DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: October 25, 2018
Time: after 8:30 a.m.
Place: Van Nuys Civic Center
14410 Sylvan Street
Second Floor
Los Angeles, CA 91401

Public Hearing: March 28, 2018
Appeal Status: Conditional Use is appealable to City Council by any party. Density Bonus is not appealable.
Expiration Date: October 25, 2018
Multiple Approval: Yes

Case No.: CPC-2017-4346-CU-DB
CEQA No.: ENV-2017-4347-CE
Related Case: VTT-78211-CN
Council No.: 10 - Wesson
Plan Area: Wilshire
Specific Plan: None
Certified NC: Wilshire Center - Koreatown
GPLU: High Medium Residential

Zone: R4-2

Applicant: Mark Ross, CGI Strategies
Representative: Jerome Buckmelter, Jerome Buckmelter Associates, Inc.

PROJECT LOCATION: **849 South Fedora Street**

PROPOSED PROJECT: The project involves the demolition of three (3) existing multi-family residential structures and surface parking lots and the subsequent construction, use, and maintenance of a new, seven-story, 83-foot, seven (7) inches in height, 75-unit multi-family residential building. The project will set aside seven (7) units (12% of the base density) for Very Low Income Households. The project proposes a total of 76,228 square feet of floor area on a 21,330 square-foot lot (4.9:1 Floor Area Ratio). The project proposes 75 automobile parking spaces, 75 long-term bicycle parking spaces, and eight (8) short-term bicycle parking spaces within two (2) levels of subterranean parking. The project will observe a southerly side yard setback of eight (8) feet, six (6) inches.

REQUESTED ACTIONS: Pursuant to Section 12.36 of the Los Angeles Municipal Code (Multiple Approval Ordinance), the following requests are provided:

1. Pursuant to CEQA Guidelines, Article 19, Section 15332, an Exemption from CEQA (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies; and

2. Pursuant to Los Angeles Municipal Code (L.A.M.C.) Section 12.24-U,26, a Conditional Use to permit a 37.5% Density Bonus for a Housing Development Project with a total of 75 residential units [with seven (7) units (12% of the base density) set aside for Very Low Income Households], in lieu of the base density of 54 residential units, utilizing Assembly Bill 744 parking option of 0.5 parking spaces per bedroom, and pursuant to LAMC Section 12.24-F, to permit an eight-foot, three-inch southerly side yard setback in lieu of the required 10-foot southerly side yard setback otherwise required in the R4 Zone pursuant to LAMC Section 12.11-C. No density bonus incentives are requested.

3. Pursuant to LAMC Section 12.22-A,25, a Density Bonus to permit a 35% Density Bonus with 11% of the base density set aside for Very Low Income Households and utilizing Assembly Bill 744 parking option of 0.5 parking spaces per bedroom. No Density Bonus Incentives are requested.

RECOMMENDED ACTIONS:

1. **Determine,** based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;

2. **Approve** a Conditional Use Permit to allow a 37.5% Density Bonus for a total of 75 residential units (with seven (7) units, 12% of the base density, set aside for Very Low Income Households), in lieu of the base density of 54 residential units, to allow parking provided per the Assembly Bill 744 parking option of 0.5 spaces per bedroom, and to allow an eight-foot, three-inch southerly side yard setback in lieu of the required 10-foot southerly side yard setback;

3. **Approve** a Density Bonus to permit a 35% Density Bonus with 11% of the base density set aside for Very Low Income Households and utilizing Assembly Bill 744 parking option of 0.5 parking spaces per bedroom;

4. **Adopt** the attached **Conditions of Approval**; and

5. **Adopt** the attached **Findings**.

VINCENT P. BERTONI, AICP
Director of Planning

Nicholas Hendricks
Senior City Planner

Oliver Netburn
City Planner

William Hughen
City Planning Associate

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 532, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300

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PROJECT ANALYSIS

Project Summary

The proposed project involves the demolition of three (3) existing multi-family residential structures and surface parking lots and the subsequent construction, use, and maintenance of a new, seven-story, 83-foot, seven (7) inches high, 75-unit multi-family condominium residential building. Of the proposed residential units, the project will set aside seven (7) units (12% of the base density) for Very Low Income Households. Units will be comprised of a mix of studio, one-bedroom, and two-bedroom units. The project proposes a total of 76,228 square feet of floor area on a 21,330 square-foot lot (4.9:1 Floor Area Ratio).

