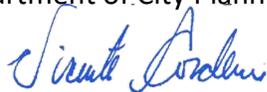


**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

7500 N. Chaminade Ave  
LADOT Case No. SFV23-114459  
LADOT Project ID No. 54764

Date: May 16, 2023

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



From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR CHAMINADE COLLEGE PREPARATORY HIGH SCHOOL DEVELOPMENT LOCATED AT 7500 NORTH CHAMINADE AVENUE, 23241 WEST COHASSET STREET, 23260 WEST SATICOY STREET, 23217-23255 WEST SATICOY STREET, AND 7619-7629 NORTH WOODLAKE AVENUE (CPC-2009-1477-CU-ZV-ZAA-SPR)**

The Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Armen Hovanessian Transportation Consulting (AHTC, Inc.), dated May 4, 2023, for the proposed Chaminade College Preparatory High School development located at 7500 North Chaminade Avenue, 23241 West Cohasset Street, 23260 West Saticoy Street, 23217-23255 West Saticoy and 7619-7629 North Woodlake Avenue in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Planning Area of the City of Los Angeles. On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Based on the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG), the proposed project would not result in a significant transportation impact on VMT as described below.

**DISCUSSION AND FINDINGS**

A. Project Description

The proposed project consists of the update and expansion of the existing Chaminade College Preparatory High School campus. The revised campus plan will include a total lot area of approximately 25.86 acres, including: 1) a new three-story school building, updated parking areas, remodeled athletic fields, new student quads, and renovated classrooms, student service centers and offices on the existing campus located on approximately 21.03 acres, at 7500 North Chaminade Avenue, 23241 West Cohasset Street and 23260 West Saticoy Street, 2) an expanded school campus area of approximately 4.83 acres located across Saticoy Street, at 23217-23255 West Saticoy Street and 7619-7629 North Woodlake Avenue, proposed for new athletic fields, an aquatic center/outdoor swimming pool, and accessory facilities/structures and associated surface parking facilities, and 3) a new pedestrian bridge

across Saticoy Street. The project area map can be seen in **Attachment A**. No increase in the maximum permitted student enrollment (1,360 students) is proposed. Upon project completion, the revised campus plan for the High School will include a total of approximately 193,818 square feet of Floor Area and approximately 501 on-site surface parking spaces. The school site and parking lots are accessible from four different two-way driveways on Cohasset Street, Chaminade Avenue, Keswick Street, and Saticoy Street. Vehicular access to the North Campus project site will be provided via three proposed two-way driveways including two driveways on Saticoy Street and one driveway on Woodlake Avenue. The project is expected to be completed by the year 2035.

B. CEQA Screening Threshold

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips (DVT) screening threshold set forward by the TAG. The City of Los Angeles VMT Calculator Tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, determined that the project does **not** exceed the net 250 DVT threshold. The assessment determined that the project would generate a 1,178 net decrease in DVT and a 10,404 net decrease in daily VMT. The reduction in net DVT is the result of eliminating the shopping plaza which is a high trip generator use and replacing it with an athletic facility for the school use such as competitions and practices. As for community service, the school will provide limited access to other schools and the local community to benefit from the use of the athletic facilities.

Since the project's net DVT does not exceed the net 250 DVT threshold, further transportation impact assessment would not be required. Therefore, it was concluded that the implementation of the proposed project would not result in a significant VMT impact. A copy of the VMT calculator-screening pages are provided in **Attachment B**.

C. Access and Circulation

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

- Keswick Street & Saticoy Street
- Cohasset Street & Platt Avenue
- Cohasset Street & Woodlake Avenue
- Saticoy Street & Woodlake Avenue

**Existing and Cumulative Traffic Conditions**

Traffic volume counts were obtained for vehicular turning movements at the above study intersections. Vehicular turning movement counts were conducted on Wednesday, January 18, 2023, during the typical commuter hours of 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM, to obtain existing traffic volumes for the AM and PM peak hours respectively. To account for the future ambient traffic growth from intensification of existing developments and other projects that are located further than a half mile from the project site, the existing traffic volumes were increased by an ambient growth rate of 1% per year to the anticipated year of completion 2035.

