	10	18	1008	39

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.20	0.40	0.60	0.11	0.29	1.00	1.98	0.02	1.00	1.93	0.07
Final Sat.:	640	320	640	957	174	469	1600	3166	34	1600	3082	118

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.12	0.20	0.20	0.03	0.30	0.30	0.01	0.33	0.33
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	30	337	56	28	384	33	27	605	77	100	582	36
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	31	344	57	29	392	34	28	617	79	102	594	37
Added Vol:	0	2	0	0	5	0	0	54	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	346	57	29	397	34	28	671	79	102	651	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	346	57	29	397	34	28	671	79	102	651	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	346	57	29	397	34	28	671	79	102	651	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	346	57	29	397	34	28	671	79	102	651	37

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.80	0.13	0.06	0.87	0.07	1.00	1.79	0.21	1.00	1.89	0.11
Final Sat.:	106	1196	198	93	1297	110	1500	2686	314	1500	2840	160

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.31	0.31	0.31	0.02	0.25	0.25	0.07	0.23	0.23
Crit Volume:	31			459			375			102		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	3	0	2	2	0	3	0	27	0	2	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	354	117	66	581	52	39	778	276	133	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	354	117	66	581	52	39	778	276	133	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	354	117	66	581	52	39	778	276	133	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	354	117	66	581	52	39	778	276	133	922	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3029	171

Capacity Analysis Module:

Vol/Sat:	0.10	0.22	0.07	0.04	0.36	0.03	0.02	0.24	0.17	0.08	0.30	0.30
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	19	621	27	17	955	11	2	1	126	5	0	8
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	626	27	17	957	11	2	1	126	5	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	626	27	17	957	11	2	1	126	5	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	626	27	17	957	11	2	1	126	5	0	8
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	626	27	69	957	11	2	1	126	5	0	8

Saturation Flow Module:

Sat/Lane:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	1.74	1.00	0.15	1.85	1.00	0.01	0.01	0.98	0.38	0.00	0.62
Final Sat.:	396	2604	1500	226	2774	1500	24	12	1465	577	0	923

Capacity Analysis Module:

Vol/Sat:	North Bound			South Bound			East Bound			West Bound		
Crit Volume:	19	517	130	5	130	5	5	130	5	5	130	5
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[22.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	19	621	27	17	955	11	2	1	126	5	0	8
Added Vol:	0	5	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	626	27	17	957	11	2	1	126	5	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	626	27	17	957	11	2	1	126	5	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	626	27	17	957	11	2	1	126	5	0	8

Critical Gap Module:

Critical Gap:	North Bound			South Bound			East Bound			West Bound		
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	North Bound			South Bound			East Bound			West Bound		
Potent Cap.:	720	xxxx	xxxxx	944	xxxx	xxxxx	112	95	539	148	97	689
Move Cap.:	720	xxxx	xxxxx	944	xxxx	xxxxx	107	91	539	109	93	689
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.01	0.23	0.05	0.00	0.01

Level Of Service Module:

2Way95thQ:	North Bound			South Bound			East Bound			West Bound		
Control Del:	10.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	489	xxxxx	xxxx	226	xxxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	1.1	xxxxx	xxxxx	0.2	xxxxx	xxxxx
Shrd ConDel:	10.1	xxxx	xxxxx	8.9	xxxx	xxxxx	15.0	xxxxx	xxxxx	22.0	xxxxx	xxxxx
Shared LOS:	B	*	*	A	*	*	C	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			15.0			22.0		
ApproachLOS:	*			*			C			C		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	51	543	114	95	851	103	0	674	57	0	1007	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	52	554	116	97	868	105	0	688	58	0	1027	144
Added Vol:	0	5	0	0	2	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	559	116	97	870	105	0	692	58	0	1031	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	559	116	97	870	105	0	692	58	0	1031	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	559	116	97	870	105	0	692	58	0	1031	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	559	116	97	870	105	0	692	58	0	1031	144

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.78	0.22	0.00	1.84	0.16	0.00	1.76	0.24
Final Sat.:	1500	2483	517	1500	2677	323	0	2767	233	0	2633	367

Capacity Analysis Module:

Vol/Sat:	0.03	0.23	0.23	0.06	0.33	0.33	0.00	0.25	0.25	0.00	0.39	0.39
Crit Volume:	52			488			0			588		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	0	0	0	0	0	28	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	998	0	0	1070	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	998	0	0	1070	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	14	11	998	0	0	1070	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	14	11	998	0	0	1070	3

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.30	0.00	0.70	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	480	0	1120	1600	3200	0	1600	3191	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.31	0.00	0.00	0.34	0.34
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[22.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	1 0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	0	0	0	0	0	28	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	998	0	0	1070	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	998	0	0	1070	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	14	11	998	0	0	1070	3

Critical Gap Module:

Critical Gap: 7.5 6.5 6.9 6.8 6.5 6.9 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: 1556 2094 499 1593 2092 537 1073 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: 78 53 522 100 53 494 657 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: 75 52 522 98 52 494 657 xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: 0.00 0.00 0.00 0.06 0.00 0.03 0.02 xxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxxx xxxx 224 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 22.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 22.7 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 133 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	1 0
Volume Module:												
Base Vol:	23	124	13	172	303	147	120	739	37	31	843	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	23	126	13	175	309	150	122	754	38	32	860	68
Added Vol:	0	1	0	0	2	0	0	54	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	127	13	175	311	150	122	808	38	32	917	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	127	13	175	311	150	122	808	38	32	917	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	127	13	175	311	150	122	808	38	32	917	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	127	13	175	311	150	122	808	38	32	917	68

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.78 0.08 0.28 0.49 0.23 1.00 1.91 0.09 1.00 1.86 0.14
Final Sat.: 214 1165 121 413 733 353 1500 2866 134 1500 2792 208

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.11 0.42 0.42 0.42 0.08 0.28 0.28 0.02 0.33 0.33
Crit Volume: 23 637 122 493
Crit Moves: **** **** **** ****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	7	2	10	179	17	114	93	807	11	13	916	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	2	10	183	17	116	95	823	11	13	934	65
Added Vol:	0	0	0	0	0	2	1	27	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	10	183	17	118	96	850	11	13	983	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2	10	183	17	118	96	850	11	13	983	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	10	183	17	118	96	850	11	13	983	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	10	183	17	118	96	850	11	13	983	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.10	0.53	0.58	0.05	0.37	1.00	1.97	0.03	1.00	1.88	0.12
Final Sat.:	589	168	842	918	87	595	1600	3158	42	1600	3001	199

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.20	0.20	0.20	0.06	0.27	0.27	0.01	0.33	0.33
Crit Moves:	****			****		****				****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.828
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	102	532	70	60	650	110	82	877	130	104	746	46
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	104	543	71	61	663	112	84	895	133	106	761	47
Added Vol:	5	6	0	0	3	5	2	24	2	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	549	71	61	666	117	86	919	135	106	800	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	549	71	61	666	117	86	919	135	106	800	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	549	71	61	666	117	86	919	135	106	800	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	549	71	61	666	117	86	919	135	106	800	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	1.50	0.20	0.14	1.58	0.28	1.00	1.74	0.26	1.00	1.89	0.11
Final Sat.:	479	2408	313	232	2524	444	1600	2791	409	1600	3023	177

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.23	0.04	0.26	0.26	0.05	0.33	0.33	0.07	0.26	0.26
Crit Moves:	****			****		****			****			

Forecast Year 2015 With Project Conditions

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	166	1161	115	61	657	29	64	728	116	100	535	99
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	169	1184	117	62	670	30	65	743	118	102	546	101
Added Vol:	0	8	13	2	7	0	0	25	0	16	20	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1192	130	64	677	30	65	768	118	118	566	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1192	130	64	677	30	65	768	118	118	566	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1192	130	64	677	30	65	768	118	118	566	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1192	130	64	677	30	65	768	118	118	566	104

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	1.00	1.73	0.27	1.00	1.69	0.31
Final Sat.:	1600	2885	315	1600	3066	134	1600	2773	427	1600	2703	497

Capacity Analysis Module:

Vol/Sat:	0.11	0.41	0.41	0.04	0.22	0.22	0.04	0.28	0.28	0.07	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	32	16	26	63	12	46	60	969	17	11	694	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	33	16	27	64	12	47	61	988	17	11	708	65
Added Vol:	0	0	0	0	0	0	0	39	0	0	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	16	27	64	12	47	61	1027	17	11	747	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	16	27	64	12	47	61	1027	17	11	747	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	16	27	64	12	47	61	1027	17	11	747	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	16	27	64	12	47	61	1027	17	11	747	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.22	0.35	0.52	0.10	0.38	1.00	1.97	0.03	1.00	1.84	0.16
Final Sat.:	692	346	562	833	159	608	1600	3147	53	1600	2943	257