The project incorporates approximately 8,990 square feet of open space. 8,325 square feet of open space is required. Common open space throughout the project includes a 603 square-foot club room, a 770 square-foot gym, a 2,622 square-foot roof deck, and a 4,195 square-foot courtyard. Private open space throughout the project includes 800 square feet of balconies. The project includes 1,282 square feet of landscaped area dispersed throughout the project, including the planting of 19 new trees.

A total of 75 automobile parking spaces, 75 long-term bicycle parking spaces, and eight (8) short-term bicycle parking spaces are proposed within two (2) levels of subterranean parking. Access to the parking areas is provided via one (1) two-way driveway on Fedora Street. Parking will not be visible from the street.

The project consists of the following:

Project Summary	Total
Residential Units	
Studio	*7*
1-Bedroom	*35*
2-Bedroom	*33*
Total Units	**75**
Open Space	
1st Floor – Club Room	*603 sf*
1st Floor – Gym	*770 sf*
1st Floor –Courtyard	*4,195 sf*
6th Floor - Roof Deck	*2,622 sf*
Private Open Space (balconies)	*800 sf*
Total Open Space Required	**8,325 sf**
Total Open Space	**8,990 sf**
Parking	
Automobile Parking	
Studio	*3.5 spaces*
1-Bedroom	*17.5 spaces*
2-Bedroom	*33 spaces*
Total Automobile Parking Required	**54 spaces**
Total Automobile Parking Provided	**75 spaces**
Bicycle Parking	
Long-Term	*75 spaces*
Short-Term	*8 spaces*
Total Bicycle Parking Required	**83 spaces**
Total Bicycle Parking Provided	**83 spaces**

At the request of the Department of Water and Power (DWP) the project was designed to incorporate an 11-foot, nine-inch northerly side yard setback to provide access to the existing DWP easement at the rear yard. The project provides a 15-foot front yard setback, a 19-foot rear yard setback, an 11-foot, nine-inch northerly side yard setback, and an eight-foot, three-inch southerly side yard setback. Accordingly, to maintain the site's buildable area, as a part of the Conditional Use request, pursuant to LAMC Section 12.24-F, the applicant requests an eight-foot, three-inch southerly side yard setback in lieu of the required 10-foot southerly side yard setback otherwise required in the R4 Zone pursuant to LAMC Section 12.11-C.

In addition, in order to accommodate the DWP easement, as a part of the Conditional Use request, pursuant to LAMC Section 12.24-F, the applicant requests an eight-foot, three-inch southerly side yard setback in lieu of the required 10-foot southerly side yard setback otherwise required in the R4 Zone pursuant to LAMC Section 12.11-C.

The project does not require a Site Plan Review determination because the elimination of the 10 existing units from the base density of 54 units will not result in the creation of 50 units or more.

Background

The subject property is a relatively flat, rectangular, parcel of land comprised of four (4) contiguous lots consisting of 21,330 net square feet of lot area having a frontage of approximately 158.5 feet along the west side of Fedora Street. The subject property is currently developed with three (3), two-story, multi-family residential structures consisting of a total of 10 units. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated January 17, 2018, the property has been improved with ten units within the past five years. HCIDLA has determined that seven (7) units need to be replaced with equivalent replacements units consisting of five (5) units restricted to Very Low Income households and two (2) units restricted to Low Income households. The project will be providing seven (7) units affordable to Very Low Income Households. According to SurveyLA, the existing structures are not considered historic resources.

On May 24, 2018, the Advisory Agency approved a Vesting Tentative Tract Map to allow for the subdivision and merger of four (4) lots in to one (1) lot in conjunction with 75 residential condominium units. No appeals were received.

The subject property is located within a Transit Priority Area in the City of Los Angeles, a Los Angeles State Enterprise Zone, the Wilshire Center/Koreatown Redevelopment Project, and an Adaptive Reuse Incentive Area. The property is located within 500 feet of the Robert F. Kennedy Academy Schools. The property is not located within 500 feet of any public parks.