Under the HCM methodology, level of service (LOS) at signalized and unsignalized intersections is defined based on the delay experienced per vehicle. The results for the Existing (2023), Existing (2023) Plus Project, Future (2035) Without Project, and Future (2035) Plus Project traffic conditions are shown in **Attachment C**. With the addition of the project traffic to the future traffic, the level of services for all traffic movements at the study intersections will remain substantially the same except for four traffic movements. However, the queueing length for all four traffic movements will only increase by less than one car length with negligible delay. Therefore, the project does not add any substantial amount of traffic to the study intersections. LADOT finds that the transportation assessment adequately evaluated potential project-related delays and level of service at the studied intersections.

### **Student Drop-Off/Pick-Up**

AHTC, Inc. has prepared a Traffic management Plan (TMP) for the Chaminade College Preparatory High School to establish procedures related to student drop-off and pick-up operations.

The school site and parking lots are accessible from four different two-way driveways on Cohasset Street, Chaminade Avenue, Keswick Street, and Saticoy Street. These driveways are to be used for school faculty, staff, students, parents, and visitors. The Keswick driveway serves as an exit only driveway during the drop-off and pick-up times. Additionally, there is one on-street area on Saticoy Street used by school buses for student drop-off and pick-up with direct access to a pedestrian gate on the south side of Saticoy Street. The addition of the North Campus to the existing school operations will provide for three additional gated access points for the North Campus. There will be two two-way driveways on Saticoy Street serving the new (second) Senior Parking lot and one two-way driveway on Woodlake Avenue serving the parking lot adjacent to the aquatic center.

#### School Access Points:

1. Cohasset Street School Access

The main gate located on Cohasset Street is designated to be used by sophomores, juniors, and staff. This access point provides ingress and egress access to the “Junior Parking Lot” with 216 parking spaces intended for self-driving junior students and staff. Approximately 196 self-driving juniors park at this location with 20 staff members. Parent drop-off or pick-up is not allowed anywhere on the Junior Parking Lot.

Currently, parking is allowed on the north side of Cohasset Street east of Chaminade Avenue. The project proposes to install a passenger loading zone along the 400-foot school frontage on the north side of Cohasset Street to accommodate student drop-off and pick-up for queuing capacity for 20 vehicles along with bus loading and unloading for certain student activities usually occurring outside of normal drop-off and pick-up times.

2. Chaminade Avenue School Access

Currently there is an onsite designated student drop-off and pick-up zone with vehicles entering the school main campus from the Chaminade Avenue gate and traveling northerly through the designated campus drop-off and pick-up zone and exiting through the Keswick Street “exit only” gate. Currently, parking is allowed on the eastside of Chaminade Avenue north of Cohasset Street. The project proposes to install no parking time restricted

signs for the AM and PM drop-off and pick-up times along the 600-foot school frontage on the eastside of Chaminade Avenue north of Cohasset Street. The parking restriction would allow queueing vehicles to form a line closer to the eastside of the street thereby avoid blocking the roadway.

3. Saticoy Street School Access (Main Campus)

The gate located on the south side of Saticoy Street is designated to be used by seniors and staff. This access point provides ingress and egress access to the "Senior Parking Lot" with 168 parking spaces intended for self-driving students. Parent drop-off or pick-up is not allowed at this access point or anywhere on the Senior Parking Lot.

4. Saticoy Street School Access (North Campus)

The gates located on the north side of Saticoy Street are designated to be used by seniors and staff to access 86 parking spaces. This access point provides ingress and egress access to the new Senior Parking Lot intended for self-driving students and staff. Parent drop-off or pick-up is not allowed at this access point or anywhere on the new Senior Parking Lot.