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.05	0.04	0.08	0.08	0.04	0.33	0.33	0.01	0.25	0.25
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	24	692	56	37	157	31	28	660	38	59	525	46
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	706	57	38	160	32	29	673	39	60	536	47
Added Vol:	0	8	0	0	5	0	0	35	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	714	57	38	165	32	29	708	39	60	568	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	714	57	38	165	32	29	708	39	60	568	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	714	57	38	165	32	29	708	39	60	568	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	714	57	38	165	32	29	708	39	60	568	47

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.90	0.07	0.16	0.71	0.13	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	46	1346	108	241	1056	202	1500	2844	156	1500	2771	229

Capacity Analysis Module:

Vol/Sat:	0.53	0.53	0.53	0.16	0.16	0.16	0.02	0.25	0.25	0.04	0.20	0.20
Crit Volume:	796			38					374	60		
Crit Moves:	****			****					****	****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	18	5	1	3	1	2	1	38	3	10	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	590	212	61	289	62	58	849	114	95	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	590	212	61	289	62	58	849	114	95	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	590	212	61	289	62	58	849	114	95	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	590	212	61	289	62	58	849	114	95	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.12	0.37	0.13	0.04	0.18	0.04	0.04	0.27	0.07	0.06	0.21	0.21
Crit Moves:	****			****			****		****			

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	1001	7	11	436	9	3	5	142	3	0	4
Added Vol:	0	4	1	2	4	0	0	0	0	4	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1005	8	13	440	9	3	5	142	7	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1005	8	13	440	9	3	5	142	7	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1005	8	13	440	9	3	5	142	7	0	22
PCE Adj:	2.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1005	8	53	440	9	3	5	142	7	0	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	1.72	1.00	0.26	1.74	1.00	0.02	0.03	0.95	0.24	0.00	0.76
Final Sat.:	426	2574	1500	384	2616	1500	31	51	1418	363	0	1137
Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.01	0.03	0.17	0.01	0.10	0.10	0.10	0.02	0.00	0.02
Crit Volume:	586			13			150		7			
Crit Moves:	****			****			****		****			

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[24.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	70	981	7	11	427	9	3	5	139	3	0	4
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	1001	7	11	436	9	3	5	142	3	0	4
Added Vol:	0	4	1	2	4	0	0	0	0	4	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1005	8	13	440	9	3	5	142	7	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1005	8	13	440	9	3	5	142	7	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	1005	8	13	440	9	3	5	142	7	0	22
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	449	xxxx	xxxxx	1013	xxxx	xxxxx	1111	1622	220	1396	1623	502
Potent Cap.:	1122	xxxx	xxxxx	692	xxxx	xxxxx	166	104	790	103	104	520
Move Cap.:	1122	xxxx	xxxxx	692	xxxx	xxxxx	149	95	790	76	95	520
Volume/Cap:	0.06	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.05	0.18	0.09	0.00	0.04
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	591	xxxxx	xxxx	214	xxxxx	xxxxx
SharedQueue:	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx	1.0	xxxxx	xxxxx	0.5	xxxxx	xxxxx
Shrd ConDel:	8.4	xxxx	xxxxx	10.3	xxxx	xxxxx	13.1	xxxxx	xxxxx	24.4	xxxxx	xxxxx
Shared LOS:	A	*	*	B	*	*	B	*	*	C	*	*
ApproachDel:	xxxxxx			xxxxxx			13.1			24.4		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.912
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	65	1089	144	102	521	51	0	1171	59	0	536	131
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	66	1111	147	104	531	52	0	1195	60	0	547	134
Added Vol:	0	5	0	0	8	0	0	10	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1116	147	104	539	52	0	1205	60	0	557	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1116	147	104	539	52	0	1205	60	0	557	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1116	147	104	539	52	0	1205	60	0	557	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1116	147	104	539	52	0	1205	60	0	557	134

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.82	0.18	0.00	1.90	0.10	0.00	1.61	0.39
Final Sat.:	1500	2651	349	1500	2736	264	0	2857	143	0	2419	581

Capacity Analysis Module:

Vol/Sat:	0.04	0.42	0.42	0.07	0.20	0.20	0.00	0.42	0.42	0.00	0.23	0.23
Crit Volume:	631	104						632	0			
Crit Moves:	****	****						****	****			

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	4	0	0	0	6	39	5	9	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	14	1077	5	9	769	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	14	1077	5	9	769	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	6	0	7	14	1077	5	9	769	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	4	6	0	7	14	1077	5	9	769	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.46	0.00	0.54	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	0	0	1600	738	0	862	1600	3185	15	1600	3192	8

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.34	0.34	0.01	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[25.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	4	0	0	0	6	39	5	9	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	14	1077	5	9	769	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	14	1077	5	9	769	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	6	0	7	14	1077	5	9	769	2

Critical Gap Module:

Critical Gap:xxxxx xxxx 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxx 541 1355 1898 385 771 xxxxx xxxxx 1082 xxxxx xxxxx
Potent Cap.: xxxxx xxxx 490 110 70 619 853 xxxxx xxxxx 652 xxxxx xxxxx
Move Cap.: xxxxx xxxx 490 107 68 619 853 xxxxx xxxxx 652 xxxxx xxxxx
Volume/Cap: xxxxx xxxx 0.01 0.06 0.00 0.01 0.02 xxxxx xxxxx 0.01 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxx 0.0 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del:xxxxx xxxx 12.4 xxxxx xxxxx xxxxx 9.3 xxxxx xxxxx 10.6 xxxxx xxxxx
LOS by Move: * * B * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx 192 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx 25.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * D * * * * *
ApproachDel: 12.4 25.1 xxxxxx xxxxxx
ApproachLOS: B D * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Volume Module:												
Base Vol:	18	307	16	57	101	61	199	899	18	11	752	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	313	16	58	103	62	203	917	18	11	767	95
Added Vol:	0	4	0	0	2	0	0	35	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	317	16	58	105	62	203	952	18	11	799	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	317	16	58	105	62	203	952	18	11	799	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	317	16	58	105	62	203	952	18	11	799	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	317	16	58	105	62	203	952	18	11	799	95

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.05 0.90 0.05 0.26 0.46 0.28 1.00 1.96 0.04 1.00 1.79 0.21
Final Sat.: 78 1352 70 387 699 414 1500 2943 57 1500 2682 318

Capacity Analysis Module:

Vol/Sat: 0.23 0.23 0.23 0.15 0.15 0.15 0.14 0.32 0.32 0.01 0.30 0.30
Crit Volume: 352 58 203 447
Crit Moves: **** **

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	17	8	19	71	2	40	154	933	6	5	689	134
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	8	19	72	2	41	157	952	6	5	703	137
Added Vol:	0	0	0	0	0	2	5	54	0	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	19	72	2	43	162	1006	6	5	735	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	8	19	72	2	43	162	1006	6	5	735	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	19	72	2	43	162	1006	6	5	735	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	19	72	2	43	162	1006	6	5	735	137

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.18	0.43	0.62	0.02	0.36	1.00	1.99	0.01	1.00	1.69	0.31
Final Sat.:	618	291	691	988	28	584	1600	3181	19	1600	2698	502

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.07	0.07	0.10	0.32	0.32	0.00	0.27	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	144	560	108	54	232	53	102	986	89	100	599	62
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	147	571	110	55	237	54	104	1006	91	102	611	63
Added Vol:	5	4	0	0	7	5	8	38	8	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	575	110	55	244	59	112	1044	99	102	634	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	575	110	55	244	59	112	1044	99	102	634	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	575	110	55	244	59	112	1044	99	102	634	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	575	110	55	244	59	112	1044	99	102	634	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	1.38	0.26	0.31	1.36	0.33	1.00	1.83	0.17	1.00	1.82	0.18
Final Sat.:	580	2198	421	493	2179	528	1600	2923	277	1600	2910	290

Capacity Analysis Module:

Vol/Sat:	0.09	0.26	0.26	0.03	0.11	0.11	0.07	0.36	0.36	0.06	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 CENTINELA AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.968
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	124	1064	99	84	1114	47	69	828	146	138	738	136
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	1085	101	86	1136	48	70	845	149	141	753	139
Added Vol:	0	3	19	4	5	0	0	36	0	12	36	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	1088	120	90	1141	48	70	881	149	153	789	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	1088	120	90	1141	48	70	881	149	153	789	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1088	120	90	1141	48	70	881	149	153	789	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	1088	120	90	1141	48	70	881	149	153	789	142

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	1.00	1.71	0.29	1.00	1.70	0.30
Final Sat.:	1600	2882	318	1600	3071	129	1600	2737	463	1600	2713	487

Capacity Analysis Module:

Vol/Sat:	0.08	0.38	0.38	0.06	0.37	0.37	0.04	0.32	0.32	0.10	0.29	0.29
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 GRAND VIEW BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	20	10	20	192	35	94	50	903	10	18	953	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	10	20	196	36	96	51	921	10	18	972	39
Added Vol:	0	0	0	0	0	0	0	59	0	0	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	10	20	196	36	96	51	980	10	18	1024	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	10	20	196	36	96	51	980	10	18	1024	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	10	20	196	36	96	51	980	10	18	1024	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	10	20	196	36	96	51	980	10	18	1024	39

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.20	0.40	0.60	0.11	0.29	1.00	1.98	0.02	1.00	1.93	0.07
Final Sat.:	640	320	640	957	174	469	1600	3167	33	1600	3083	117

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.12	0.20	0.20	0.03	0.31	0.31	0.01	0.33	0.33
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 INGLEWOOD BLVD / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	30	337	56	28	384	33	27	605	77	100	582	36
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	31	344	57	29	392	34	28	617	79	102	594	37
Added Vol:	0	6	0	0	11	0	0	54	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	350	57	29	403	34	28	671	79	102	651	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	350	57	29	403	34	28	671	79	102	651	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	350	57	29	403	34	28	671	79	102	651	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	350	57	29	403	34	28	671	79	102	651	37

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.80	0.13	0.06	0.87	0.07	1.00	1.79	0.21	1.00	1.89	0.11
Final Sat.:	105	1199	196	92	1299	109	1500	2686	314	1500	2840	160

Capacity Analysis Module:

Vol/Sat:	0.29	0.29	0.29	0.31	0.31	0.31	0.02	0.25	0.25	0.07	0.23	0.23
Crit Volume:	31			465			375			102		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	19	5	2	7	2	3	0	43	6	13	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	359	117	71	583	52	39	794	282	144	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	359	117	71	583	52	39	794	282	144	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	359	117	71	583	52	39	794	282	144	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	359	117	71	583	52	39	794	282	144	922	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3029	171

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.07	0.04	0.36	0.03	0.02	0.25	0.18	0.09	0.30	0.30
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	19	621	27	17	955	11	2	1	126	5	0	8
Added Vol:	0	7	4	9	4	0	0	0	0	2	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	628	31	26	959	11	2	1	126	7	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	628	31	26	959	11	2	1	126	7	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	628	31	26	959	11	2	1	126	7	0	18
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	628	31	105	959	11	2	1	126	7	0	18

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	1.74	1.00	0.23	1.77	1.00	0.01	0.01	0.98	0.28	0.00	0.72
Final Sat.:	395	2605	1500	349	2651	1500	24	12	1465	422	0	1078

Capacity Analysis Module:

Vol/Sat:	0.05	0.24	0.02	0.08	0.36	0.01	0.09	0.09	0.09	0.02	0.00	0.02
Crit Volume:	19			542			130			7		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
PM PEAK HOUR

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 INGLEWOOD BLVD / LOUISE AVE

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[19.9]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	19	609	26	17	936	11	2	1	124	5	0	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	19	621	27	17	955	11	2	1	126	5	0	8
Added Vol:	0	7	4	9	4	0	0	0	0	2	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	628	31	26	959	11	2	1	126	7	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	628	31	26	959	11	2	1	126	7	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	628	31	26	959	11	2	1	126	7	0	18

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	970	xxxx	xxxxx	659	xxxx	xxxxx	1364	1709	479	1200	1690	314
Potent Cap.:	719	xxxx	xxxxx	939	xxxx	xxxxx	108	92	538	143	94	688
Move Cap.:	719	xxxx	xxxxx	939	xxxx	xxxxx	101	87	538	104	89	688
Volume/Cap:	0.03	xxxx	xxxx	0.03	xxxx	xxxx	0.02	0.01	0.24	0.07	0.00	0.03

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	10.1	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxxx	xxxx	267	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	1.1	xxxxx	xxxxx	0.3	xxxxx				
Shrd ConDel:	10.1	xxxx	xxxxx	8.9	xxxx	xxxxx	15.1	xxxxx	xxxxx	19.9	xxxxx				
Shared LOS:	B	*	*	A	*	*	C	*	*	C	*				
ApproachDel:	xxxxxx			xxxxxx			15.1			19.9					
ApproachLOS:	*			*			C			C					

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 INGLEWOOD BLVD / CULVER BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	51	543	114	95	851	103	0	674	57	0	1007	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	52	554	116	97	868	105	0	688	58	0	1027	144
Added Vol:	0	11	0	0	6	0	0	4	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	565	116	97	874	105	0	692	58	0	1031	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	565	116	97	874	105	0	692	58	0	1031	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	565	116	97	874	105	0	692	58	0	1031	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	565	116	97	874	105	0	692	58	0	1031	144

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.66	0.34	1.00	1.79	0.21	0.00	1.84	0.16	0.00	1.76	0.24
Final Sat.:	1500	2488	512	1500	2678	322	0	2767	233	0	2633	367

Capacity Analysis Module:

Vol/Sat:	0.03	0.23	0.23	0.06	0.33	0.33	0.00	0.25	0.25	0.00	0.39	0.39
Crit Volume:	52			490			0			588		
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	1	0	1

Volume Module:

Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	13	0	0	0	12	37	12	30	54	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	23	1007	14	32	1074	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	23	1007	14	32	1074	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	14	6	0	14	23	1007	14	32	1074	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	14	6	0	14	23	1007	14	32	1074	3

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.30	0.00	0.70	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	0	0	1600	480	0	1120	1600	3156	44	1600	3191	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.01	0.01	0.01	0.32	0.32	0.02	0.34
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[33.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	13	0	0	0	12	37	12	30	54	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	23	1007	14	32	1074	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	23	1007	14	32	1074	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	6	0	14	23	1007	14	32	1074	3

Critical Gap Module:

Critical Gap:xxxxx xxxx 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxx 511 1690 2207 539 1077 xxxxx xxxxx 1021 xxxxx xxxxx
Potent Cap.: xxxxx xxxx 513 62 45 492 655 xxxxx xxxxx 688 xxxxx xxxxx
Move Cap.: xxxxx xxxx 513 57 41 492 655 xxxxx xxxxx 688 xxxxx xxxxx
Volume/Cap: xxxxx xxxx 0.03 0.11 0.00 0.03 0.04 xxxxx xxxxx 0.05 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxx 0.1 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.1 xxxxx xxxxx
Control Del:xxxxx xxxx 12.2 xxxxx xxxxx xxxxx 10.7 xxxxx xxxxx 10.5 xxxxx xxxxx
LOS by Move: * * B * * B * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxx 149 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 33.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * D * * * *
ApproachDel: 12.2 33.0 xxxxxx xxxxxx
ApproachLOS: B D * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 MCLAUGHLIN AVE / WASHINGTON PLACE

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1
Volume Module:												
Base Vol:	23	124	13	172	303	147	120	739	37	31	843	67
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	23	126	13	175	309	150	122	754	38	32	860	68
Added Vol:	0	3	0	0	6	0	0	54	0	0	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	129	13	175	315	150	122	808	38	32	917	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	129	13	175	315	150	122	808	38	32	917	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	129	13	175	315	150	122	808	38	32	917	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	129	13	175	315	150	122	808	38	32	917	68

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.78 0.08 0.27 0.50 0.23 1.00 1.91 0.09 1.00 1.86 0.14
Final Sat.: 212 1169 120 411 738 351 1500 2866 134 1500 2792 208

Capacity Analysis Module:

Vol/Sat: 0.11 0.11 0.11 0.43 0.43 0.43 0.08 0.28 0.28 0.02 0.33 0.33
Crit Volume: 23 641 122 493
Crit Moves: **** **** ****