The property is not located within a Methane Hazard Site and is located within the Puente Hills Blind Thrust fault zone.

General Plan Land Use Designation

The Wilshire Community Plan designates the subject property for High Medium Residential land uses, corresponding to the R4 Zone. The subject property is zoned R4-2.

Surrounding Properties

Surrounding uses are within the R4-2 Zone; properties to the north, east, and south are developed with three- to six-story multi-family residential buildings. Properties to the west abutting the subject property are developed with two-story multi-family residential buildings.

Streets and Circulation

Fedora Street is a Standard Local Street dedicated to a width of 60 feet to the east of the project with a varying paved roadway width of 30-36 feet with curb, gutter, sidewalks, and on-street parking.

Transit is available in close proximity to the subject site. The Metro Rail Purple Line Wilshire/Normandie Subway Station is located within one-half mile to the north of the subject site. Rapid LA Metro bus routes 720 and 728 are located within one-half mile of the site on Wilshire Boulevard and Olympic Boulevard, respectively. Local LA Metro bus routes 20, 204, 28/66, and 206 are located to the north, east, south, and west, respectively, within 1,500 feet of the subject site.

Site Related Cases and Permits

Case No. VTT-78211-CN - On May 24, 2018, the Advisory Agency approved a Vesting Tentative Tract Map to allow for the subdivision and merger of four (4) lots in to one (1) lot in conjunction with 75 residential condominium units. No appeals were received.

Surrounding Related Cases

Case No. DIR-2018-2943-TOC – On May 22, 2018, an application as filed for a Transit Oriented Communities Affordable Housing Incentive Program request for the construction of a 38-unit apartment building in the R4-2 Zone, located at 846 South Mariposa Avenue.

Case No. DIR-2016-4209-DB – On January 25, 2018, the Director of City Planning approved a Density Bonus with three (3) on-menu incentives in conjunction with the construction of a 69-unit residential apartment building in the R4-1 Zone, located at 923 South Kenmore Avenue.

Case No. DIR-2016-3787-DB – On December 4, 2017, an application was terminated for a Density Bonus with two (2) incentives in conjunction with the construction of a 23-unit residential apartment building in the R4-1 Zone, located at 936 South Fedora Street.

Case No. CPC-2017-4369-CU-DB – On October 30, 2017, an application was filed for a Conditional Use Permit to allow a Density Bonus for a Housing Development Project in which the density increase is greater than the maximum permitted in LAMC Section 12.22-A,25, to allow a 55% increase in Density for a total of 98 residential units in the R4-2 Zone, located at 826 South Mariposa Avenue. CPC-2017-4369-CU-DB has been analyzed under Case No. ENV-2017-4347-CE. This project has a related and concurrent Vesting Tentative Tract Map, Case No. VTT-78212-CN, approved by the Advisory Agency on May 24, 2018.

Case No. DIR-2017-278-DB – On October 26, 2017, the Director of Planning approved a Density Bonus with three (3) on-menu incentives in conjunction with the construction of a 23-unit residential apartment in the R4-1 Zone, located at 909 South Fedora Street.

Case No. DIR-2017-3720-DB – On September 19, 2017, an application was filed for a Density Bonus with two (2) on-menu incentives in conjunction with the construction of a 41-unit residential apartment building in the R4-1 Zone, located at 966 South Kenmore Avenue.

Case No. ZA-2017-2285-ZAA-ZV – On June 8, 2017, an application was filed for a Zone Variance and Zoning Administrator's Adjustment to allow reduced front, side, and rear yards; to allow a reduced ratio of standard to compact parking stalls, to allow bicycle parking spaces to be placed in the B1 basement level in conjunction with the development of a 32-unit apartment building in the R5-2 Zone, located at 744 South Mariposa Avenue.

Case No. DIR-2016-4205-DB – On November 3, 2016, an application was filed for a Density Bonus with two (2) on-menu incentives in conjunction with the construction of a 26-unit residential apartment building, located at 836 South Catalina Street.