5. Woodlake Avenue School Access

The gate located on the west side of Woodlake Avenue is designated to be used by seniors and staff. This access point provides ingress and egress access to the new Senior Parking Lot intended for self-driving students and staff. Parent drop-off or pick-up is not allowed at this access point or anywhere on the new Senior Parking Lot.

The school proposes to execute many traffic management steps during the school drop-off and pick-up peak periods to minimize the impacts to the surrounding neighborhood, the adjacent roadways, including using staff to assist in loading and unloading students. The school should strive for improving efficiency of the drop-off and pick-up operations by continually training staff on the procedures and distributing the traffic management information to the parents. This will help to minimize the disruptions to non-school traffic flow in the vicinity of the school.

LADOT finds that the TMP adequately evaluated the drop-off and pick-up operations at the school. The applicant shall consult with the LADOT West Valley District Office for the appropriate parking restriction signage.

## **PROJECT REQUIREMENTS**

A. CEQA-Related Mitigation

There are no CEQA related mitigation requirements required for this project.

B. Non-CEQA-Related Requirements and Considerations

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

1. Construction Impacts

LADOT recommends that a construction worksite traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section for review and approval prior to the start of any construction work. Refer to <https://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that construction related traffic be restricted to off-peak hours to the extent possible.

2. Highway Dedication and Street Widening Requirements

Per the Mobility Element of the General Plan, **Chaminade Avenue** is designated as a local street and would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **Cohasset Street** is designator as a collector street and would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Saticoy Street** is designated as an Avenue II and would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. **Woodlake Avenue** is designated as an Avenue II and would require a 28-foot half-width roadway within a 43-foot half-width right-of-way.

The applicant should check with Bureau of Engineering's Land Development Group to determine if there are any applicable highway dedication, street widening, and/or sidewalk requirements for this project.

3. Parking Requirements

The revised campus plan proposes to provide approximately 501 on-site parking spaces upon project completion. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

4. Driveway Access and Circulation

The school site and parking lots are accessible from four different two-way driveways on Cohasset Street, Chaminade Avenue, Keswick Street, and Saticoy Street. These driveways are to be used for school faculty, staff, students, parents, and visitors. The Keswick Street driveway serves as an exit only driveway during the drop-off and pick-up times.

Currently, the existing shopping center on the northwest corner of Saticoy Street and Woodlake Avenue has four existing two-way driveways on Saticoy Street and two existing two-way driveways off Woodlake Avenue. The project proposes to reduce the number of driveways such that vehicular access to the project site will be provided via three proposed two-way driveways. Two two-way driveways are proposed on Saticoy Street serving the new (second) Senior Parking lot and one two-way driveway is proposed on Woodlake Avenue serving the parking lot adjacent to the aquatic center. A copy of the project site plan is shown in **Attachment D**.

The applicant shall consult with the LADOT West Valley District Office for the appropriate signage for the proposed passenger loading zone for drop-off and pick-up on Cohasset Street along with any other parking restriction signage that may be needed.

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

5. Development Review Fees

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

If you have any questions, please contact Sheila Ahorian of my staff at (818) 374-4690.

Attachments

*J:\Projects\SFV\54764-7500 N Chaminade Ave*

cc: Dan Rosales, Council District 12  
Silva Abramian, LADOT West Valley District  
Ali Nahass, BOE Valley District  
Quyen Phan, BOE Land Development Group  
Armen Hovanessian, Armen Hovanessian Transportation Consulting (AHTC, Inc.)