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 MCLAUGHLIN AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	7	2	10	179	17	114	93	807	11	13	916	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	2	10	183	17	116	95	823	11	13	934	65
Added Vol:	0	0	0	0	0	6	6	46	0	0	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	2	10	183	17	122	101	869	11	13	1009	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	2	10	183	17	122	101	869	11	13	1009	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	2	10	183	17	122	101	869	11	13	1009	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	2	10	183	17	122	101	869	11	13	1009	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.10	0.53	0.57	0.05	0.38	1.00	1.97	0.03	1.00	1.88	0.12
Final Sat.:	589	168	842	907	86	607	1600	3159	41	1600	3006	194

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.20	0.20	0.20	0.06	0.28	0.28	0.01	0.34	0.34
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #110 SAWTELLE BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	102	532	70	60	650	110	82	877	130	104	746	46
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	104	543	71	61	663	112	84	895	133	106	761	47
Added Vol:	11	6	0	0	3	11	6	33	6	0	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	549	71	61	666	123	90	928	139	106	814	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	549	71	61	666	123	90	928	139	106	814	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	549	71	61	666	123	90	928	139	106	814	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	549	71	61	666	123	90	928	139	106	814	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	1.50	0.19	0.14	1.57	0.29	1.00	1.74	0.26	1.00	1.89	0.11
Final Sat.:	501	2388	311	230	2506	464	1600	2784	416	1600	3026	174

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.23	0.04	0.27	0.27	0.06	0.33	0.33	0.07	0.27	0.27
Crit Moves:	****			****			****			****		

APPENDIX D – HCM 95th Percentile Queue Analysis Sheets

Queuing and Blocking Report
Assuming 11955 Access Restriction

11960 WASHINGTON BLVD TIA
2015 WITH PROJECT - AM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	UL	T	T	R	L	T	R	L	T
Maximum Queue (ft)	91	226	190	175	326	358	121	124	490	49	114	512
Average Queue (ft)	27	142	114	167	311	274	8	77	208	24	97	345
95th Queue (ft)	71	209	179	180	348	419	58	156	404	47	143	534
Link Distance (ft)		406	406		317	317			477	477		449
Upstream Blk Time (%)					61	29			1			16
Queuing Penalty (veh)					240	113			0			0
Storage Bay Dist (ft)	200			150			100	100			90	
Storage Blk Time (%)		1		96	4	2	0	25	25		22	37
Queuing Penalty (veh)		0		274	3	2	0	71	15		129	74

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	466
Average Queue (ft)	138
95th Queue (ft)	411
Link Distance (ft)	449
Upstream Blk Time (%)	4
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	WB	NB	SB
Directions Served	UL	L	T	TR	LTR	LTR
Maximum Queue (ft)	29	124	641	638	30	30
Average Queue (ft)	10	10	294	248	2	8
95th Queue (ft)	32	62	679	642	14	29
Link Distance (ft)			626	626	191	401
Upstream Blk Time (%)			22	19		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)	115	100				
Storage Blk Time (%)		0	65			
Queuing Penalty (veh)		0	6			

Network Summary

Network wide Queuing Penalty: 929

Queuing and Blocking Report
Assuming 11955 Access Restriction

11960 WASHINGTON BLVD
2015 WITH PROJECT - PM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	T	TR	UL	T	T	L	T	R	L	T	R
Maximum Queue (ft)	111	277	198	175	347	353	125	516	520	115	483	464
Average Queue (ft)	41	156	126	171	316	245	84	494	460	114	406	249
95th Queue (ft)	102	235	189	182	377	389	155	504	651	115	548	598
Link Distance (ft)		406	406		317	317		477	477		449	449
Upstream Blk Time (%)					71	9		83	44		58	15
Queuing Penalty (veh)					391	49		0	0		0	0
Storage Bay Dist (ft)	200			150			100			90		
Storage Blk Time (%)		2		95	1	12	16	67		96	5	
Queuing Penalty (veh)		1		437	1	6	93	48		344	8	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	WB	NB	SB
Directions Served	UL	L	T	TR	LTR	LTR
Maximum Queue (ft)	53	124	660	641	30	93
Average Queue (ft)	17	35	381	328	16	30
95th Queue (ft)	45	125	737	709	40	80
Link Distance (ft)			626	626	191	401
Upstream Blk Time (%)			13	8		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)	115	100				
Storage Blk Time (%)		0	75			
Queuing Penalty (veh)		0	24			

Zone Summary

Zone wide Queuing Penalty: 1402

**APPENDIX E –
Left Turn Phasing Intersection Analysis
Worksheets**

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	573	207	57	282	59	56	795	109	83	538	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	573	207	57	282	59	56	795	109	83	538	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	573	207	57	282	59	56	795	109	83	538	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	573	207	57	282	59	56	795	109	83	538	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	573	207	57	282	59	56	795	109	83	538	79

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2790	410

Capacity Analysis Module:

Vol/Sat:	0.11	0.36	0.13	0.04	0.18	0.04	0.04	0.25	0.07	0.05	0.19	0.19
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1018	0	0	728	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1018	0	0	728	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	7	8	1018	0	0	728	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	738	0	862	1600	3200	0	1600	3191	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.32	0.00	0.00	0.23	0.23
Crit Moves:						****	****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - HCM
AM PEAK HOUR

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[18.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1018	0	0	728	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1018	0	0	728	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	7	8	1018	0	0	728	2

Critical Gap Module:

Critical Gap: 7.5 6.5 6.9 6.8 6.5 6.9 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: 1398 1764 509 1254 1763 365 730 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: 102 85 515 167 85 638 883 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: 100 84 515 165 84 638 883 xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: 0.00 0.00 0.00 0.04 0.00 0.01 0.01 xxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxxx xxxx 275 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 18.7 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 85 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	347	113	63	570	48	38	736	271	128	857	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	347	113	63	570	48	38	736	271	128	857	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	347	113	63	570	48	38	736	271	128	857	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	347	113	63	570	48	38	736	271	128	857	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	347	113	63	570	48	38	736	271	128	857	49

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11
Final Sat.: 1600 1600 1600 1600 1600 1600 1600 3200 1600 1600 3027 173

Capacity Analysis Module:

Vol/Sat: 0.10 0.22 0.07 0.04 0.36 0.03 0.02 0.23 0.17 0.08 0.28 0.28
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - ICU & CMA
PM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	951	0	0	999	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	951	0	0	999	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	14	11	951	0	0	999	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	14	11	951	0	0	999	3

Sat/Lane:	1600 1600 1600			1600 1600 1600			1600 1600 1600			1600 1600 1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.30	0.00	0.70	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	480	0	1120	1600	3200	0	1600	3190	10

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.01 0.01 0.30 0.00 0.00 0.31 0.31
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
EXISTING CONDITIONS - HCM
PM PEAK HOUR

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[20.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	951	0	0	999	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	951	0	0	999	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	14	11	951	0	0	999	3

Critical Gap Module:

Critical Gp: 7.5 6.5 6.9 6.8 6.5 6.9 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: 1473 1975 476 1498 1974 501 1002 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: 90 63 541 115 63 521 699 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: 87 62 541 114 62 521 699 xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: 0.00 0.00 0.00 0.05 0.00 0.03 0.02 xxxx xxxx xxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxxx xxxx 251 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 20.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 20.6 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	573	207	57	282	59	56	795	109	83	538	79
Added Vol:	16	5	0	2	1	0	0	6	2	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	578	207	59	283	59	56	801	111	84	538	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	578	207	59	283	59	56	801	111	84	538	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	578	207	59	283	59	56	801	111	84	538	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	578	207	59	283	59	56	801	111	84	538	79

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2790	410

Capacity Analysis Module:

Vol/Sat:	0.12	0.36	0.13	0.04	0.18	0.04	0.04	0.25	0.07	0.05	0.19	0.19
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	4	0	0	0	0	2	5	9	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	8	1020	5	9	729	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	8	1020	5	9	729	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	6	0	7	8	1020	5	9	729	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	4	6	0	7	8	1020	5	9	729	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.46	0.00	0.54	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	0	0	1600	738	0	862	1600	3184	16	1600	3191	9

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.32	0.32	0.01	0.23	0.23
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[22.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	1	0	1	1	0	0
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	7	8	1018	0	0	728	2
Added Vol:	0	0	4	0	0	0	0	2	5	9	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	8	1020	5	9	729	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	8	1020	5	9	729	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	6	0	7	8	1020	5	9	729	2

Critical Gap Module:

Critical Gap:xxxx xxx 6.9 7.5 6.5 6.9 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:xxxx xxx 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflict Vol: xxxx xxx 513 1274 1789 366 731 xxxx xxxxx 1025 xxxx xxxxx
Potent Cap.: xxxx xxx 512 126 82 637 883 xxxx xxxxx 685 xxxx xxxxx
Move Cap.: xxxx xxx 512 123 80 637 883 xxxx xxxxx 685 xxxx xxxxx
Volume/Cap: xxxx xxx 0.01 0.05 0.00 0.01 0.01 xxxx xxx 0.01 xxxx xxx

Level Of Service Module:

2Way95thQ: xxxx xxx 0.0 xxxx xxx xxxxx 0.0 xxxx xxxxx 0.0 xxxx xxxxx
Control Del:xxxx xxx 12.1 xxxx xxx xxxxx 9.1 xxxx xxxxx 10.3 xxxx xxxxx
LOS by Move: * * B * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxx xxxxx xxx 218 xxxxx xxxx xxx xxxxx xxxx xxx xxxxx
SharedQueue:xxxx xxx xxxxx xxxxx 0.2 xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx
Shrd ConDel:xxxx xxx xxxxx xxxxx 22.6 xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx
Shared LOS: * * C * * * * *
ApproachDel: 12.1 22.6 xxxxxx xxxxxx
ApproachLOS: B C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	347	113	63	570	48	38	736	271	128	857	49
Added Vol:	16	5	0	5	2	0	0	16	7	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	352	113	68	572	48	38	752	278	130	857	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	352	113	68	572	48	38	752	278	130	857	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	352	113	68	572	48	38	752	278	130	857	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	352	113	68	572	48	38	752	278	130	857	49

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11
Final Sat.: 1600 1600 1600 1600 1600 1600 1600 3200 1600 1600 3027 173

Capacity Analysis Module:

Vol/Sat: 0.11 0.22 0.07 0.04 0.36 0.03 0.02 0.24 0.17 0.08 0.28 0.28
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	13	0	0	0	0	9	12	30	2	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	11	960	14	32	1002	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	11	960	14	32	1002	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	14	6	0	14	11	960	14	32	1002	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	14	6	0	14	11	960	14	32	1002	3

Sat/Lane:	1600			1600			1600			1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.30	0.00	0.70	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	0	0	1600	480	0	1120	1600	3154	46	1600	3190	10

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.01 0.01 0.30 0.30 0.02 0.31 0.31
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
EXISTING PLUS PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: D[27.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	14	11	951	0	0	999	3
Added Vol:	0	0	13	0	0	0	0	9	12	30	2	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	11	960	14	32	1002	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	11	960	14	32	1002	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	6	0	14	11	960	14	32	1002	3

Critical Gap Module:

Critical Gap:xxxxx xxx 6.9 7.5 6.5 6.9 4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:xxxxx xxx 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx 2.2 xxxx xxxxx

Capacity Module:

Cnflct Vol: xxxx xxx 487 1570 2064 503 1005 xxxx xxxxx 974 xxxx xxxxx
Potent Cap.: xxxx xxx 532 76 55 520 697 xxxx xxxxx 716 xxxx xxxxx
Move Cap.: xxxx xxx 532 71 52 520 697 xxxx xxxxx 716 xxxx xxxxx
Volume/Cap: xxxx xxx 0.03 0.08 0.00 0.03 0.02 xxxx xxx 0.04 xxxx xxx

Level Of Service Module:

2Way95thQ: xxxx xxx 0.1 xxxx xxx xxxxx 0.0 xxxx xxxxx 0.1 xxxx xxxxx
Control Del:xxxxx xxx 12.0 xxxxx xxx xxxxx 10.2 xxxx xxxxx 10.3 xxxx xxxxx
LOS by Move: * * B * * B * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx xxx xxxxx xxx 179 xxxxx xxx xxx xxxxx xxx xxx xxxxx
SharedQueue:xxxxx xxx xxxxx xxxxx 0.4 xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx
Shrd ConDel:xxxxx xxx xxxxx xxxxx 27.6 xxxxx xxxxx xxx xxxxx xxxxx xxx xxxxx
Shared LOS: * * * * D * * * *
ApproachDel: 12.0 27.6 xxxxxx xxxxxx
ApproachLOS: B D * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	2	0	1	1	0	2	1	32	1	2	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	585	212	59	288	62	58	843	112	87	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	585	212	59	288	62	58	843	112	87	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	585	212	59	288	62	58	843	112	87	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	585	212	59	288	62	58	843	112	87	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.11	0.37	0.13	0.04	0.18	0.04	0.04	0.26	0.07	0.05	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR (WITH PROTECTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	2	0	1	1	0	2	1	32	1	2	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	585	212	59	288	62	58	843	112	87	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	585	212	59	288	62	58	843	112	87	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	585	212	59	288	62	58	843	112	87	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	585	212	59	288	62	58	843	112	87	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.11	0.37	0.13	0.04	0.18	0.04	0.04	0.26	0.07	0.05	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR (WITH PROTECTED-PERMITTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	2	0	1	1	0	2	1	32	1	2	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	585	212	59	288	62	58	843	112	87	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	585	212	59	288	62	58	843	112	87	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	585	212	59	288	62	58	843	112	87	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	585	212	59	288	62	58	843	112	87	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.11	0.37	0.13	0.04	0.18	0.04	0.04	0.26	0.07	0.05	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	0	1	0	0	1	0	1	1

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	0	0	0	0	0	36	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1074	0	0	768	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1074	0	0	768	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	7	8	1074	0	0	768	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	7	8	1074	0	0	768	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.46	0.00	0.54	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	738	0	862	1600	3200	0	1600	3192	8

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.34	0.00	0.00	0.24	0.24
Crit Moves:						****	****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: C[20.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	0	0	0	0	0	36	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	7	8	1074	0	0	768	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	7	8	1074	0	0	768	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	7	8	1074	0	0	768	2

Critical Gap Module:

Critical Gap: 7.5 6.5 6.9 6.8 6.5 6.9 4.1 xxxx xxxxxx xxxxxx xxxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxxx xxxxxx xxxxxx

Capacity Module:

Cnflct Vol: 1475 1860 537 1322 1859 385 770 xxxx xxxxxx xxxxxx xxxxxx
Potent Cap.: 90 74 493 150 74 619 854 xxxx xxxxxx xxxxxx xxxxxx
Move Cap.: 88 73 493 149 73 619 854 xxxx xxxxxx xxxxxx xxxxxx
Volume/Cap: 0.00 0.00 0.00 0.04 0.00 0.01 0.01 xxxx xxxxxx xxxxxx xxxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxxx xxxxxx xxxxxx 0.0 xxxx xxxxxx xxxxxx xxxxxx
Control Del:xxxxx xxxx xxxxxx xxxxxx xxxxxx 9.3 xxxx xxxxxx xxxxxx xxxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxxxx xxxxxx 252 xxxxxx xxxx xxxx xxxxxx xxxxxx xxxxxx
SharedQueue:xxxxx xxxx xxxxxx xxxxxx 0.2 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shrd ConDel:xxxxx xxxx xxxxxx xxxxxx 20.0 xxxxxx xxxxxx xxxxxx xxxxxx xxxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 20.0 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	2 0 1	1	0	1 1 0
Volume Module:												
Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	3	0	2	2	0	3	0	27	0	2	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	354	117	66	581	52	39	778	276	133	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	354	117	66	581	52	39	778	276	133	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	354	117	66	581	52	39	778	276	133	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	354	117	66	581	52	39	778	276	133	922	52

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11
Final Sat.: 1600 1600 1600 1600 1600 1600 1600 3200 1600 1600 3029 171

Capacity Analysis Module:

Vol/Sat: 0.10 0.22 0.07 0.04 0.36 0.03 0.02 0.24 0.17 0.08 0.30 0.30
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR (WITH PROTECTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	3	0	2	2	0	3	0	27	0	2	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	354	117	66	581	52	39	778	276	133	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	354	117	66	581	52	39	778	276	133	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	354	117	66	581	52	39	778	276	133	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	354	117	66	581	52	39	778	276	133	922	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3029	171

Capacity Analysis Module:

Vol/Sat:	0.10	0.22	0.07	0.04	0.36	0.03	0.02	0.24	0.17	0.08	0.30	0.30
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR (WITH PROTECTED-PERMITTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	3	0	2	2	0	3	0	27	0	2	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	354	117	66	581	52	39	778	276	133	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	354	117	66	581	52	39	778	276	133	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	354	117	66	581	52	39	778	276	133	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	354	117	66	581	52	39	778	276	133	922	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3029	171