Case No. DIR-2015-1168-DB – On August 22, 2016, the Director of City Planning approved a Density Bonus with one (1) incentive in conjunction with the construction of a 60-unit residential apartment building in the R4-1 Zone, located at 951-961½ South Fedora Street.

Public Hearing and Issues

Public Hearing

A public hearing was conducted jointly by the Deputy Advisory Agency and the Hearing Officer on March 28, 2018, at 9:30 a.m., at Los Angeles City Hall in Downtown Los Angeles. The hearing was attended by approximately five (5) people, including the applicant, the applicant's representatives, and a representative of Council District 10. No one in attendance spoke in opposition of the proposed project. No letters in opposition were submitted to the file.

Density

The applicant has requested a Conditional Use Permit to allow a 37.5% Density Bonus, or an increase of 21 units over the otherwise, by-right base density of 54 units. While the density bonus charts provided in Section 12.22-A,25 of the L.A.M.C., and in Government Code Section 65915 (the state Density Bonus Law), max out at 35%, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35%, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35% would extend the existing set aside charts located in LAMC 12.22-A,25. The chart for Very Low Income Households increases the percentage of Density Bonus by 2.5% for every additional 1% of Very Low Income units provided.

Percentage Very Low	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35
12	37.5

Therefore, in order to obtain a 37.5% Density Bonus, or 21 units over the otherwise, by-right permitted 54 units, the proposed project must set aside 12% of the base density, or seven (7) units, for Very Low Income Households.

Furthermore, pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated January 17, 2018, the property has been improved with 10 dwelling units within the past five years with no income documents which are required to be replaced with five (5) units restricted to Very Low Income households and two (2) units restricted to Low Income households, for a total of seven (7) restricted affordable units. Consistent with Government Code Section 65915, the required replacement units can be satisfied with affordable units used for the density bonus request. In addition, as the subject property currently contains 10 dwelling units, the proposed project, with a base density of 54 units, would not result in the creation of 50 units or more and is therefore not subject to Site Plan Review.

Professional Volunteer Program

The proposed project was reviewed by the Department of City Planning's Urban Design Studio - Professional Volunteer Program (PVP) on January 9, 2018. The following issues, concerns, and recommendations were discussed:

- Consider a design that will allow for drought-tolerant landscaping and create more opportunities for residents to enjoy the outdoors. Project must be climate-sensitive to the year-round warm Los Angeles climate.
- Building needs further articulation on the sides. Consider use of recessed balconies, overhangs, or other means.
- Building lobby is not prominent or identifiable from the street. The pedestrian entry should be redesigned to be more prominent in the building architecture.
- Show surrounding context in all plans, elevations, and renderings to show relationship to adjacent buildings.

In response to these concerns the applicant has partially redesigned the project. The redesigned project incorporates modified design elements including the following:

- Refinements to plans including parking stall locations, greywater tank location, floor plan details.
- Elevations revised to incorporate select architectural details/projections that do not alter the massing of the building. These architectural features include a trellis over the roof deck area; architectural window framing elements on select windows in levels 1, 2 and partially level 3; and architectural "fin" details on select windows partially in level 3 and levels 4 and 5.
- Enhanced ground floor including more prominent entryway, varied window sizes, and additional landscaping.
- Additional details and clarifications throughout plans.

The Conditions of Approval recommend below further incorporate the Professional Volunteer Program's recommendations, resulting in a project more compatible with the General Plan, the Wilshire Community Plan, and the surrounding neighborhood.

City Planning Commission Meeting June 28, 2018

The project went before the City Planning Commission on June 28, 2018. During the meeting, the City Planning Commission continued the project to September 13, 2018 due to design concerns.

Post-City Planning Commission Meeting June 28, 2018

The applicant met with the Department of City Planning in early July to discuss appropriate changes to the proposed project to address the Commission's concerns raised at the June 28, 2018 City Planning Commission meeting. Prior to the September 13, 2018 City Planning Commission meeting, the agenda requested a time extension to the October 25, 2018 City Planning Commission meeting as the applicant had not been able to revise the proposed project plans. The City Planning Commission agreed to the continuance to the October 25, 2018 City Planning Commission meeting. On October 15, 2018, the applicant requested a second time extension until December 13, 2018 to submit revised plans.