# Attachment A Project Area Map



# Attachment B

## City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

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

### Project Information

Project:

Scenario:

Address:

Yes    No

### Existing Land Use

Land Use Type	Value	Unit
Housing   Single Family		DU
Retail   General Retail	53.5	kcf
School   High School	1360	Students

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

### Project Screening Summary

Existing Land Use	Proposed
<b>3,981</b> <small>Daily Vehicle Trips</small>	<b>2,803</b> <small>Daily Vehicle Trips</small>
<b>33,085</b> <small>Daily VMT</small>	<b>22,681</b> <small>Daily VMT</small>

Tier 1 Screening Criteria

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

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips -1,178  
Net Daily Trips

The net increase in daily VMT ≤ 0 -10,404  
Net Daily VMT

The proposed project consists of only retail land uses < 50,000 square feet total. 0.000  
kcf

The proposed project is not required to perform VMT analysis.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

### Project Information

Project:

Scenario:

Address:

### TDM Strategies

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

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

#### A Parking

Reduce Parking Supply:  city code parking provision for the project site

Proposed Pj    Mitigation    actual parking provision for the project site

Unbundle Parking:  monthly parking cost (dollar) for the project site

Proposed Pj    Mitigation

Parking Cash-Out:  percent of employees eligible

Proposed Pj    Mitigation

Price Workplace Parking:  daily parking charge (dollar)

Proposed Pj    Mitigation    percent of employees subject to priced parking

Residential Area Parking Permits:  cost (dollar) of annual permit

Proposed Pj    Mitigation

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

### Analysis Results

Proposed Project	With Mitigation
<b>2,803</b> <small>Daily Vehicle Trips</small>	<b>2,803</b> <small>Daily Vehicle Trips</small>
<b>22,681</b> <small>Daily VMT</small>	<b>22,681</b> <small>Daily VMT</small>
N/A <small>Household VMT per Capita</small>	N/A <small>Household VMT per Capita</small>
N/A <small>Work VMT per Employee</small>	N/A <small>Work VMT per Employee</small>

Significant VMT Impact?

<b>Household: N/A</b> <small>Threshold = 9.4 15% Below APC</small>	<b>Household: N/A</b> <small>Threshold = 9.4 15% Below APC</small>
<b>Work: N/A</b> <small>Threshold = 11.6 15% Below APC</small>	<b>Work: N/A</b> <small>Threshold = 11.6 15% Below APC</small>

## Attachment C

### Summary of Delay and Levels of Service (LOS)

Table 11 – LOS Existing Conditions

Study Intersection	Int. Control	Approach	Movement	Existing					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	10.6	B	53	6.9	A	30
			through	5.3	A	26	6.3	A	50
			right	5.3	A		6.3	A	
		SB	left	6.8	A	51	6.6	A	4
			through	7	A	75	6	A	30
			right	7.1	A		6	A	
		WB	left		A			A	
			through	10.6	B	48	7.8	A	13
			right		A			A	
		EB	left		A			A	
			through	11.4	B	51	9	A	56
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.3	B	0.7	9.6	A	0.5
			through	9.1	A	0.3	8.8	A	0.2
			right	8.8	A	0.6	8.1	A	0.3
		SB	left	11.10	B	0.8	9.5	A	0.3
			through	9.8	A	0.4	9.1	A	0.2
			right		A			A	
		WB	left		A			A	
			through	10.4	B	0.7	10.9	B	1.4
			right		A			A	
		EB	left		A			A	
			through	11.1	B	1.4	9.1	A	0.7
			right		A			A	
Salicoy Street & Woodlake Avenue	All Way Stop Control	NB	left	16.1	C	1.3	13.9	B	1.7
			through	17.1	C	1.9	16.5	C	3.1
			right		A			A	
		SB	left	24.7	C	4	13.6	B	1.3
			through	19.3	C	2.7	11.7	B	0.7
			right		A			A	
		WB	left	31	D	5.5	14.9	B	1.8
			through	17.1	C	2.2	12.9	B	1.4
			right		A			A	
		EB	left		A			A	
			through	27.4	D	4.8	14.6	B	1.7
			right		A			A	
Koswick Street & Salicoy Street	All Way Stop Control	NB	right	15.4	C	1.8	9.9	A	0.2
			left	10.8	B	0.9	8.9	A	0.7
			through	9.8	A	0.5	8.4	A	0.5
		SB	right		A			A	
			left	10.5	B	0.9	8.5	A	0.4
			through	10.4	B	0.9	8.4	A	0.5
		WB	right		A			A	
			left		A			A	
			through	8.9	A	0.1	8	A	0.1
		EB	right		A			A	
			left		A			A	
			through	13.5	B	3.3	8	A	0.3
right		A			A				