Capacity Analysis Module:

Vol/Sat:	0.10	0.22	0.07	0.04	0.36	0.03	0.02	0.24	0.17	0.08	0.30	0.30
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	0	0	0	0	0	28	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	998	0	0	1070	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	998	0	0	1070	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	14	11	998	0	0	1070	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	6	0	14	11	998	0	0	1070	3

Sat/Lane:	1600			1600			1600			1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.30	0.00	0.70	1.00	2.00	0.00	1.00	1.99	0.01
Final Sat.:	0	1600	0	480	0	1120	1600	3200	0	1600	3191	9

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.01 0.01 0.31 0.00 0.00 0.34 0.34
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT TIA (JN 135991)
FORECAST YEAR 2015 WITHOUT PROJECT CONDITIONS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: C[22.7]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	0	0	0	0	0	28	0	0	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	14	11	998	0	0	1070	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	6	0	14	11	998	0	0	1070	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	14	11	998	0	0	1070	3

Critical Gap Module:

Critical Gp: 7.5 6.5 6.9 6.8 6.5 6.9 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: 3.5 4.0 3.3 3.5 4.0 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:

Cnflct Vol: 1556 2094 499 1593 2092 537 1073 xxxx xxxxx xxxxx xxxx xxxxx
Potent Cap.: 78 53 522 100 53 494 657 xxxx xxxxx xxxxx xxxx xxxxx
Move Cap.: 75 52 522 98 52 494 657 xxxx xxxxx xxxxx xxxx xxxxx
Volume/Cap: 0.00 0.00 0.00 0.06 0.00 0.03 0.02 xxxx xxxxx xxxxx xxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 10.6 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * B * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxx 0 xxxxx xxxx 224 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 22.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * C * * * * *
ApproachDel: xxxxxx 22.7 xxxxxx xxxxxx
ApproachLOS: * C * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	18	5	1	3	1	2	1	38	3	10	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	590	212	61	289	62	58	849	114	95	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	590	212	61	289	62	58	849	114	95	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	590	212	61	289	62	58	849	114	95	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	590	212	61	289	62	58	849	114	95	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.12	0.37	0.13	0.04	0.18	0.04	0.04	0.27	0.07	0.06	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR (WITH PROTECTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	18	5	1	3	1	2	1	38	3	10	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	590	212	61	289	62	58	849	114	95	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	590	212	61	289	62	58	849	114	95	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	590	212	61	289	62	58	849	114	95	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	590	212	61	289	62	58	849	114	95	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.12	0.37	0.13	0.04	0.18	0.04	0.04	0.27	0.07	0.06	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR (WITH PROTECTED-PERMITTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	177	573	207	57	282	59	56	795	109	83	538	79
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	181	585	211	58	288	60	57	811	111	85	549	81
Added Vol:	18	5	1	3	1	2	1	38	3	10	26	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	590	212	61	289	62	58	849	114	95	575	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	590	212	61	289	62	58	849	114	95	575	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	590	212	61	289	62	58	849	114	95	575	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	590	212	61	289	62	58	849	114	95	575	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2798	402

Capacity Analysis Module:

Vol/Sat:	0.12	0.37	0.13	0.04	0.18	0.04	0.04	0.27	0.07	0.06	0.21	0.21
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
AM PEAK HOUR

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	1	1	0	1	1

Volume Module:

Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	4	0	0	0	6	39	5	9	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	14	1077	5	9	769	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	14	1077	5	9	769	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	6	0	7	14	1077	5	9	769	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	4	6	0	7	14	1077	5	9	769	2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.46	0.00	0.54	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	0	0	1600	738	0	862	1600	3185	15	1600	3192	8

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.34	0.34	0.01	0.24	0.24
Crit Moves:	****			****			****			****		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
AM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[25.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	1	0	0	1	1	0	1	1
Volume Module:												
Base Vol:	0	0	0	6	0	7	8	1018	0	0	728	2
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	7	8	1038	0	0	743	2
Added Vol:	0	0	4	0	0	0	6	39	5	9	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	4	6	0	7	14	1077	5	9	769	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	4	6	0	7	14	1077	5	9	769	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	4	6	0	7	14	1077	5	9	769	2

Critical Gap Module:

Critical Gap:xxxxx xxxx 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxx 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxx 541 1355 1898 385 771 xxxxx xxxxx 1082 xxxxx xxxxx
Potent Cap.: xxxxx xxxx 490 110 70 619 853 xxxxx xxxxx 652 xxxxx xxxxx
Move Cap.: xxxxx xxxx 490 107 68 619 853 xxxxx xxxxx 652 xxxxx xxxxx
Volume/Cap: xxxxx xxxx 0.01 0.06 0.00 0.01 0.02 xxxxx xxxxx 0.01 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxx 0.0 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.0 xxxxx xxxxx
Control Del:xxxxx xxxx 12.4 xxxxx xxxxx xxxxx 9.3 xxxxx xxxxx 10.6 xxxxx xxxxx
LOS by Move: * * B * * A * * B * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxx xxxxx xxxxx 192 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 25.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * D * * * *
ApproachDel: 12.4 25.1 xxxxxxx xxxxxxx
ApproachLOS: B D * *

Note: Queue reported is the number of cars per lane.

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	19	5	2	7	2	3	0	43	6	13	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	359	117	71	583	52	39	794	282	144	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	359	117	71	583	52	39	794	282	144	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	359	117	71	583	52	39	794	282	144	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	359	117	71	583	52	39	794	282	144	922	52

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 1.00 1.00 1.89 0.11
Final Sat.: 1600 1600 1600 1600 1600 1600 1600 3200 1600 1600 3029 171

Capacity Analysis Module:

Vol/Sat: 0.11 0.22 0.07 0.04 0.36 0.03 0.02 0.25 0.18 0.09 0.30 0.30
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR (WITH PROTECTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	19	5	2	7	2	3	0	43	6	13	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	359	117	71	583	52	39	794	282	144	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	359	117	71	583	52	39	794	282	144	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	359	117	71	583	52	39	794	282	144	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	359	117	71	583	52	39	794	282	144	922	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3029	171

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.07	0.04	0.36	0.03	0.02	0.25	0.18	0.09	0.30	0.30
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR (WITH PROTECTED-PERMITTED LEFT)

Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 INGLEWOOD BLVD / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	156	347	113	63	570	48	38	736	271	128	857	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	159	354	115	64	581	49	39	751	276	131	874	50
Added Vol:	19	5	2	7	2	3	0	43	6	13	48	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	359	117	71	583	52	39	794	282	144	922	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	359	117	71	583	52	39	794	282	144	922	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	359	117	71	583	52	39	794	282	144	922	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	359	117	71	583	52	39	794	282	144	922	52

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3029	171

Capacity Analysis Module:

Vol/Sat:	0.11	0.22	0.07	0.04	0.36	0.03	0.02	0.25	0.18	0.09	0.30	0.30
Crit Moves:	***			***			***			***		

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - ICU & CMA
PM PEAK HOUR

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	1	0	1
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	13	0	0	0	12	37	12	30	54	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	23	1007	14	32	1074	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	23	1007	14	32	1074	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	14	6	0	14	23	1007	14	32	1074	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	14	6	0	14	23	1007	14	32	1074	3

Sat/Lane:	1600			1600			1600			1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.30	0.00	0.70	1.00	1.97	0.03	1.00	1.99	0.01
Final Sat.:	0	0	1600	480	0	1120	1600	3156	44	1600	3191	9

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.01 0.01 0.32 0.32 0.02 0.34 0.34
Crit Moves: ****

11960 WASHINGTON BLVD MIXED USE PROJECT
YEAR 2015 WITH PROJECT CONDITIONS WITH IMPROVEMENTS - HCM
PM PEAK HOUR

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 DWY #1-ATLANTIC AVE / WASHINGTON BLVD

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[33.0]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	6	0	14	11	951	0	0	999	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	6	0	14	11	970	0	0	1019	3
Added Vol:	0	0	13	0	0	0	12	37	12	30	54	0
Proj Passby:	0	0	1	0	0	0	0	0	2	2	1	0
Initial Fut:	0	0	14	6	0	14	23	1007	14	32	1074	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	14	6	0	14	23	1007	14	32	1074	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	14	6	0	14	23	1007	14	32	1074	3

Critical Gap Module:

Critical Gap:xxxxx xxxxx 6.9 7.5 6.5 6.9 4.1 xxxxx xxxxx 4.1 xxxxx xxxxx
FollowUpTim:xxxxx xxxxx 3.3 3.5 4.0 3.3 2.2 xxxxx xxxxx 2.2 xxxxx xxxxx

Capacity Module:

Cnflct Vol: xxxxx xxxxx 511 1690 2207 539 1077 xxxxx xxxxx 1021 xxxxx xxxxx
Potent Cap.: xxxxx xxxxx 513 62 45 492 655 xxxxx xxxxx 688 xxxxx xxxxx
Move Cap.: xxxxx xxxxx 513 57 41 492 655 xxxxx xxxxx 688 xxxxx xxxxx
Volume/Cap: xxxxx xxxxx 0.03 0.11 0.00 0.03 0.04 xxxxx xxxxx 0.05 xxxxx xxxxx

Level Of Service Module:

2Way95thQ: xxxxx xxxxx 0.1 xxxxx xxxxx xxxxx 0.1 xxxxx xxxxx 0.1 xxxxx xxxxx
Control Del:xxxxx xxxxx 12.2 xxxxx xxxxx xxxxx 10.7 xxxxx xxxxx 10.5 xxxxx xxxxx
LOS by Move: * * B * * B * * B * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx 149 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx 0.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx 33.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * D * * * *
ApproachDel: 12.2 33.0 xxxxxx xxxxxx
ApproachLOS: B D * *

Note: Queue reported is the number of cars per lane.

APPENDIX F – Left Turn Phasing Queuing Analysis Worksheets

Queuing and Blocking Report
Without 11955 Access Restriction

11960 WASHINGTON BLVD
EXISTING - AM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	73	310	243	150	326	339	120	125	399	44	114	483
Average Queue (ft)	26	168	113	131	275	177	9	50	143	24	95	315
95th Queue (ft)	65	251	220	167	427	376	58	114	315	41	140	539
Link Distance (ft)		406	406		326	326			477	477		449
Upstream Blk Time (%)					53	10						9
Queuing Penalty (veh)					196	38						0
Storage Bay Dist (ft)	200			125			100	100			90	
Storage Blk Time (%)		5		82		1	0	19	8		12	35
Queuing Penalty (veh)		3		221		1	0	53	5		69	62

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	464
Average Queue (ft)	105
95th Queue (ft)	339
Link Distance (ft)	449
Upstream Blk Time (%)	2
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: WASHINGTON BLVD & ATLANTIC AVE

Movement	EB	WB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	31	642	642	30
Average Queue (ft)	4	268	234	4
95th Queue (ft)	21	702	645	20
Link Distance (ft)		627	627	404
Upstream Blk Time (%)		15	4	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	115			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 648

Queuing and Blocking Report
Without 11955 Access Restriction

11960 WASHINGTON BLVD
EXISTING - PM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	48	182	166	175	326	348	125	124	529	493	115	484
Average Queue (ft)	10	122	123	163	314	287	40	77	492	397	112	335
95th Queue (ft)	34	186	183	177	373	422	135	160	541	711	119	582
Link Distance (ft)		406	406		323	323			477	477		449
Upstream Blk Time (%)					81	39			81	64		26
Queuing Penalty (veh)					437	212			0	0		0
Storage Bay Dist (ft)	200			150			100	100			90	
Storage Blk Time (%)		0		99	1	12	0	0	71		86	2
Queuing Penalty (veh)		0		425	1	6	0	0	45		297	3

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	464
Average Queue (ft)	145
95th Queue (ft)	463
Link Distance (ft)	449
Upstream Blk Time (%)	9
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: WASHINGTON BLVD & ATLANTIC AVE

Movement	EB	WB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	31	692	644	94
Average Queue (ft)	2	482	434	29
95th Queue (ft)	15	842	832	67
Link Distance (ft)		629	629	402
Upstream Blk Time (%)		40	36	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	115			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1426

Queuing and Blocking Report
Without 11955 Access Restriction

11960 WASHINGTON BLVD
EXISTING WITH PROJECT - AM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	70	262	214	150	328	378	125	124	175	76	114	371
Average Queue (ft)	21	151	98	144	298	232	17	32	110	24	99	228
95th Queue (ft)	54	253	202	159	415	420	87	82	166	59	133	360
Link Distance (ft)	406		406	317		317	477		477	449		
Upstream Blk Time (%)					60	3						
Queuing Penalty (veh)					219	11						
Storage Bay Dist (ft)	200			125			100	100			90	
Storage Blk Time (%)	4		95		0	6	0	8		27		25
Queuing Penalty (veh)	2		256		0	4	0	5		158		48

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	44
95th Queue (ft)	83
Link Distance (ft)	449
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	NB	SB
Directions Served	L	T	TR	LTR	LTR
Maximum Queue (ft)	29	511	414	30	30
Average Queue (ft)	4	249	191	8	21
95th Queue (ft)	19	495	411	29	42
Link Distance (ft)	626		626	191	401
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	115				
Storage Blk Time (%)	63				
Queuing Penalty (veh)	6				

Network Summary

Network wide Queuing Penalty: 709

Queuing and Blocking Report
Without 11955 Access Restriction

11960 WASHINGTON BLVD
EXISTING WITH PROJECT - PM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	223	291	421	175	334	363	125	125	521	513	114	464
Average Queue (ft)	83	160	163	163	321	230	17	72	474	399	80	146
95th Queue (ft)	209	266	335	172	329	431	87	154	570	697	140	337
Link Distance (ft)	406		406	317		317	477		477	449		
Upstream Blk Time (%)					0	86	33	75		60	1	
Queuing Penalty (veh)					0	439	167	0		0	0	
Storage Bay Dist (ft)	200			150			100	100			90	
Storage Blk Time (%)	0	7	100		0	6	0	0	71	30		7
Queuing Penalty (veh)	0	3	428		0	3	0	0	48	107		13

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	64
Average Queue (ft)	28
95th Queue (ft)	50
Link Distance (ft)	449
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	WB	NB	SB
Directions Served	L	L	T	TR	LTR	LTR
Maximum Queue (ft)	29	124	660	641	31	50
Average Queue (ft)	2	10	515	235	10	22
95th Queue (ft)	14	62	862	677	32	44
Link Distance (ft)			626	626	191	401
Upstream Blk Time (%)			57	1		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)	115	100				
Storage Blk Time (%)	0		86			
Queuing Penalty (veh)	0		27			

Zone Summary

Zone wide Queuing Penalty: 1235

Queuing and Blocking Report

11960 WASHINGTON BLVD
2015 WITHOUT PROJECT - AM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	130	231	166	175	342	336	125	124	190	69	114	251
Average Queue (ft)	40	147	102	160	290	257	16	40	101	28	80	173
95th Queue (ft)	100	218	179	176	422	429	85	102	177	62	153	270
Link Distance (ft)		406	406		326	326			477	477		449
Upstream Blk Time (%)					44	21						
Queuing Penalty (veh)					171	81						
Storage Bay Dist (ft)	200			150			100	100			90	
Storage Blk Time (%)		1		89		3	0	1	6		10	24
Queuing Penalty (veh)		0		255		3	0	3	4		57	44

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	107
Average Queue (ft)	55
95th Queue (ft)	92
Link Distance (ft)	449
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: WASHINGTON BLVD & ATLANTIC AVE

Movement	EB	WB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	32	633	634	31
Average Queue (ft)	13	201	164	10
95th Queue (ft)	37	562	535	33
Link Distance (ft)		627	627	404
Upstream Blk Time (%)		10	10	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	115			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 618

Queuing and Blocking Report

11960 WASHINGTON BLVD
2015 WITHOUT PROJECT - PM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	T	TR	L	T	T	L	T	R	L	T	R
Maximum Queue (ft)	224	279	228	175	348	367	124	511	492	115	465	464
Average Queue (ft)	55	149	119	168	325	249	80	412	176	114	463	429
95th Queue (ft)	168	228	205	180	335	444	173	583	546	115	469	601
Link Distance (ft)		406	406		323	323		477	477		449	449
Upstream Blk Time (%)					84	22		40	23		83	44
Queuing Penalty (veh)					454	120		0	0		0	0
Storage Bay Dist (ft)	200			150			100			90		
Storage Blk Time (%)		2		98	0	7	1	70		99	4	
Queuing Penalty (veh)		1		452	0	4	8	46		349	6	