## Attachment C (cont'd)

### Summary of Delay and Levels of Service (LOS)

Table 12 – LOS Existing + Project Conditions

Study Intersection	Int. Control	Approach	Movement	Existing + Project							
				AM			PM				
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)		
Cohasset Street & Woodlale Avenue	Traffic Signal	NB	left	10.6	B	53	7.1	A	30		
			through	5.3	A	26	6.4	A	54		
			right	5.3	A		6.4	A			
		SB	left	6.8	A	51	6.8	A	6		
			through	7	A	75	6.1	A	33		
			right	7.1	A		6.1	A			
		WB	left		A			A			
			through	10.6	B	48	7.9	A	15		
			right		A			A			
		EB	left		A			A			
			through	11.4	B	51	9.1	A	59		
			right		A			A			
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.3	B	0.7	9.9	A	0.5		
			through	9.1	A	0.3	9.1	A	0.4		
			right	8.8	A	0.6	8.2	A	0.3		
		SB	left	11.10	B	0.8	9.8	A	0.4		
			through	9.8	A	0.4	9.5	A	0.4		
			right		A			A			
		WB	left		A			A			
			through	10.4	B	0.7	11.4	B	1.5		
			right		A			A			
		EB	left		A			A			
			through	11.1	B	1.4	9.6	A	0.8		
			right		A			A			
Salicoy Street & Woodlale Avenue	All Way Stop Control	NB	left	16.1	C	1.3	17.2	C	2.5		
			through	17.1	C	1.9	19.5	C	3.8		
Kewick Street & Salicoy Street	All Way Stop Control	SB	right		A			A			
			left	24.7	C	4	15.2	C	1.5		
			through	19.3	C	2.7	13.3	B	1.1		
		WB	right		A			A			
			left	31	D	5.5	17.1	C	2.2		
			through	17.1	C	2.2	14.9	B	1.8		
		EB	right		A			A			
			left		A			A			
			through	27.4	D	4.8	18.6	C	2.7		
		Kewick Street & Salicoy Street	All Way Stop Control	NB	right	15.4	C	1.8	10.9	B	0.4
					left	10.8	B	0.9	9.8	A	1
					through	9.8	A	0.5	8.7	A	0.6
SB	right				A			A			
	left			10.5	B	0.9	8.9	A	0.6		
	through			10.4	B	0.9	8.8	A	0.6		
WB	right				A			A			
	left				A			A			
	through			8.9	A	0.1	8.3	A	0.1		
EB	right				A			A			
	left				A			A			
	through			13.5	B	3.3	8.5	A	0.5		
right		A			A						

## Attachment C (cont'd)

### Summary of Delay and Levels of Service (LOS)

Table 13 – LOS Future without Project Conditions

Study Intersection	Int. Control	Approach	Movement	Future w/o Project					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	11.6	B	92	7.3	A	35
			through	5	A	30	6.5	A	60
			right	5	A		6.5	A	
		SB	left	5.4	A	9	6.9	A	5
			through	6.9	A	93	6.1	A	34
			right	6.9	A		6.2	A	
		WB	left		A			A	
			through	12	B	53	8.1	A	15
			right		A			A	
		EB	left		A			A	
			through	13.1	B	57	9.5	A	68
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.9	B	0.8	10.1	B	0.6
			through	9.5	A	0.4	9.1	A	0.3
			right	9.4	A	0.7	8.4	A	0.3
		SB	left	11.9	B	1	10	A	0.4
			through	10.3	B	0.5	9.5	A	0.3
			right		A			A	
		WB	left		A			A	
			through	11.1	B	0.8	11.9	B	1.7
			right		A			A	
		EB	left		A			A	
			through	12.3	B	1.8	9.7	A	0.8
			right		A			A	
Salicoy Street & Woodlake Avenue	All Way Stop Control	NB	left	18.7	C	1.8	16	C	2.2
			through	20.9	C	2.7	21.2	C	4.5
			right		A			A	
		SB	left	35.2	E	5.9	15.5	C	1.7
			through	24.8	C	3.9	12.8	B	0.9
			right		A			A	
		WB	left	49.7	E	8.3	17.3	C	2.4
			through	21.2	C	3	14.7	B	1.9
			right		A			A	
		EB	left		A			A	
			through	42	E	7.3	17	C	2.2
			right	18.5	C	2.4	10.5	B	0.2
Kerwick Street & Salicoy Street	All Way Stop Control	NB	left	11.6	B	1.1	9.2	A	0.8
			through	10.3	B	0.6	8.6	A	0.5
			right		A			A	
		SB	left	11.3	B	1.1	8.7	A	0.5
			through	11.2	B	1.1	8.6	A	0.5
			right		A			A	
		WB	left		A			A	
			through	9.3	A	0.1	8.1	A	0.1
			right		A			A	
		EB	left		A			A	
			through	16.2	C	4.4	8.2	A	0.4
			right		A			A	

## Attachment C (cont'd) Summary of Delay and Levels of Service (LOS)

Table 14 – LOS Future + Project Conditions

Study Intersection	Int. Control	Approach	Movement	Future + Project					
				AM			PM		
				Delay (sec)	LOS	95th % Queue (ft)	Delay (sec)	LOS	95th % Queue (ft)
Cohasset Street & Woodlake Avenue	Traffic Signal	NB	left	11.6	B	92	7.3	A	35
			through	5	A	30	6.5	A	63
			right	5	A		6.5	A	
		SB	left	5.4	A	9	7	A	7
			through	6.9	A	93	6.1	A	37
			right	6.9	A		6.2	A	

		WB	left		A			A	
			through	12	B	53	8.3	A	17
			right		A			A	
		EB	left		A			A	
			through	13.1	B	57	9.8	A	71
			right		A			A	
Cohasset Street/March Avenue & Platt Avenue	All-Way Stop Control	NB	left	10.9	B	0.8	10.3	B	0.6
			through	9.5	A	0.4	9.5	A	0.4
			right	9.4	A	0.7	8.5	A	0.3
		SB	left	11.90	B	1	10.3	B	0.4
			through	10.3	B	0.5	9.9	A	0.4
			right		A			A	
		WB	left		A			A	
			through	11.1	B	0.8	12.3	B	1.8
			right		A			A	
		EB	left		A			A	
			through	12.3	B	1.8	10.2	B	0.9
			right		A			A	
Salsbery Street & Woodlake Avenue	All Way Stop Control	NB	left	18.7	C	1.8	20.5	C	3.2
			through	20.9	C	2.7	26.2	D	5.4
			right		A			A	
		SB	left	35.2	E	5.9	17.5	C	2
			through	24.8	C	3.9	14.8	B	1.3
			right		A			A	
		WB	left	49.7	E	8.3	20.3	C	3
			through	21.2	C	3	17.3	C	2.4
			right		A			A	
		EB	left		A			A	
			through	42	E	7.3	22.7	C	3.6
			right	18.5	C	2.4	11.6	B	0.4
Kenwick Street & Salsbery Street	All Way Stop Control	NB	left	11.6	B	1.1	10.1	B	1.2
			through	10.3	B	0.6	8.9	A	0.6
			right		A			A	
		SB	left	11.3	B	1.1	9.1	A	0.6
			through	11.2	B	1.1	9	A	0.7
			right		A			A	
		WB	left		A			A	
			through	9.3	A	0.1	8.5	A	0.1
			right		A			A	
		EB	left		A			A	
			through	16.2	C	4.4	8.7	A	0.6
			right		A			A	

# Attachment D Project Site Plan