Intersection: 7: WASHINGTON BLVD & ATLANTIC AVE

Movement	EB	WB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	31	681	643	72
Average Queue (ft)	4	542	439	29
95th Queue (ft)	21	833	773	65
Link Distance (ft)		629	629	402
Upstream Blk Time (%)		44	1	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	115			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1440

Queuing and Blocking Report
Assuming 11955 Access Restriction

11960 WASHINGTON BLVD TIA
2015 WITH PROJECT - AM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	UL	T	T	R	L	T	R	L	T
Maximum Queue (ft)	91	226	190	175	326	358	121	124	490	49	114	512
Average Queue (ft)	27	142	114	167	311	274	8	77	208	24	97	345
95th Queue (ft)	71	209	179	180	348	419	58	156	404	47	143	534
Link Distance (ft)		406	406		317	317			477	477		449
Upstream Blk Time (%)					61	29			1			16
Queuing Penalty (veh)					240	113			0			0
Storage Bay Dist (ft)	200			150			100	100			90	
Storage Blk Time (%)		1		96	4	2	0	25	25		22	37
Queuing Penalty (veh)		0		274	3	2	0	71	15		129	74

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	466
Average Queue (ft)	138
95th Queue (ft)	411
Link Distance (ft)	449
Upstream Blk Time (%)	4
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	WB	NB	SB
Directions Served	UL	L	T	TR	LTR	LTR
Maximum Queue (ft)	29	124	641	638	30	30
Average Queue (ft)	10	10	294	248	2	8
95th Queue (ft)	32	62	679	642	14	29
Link Distance (ft)			626	626	191	401
Upstream Blk Time (%)			22	19		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)	115	100				
Storage Blk Time (%)		0	65			
Queuing Penalty (veh)		0	6			

Network Summary

Network wide Queuing Penalty: 929

Queuing and Blocking Report
Assuming 11955 Access Restriction

11960 WASHINGTON BLVD
2015 WITH PROJECT - AM PEAK - E/W Protected Left @ Inglewood

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	UL	T	T	R	L	T	R	L	T
Maximum Queue (ft)	224	421	421	106	180	167	124	124	342	50	115	478
Average Queue (ft)	84	306	248	53	97	81	17	68	176	25	113	456
95th Queue (ft)	227	485	402	99	152	141	84	125	285	47	117	493
Link Distance (ft)		406	406		317	317			477	477		449
Upstream Blk Time (%)		7	2									36
Queuing Penalty (veh)		0	0									0
Storage Bay Dist (ft)	200			150				100	100		90	
Storage Blk Time (%)		32			1	2	0	11	25		60	31
Queuing Penalty (veh)		18			1	1	0	31	16		354	61

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	462
Average Queue (ft)	264
95th Queue (ft)	585
Link Distance (ft)	449
Upstream Blk Time (%)	3
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	SB
Directions Served	UL	L	LTR
Maximum Queue (ft)	47	26	51
Average Queue (ft)	7	3	13
95th Queue (ft)	31	18	41
Link Distance (ft)			401
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	115	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 482

Queuing and Blocking Report
Assuming 11955 Access Restriction

11960 WASHINGTON BLVD

2015 WITH PROJECT - AM PEAK - E/W Protected-Permitted Left @ Inglewood

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	T	TR	UL	T	T	L	T	R	L	T	R
Maximum Queue (ft)	225	421	440	45	121	113	106	281	28	114	512	452
Average Queue (ft)	140	389	332	36	78	60	80	197	21	114	477	365
95th Queue (ft)	310	450	455	51	126	119	125	274	38	114	507	647
Link Distance (ft)		406	406		317	317		477	477		449	449
Upstream Blk Time (%)		17	7								59	10
Queuing Penalty (veh)		0	0								0	0
Storage Bay Dist (ft)	200			150			100			90		
Storage Blk Time (%)	0	49				0	17	26		72	25	
Queuing Penalty (veh)	0	28				0	50	16		423	49	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	SB
Directions Served	UL	L	LTR
Maximum Queue (ft)	29	26	30
Average Queue (ft)	17	10	12
95th Queue (ft)	41	31	36
Link Distance (ft)			401
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	115	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 567

Queuing and Blocking Report
Assuming 11955 Access Restriction

11960 WASHINGTON BLVD

2015 WITH PROJECT - PM PEAK

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	T	TR	UL	T	T	L	T	R	L	T	R
Maximum Queue (ft)	111	277	198	175	347	353	125	516	520	115	483	464
Average Queue (ft)	41	156	126	171	316	245	84	494	460	114	406	249
95th Queue (ft)	102	235	189	182	377	389	155	504	651	115	548	598
Link Distance (ft)		406	406		317	317		477	477		449	449
Upstream Blk Time (%)					71	9		83	44		58	15
Queuing Penalty (veh)					391	49		0	0		0	0
Storage Bay Dist (ft)	200			150			100			90		
Storage Blk Time (%)		2		95	1	12	16	67		96	5	
Queuing Penalty (veh)		1		437	1	6	93	48		344	8	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	WB	NB	SB
Directions Served	UL	L	T	TR	LTR	LTR
Maximum Queue (ft)	53	124	660	641	30	93
Average Queue (ft)	17	35	381	328	16	30
95th Queue (ft)	45	125	737	709	40	80
Link Distance (ft)			626	626	191	401
Upstream Blk Time (%)			13	8		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)	115	100				
Storage Blk Time (%)		0	75			
Queuing Penalty (veh)		0	24			

Zone Summary

Zone wide Queuing Penalty: 1402

Queuing and Blocking Report

Assuming 11955 Access Restriction

11960 WASHINGTON BLVD

2015 WITH PROJECT - PM PEAK - E/W Protected Left @ Ingle wood

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	WB	SE	SE	SE	NW	NW
Directions Served	L	T	TR	UL	T	T	R	L	T	R	L	T
Maximum Queue (ft)	224	421	421	174	317	301	124	124	529	511	114	464
Average Queue (ft)	30	279	255	67	170	134	17	95	489	397	113	347
95th Queue (ft)	123	443	436	148	271	232	86	162	538	704	115	508
Link Distance (ft)		406	406		317	317			477	477		449
Upstream Blk Time (%)		4	2		0	0			74	34		18
Queuing Penalty (veh)		0	0		1	0			0	0		0
Storage Bay Dist (ft)	200			150			100	100			90	
Storage Blk Time (%)		23		0	9	13	0	3	73		64	19
Queuing Penalty (veh)		9		1	13	7	0	17	52		229	33

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	NW
Directions Served	R
Maximum Queue (ft)	449
Average Queue (ft)	62
95th Queue (ft)	236
Link Distance (ft)	449
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	WB	NB	SB
Directions Served	UL	L	T	LTR	LTR
Maximum Queue (ft)	30	49	73	50	52
Average Queue (ft)	12	16	5	11	18
95th Queue (ft)	34	44	35	39	49
Link Distance (ft)			626	191	401
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	115	100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Zone Summary

Zone wide Queuing Penalty: 362

Queuing and Blocking Report

Assuming 11955 Access Restriction

11960 WASHINGTON BLVD

2015 WITH PROJECT - PM PEAK - E/W Protected-Permitted Left @ Ingle wood

Intersection: 4: INGLEWOOD BLVD & WASHINGTON BLVD

Movement	EB	EB	EB	WB	WB	WB	SE	SE	SE	NW	NW	NW
Directions Served	L	T	TR	UL	T	T	L	T	R	L	T	R
Maximum Queue (ft)	224	421	438	65	183	156	124	492	492	114	464	464
Average Queue (ft)	58	311	310	36	149	114	72	459	216	113	372	202
95th Queue (ft)	197	530	556	63	193	162	153	526	589	115	538	546
Link Distance (ft)		406	406		317	317		477	477		449	449
Upstream Blk Time (%)		10	7					36	13		10	4
Queuing Penalty (veh)		0	0					0	0		0	0
Storage Bay Dist (ft)	200			150			100			90		
Storage Blk Time (%)		27		6	8	7	71			62	30	
Queuing Penalty (veh)		10		9	4	39	50			223	53	

Intersection: 7: PROJECT SITE ACCESS/ATLANTIC AVE & WASHINGTON BLVD

Movement	EB	WB	NB	SB
Directions Served	UL	L	LTR	LTR
Maximum Queue (ft)	30	49	22	52
Average Queue (ft)	12	20	4	16
95th Queue (ft)	35	51	19	51
Link Distance (ft)			191	401
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	115	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 389