Concurrently, on August 2, 2018, the applicant filed an administrative Transit Oriented Communities Affordable Housing Incentive Program Tier Verification application. On August 16, 2018, the Housing Services Unit determined the proposed project site is within Tier 3.

Conclusion

Based on the Public Hearing and information submitted to the record, staff is recommending that the City Planning Commission approve with conditions the Conditional Use Permit to allow a 37.5% Density Bonus (with a 12% set aside, seven (7) units, for Very Low Income Households).

Staff also recommends that the City Planning Commission determine, based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

CONDITIONS OF APPROVAL

Pursuant to Section 12.24-U.26 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

1. **Use.** All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", dated June 4, 2018 and June 12, 2018, except as may be revised as a result of this action. No change to the plans will be made without prior review by the Department of City Planning, and written approval by the Director of Planning, with each change being identified and justified in writing. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

3. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

4. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

<u>Conditional Use/Density Bonus Conditions</u>

5. **Residential Density**. The project shall be limited to a maximum density of 75 residential units including Density Bonus Units.

6. **Affordable Units.** A minimum of seven (7) units (12% of the base density) shall be reserved as affordable units for Very Low Income Households, as defined by the State Density Bonus Law 65915(C)(2).

7. **Changes in Restricted Units**. Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with L.A.M.C. Section 12.22-A,25.

8. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make seven (7) units available to Very Low Income Households, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file and to the Council Office and Neighborhood Council. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.

9. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e. the number of bedrooms, or

the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth pursuant to L.A.M.C. Section 12.22-A,25.

10. **Side Yard.** The building shall be permitted a minimum eight-foot, three-inch southerly side yard.

11. **Electric Vehicle Parking.** The project shall include at least 20 percent of the total code-required parking spaces capable of supporting future electric vehicle supply equipment (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

12. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

13. **Solar Panels.** Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum 15% of the roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A".

14. **Construction Equipment.** The project contractor shall use power equipment with state-of-the-art noise shielding and muffling devices. On-site power generators shall either be plug-in electric or solar powered.

15. **Greywater.** The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by the Department of Water and Power in consultation with the Department of City Planning.

16. **Design.**

    a. **Transformer.** A revised Site Plan and Elevations shall be submitted showing the transformer adjacent to the garage entrance.

    b. **Materials.** Revised Elevations shall be submitted to incorporate unified materials on all elevations of the structure. The project shall be revised to incorporate a masonry verneer on all non-fenestration surfaces of levels 1, 2, and 3 and the project shall be revised to incorporate painted metal panel on all non-fenestration surfaces of levels 4 and 5. No plaster finish of any kind shall be permitted on

floors 1 through 5. Plaster finish shall be permitted on floors 6 and 7, in conformance with “Exhibit A”.

c. No wall shall be allowed along the rear property line abutting the property located at Lot 56-58, Tract 2140, of VTT-78211.

17. **Windows.**

a. Revised elevations shall be submitted to incorporate architectural window framing elements on select windows in levels 1 and 2, and architectural “fin” details on select windows in levels 4 and 5, on all elevations of the structure.

b. Floor to ceiling windows shall not be permitted on the ground floor.

Administrative Conditions of Approval

18. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

19. **Code Compliance.** Area, height, and use regulations of the R4-2 Zone classification of the subject property shall be complied with, except where herein conditions are more or less restrictive.

20. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder’s Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder’s number and date shall be provided to the Department of City Planning for attachment to the file.

21. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.

22. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency’s successor and in accordance with any stated laws or regulations, or any amendments thereto.

23. **Building Plans.** Page 1 of the grants and all the conditions of approval shall be printed on the building plans submitted to the Department of City Planning and the Department of Building and Safety.

24. **Corrective Conditions.** The authorized use shall be conducted at all time with due regards to the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code to impose additional corrective conditions, if in the Commission’s or Director’s opinion such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

25. **Expediting Processing Section.** Prior to the clearance of any conditions, the applicant shall show that all fees have been paid to the Department of City Planning Expedited Processing Section.

26. **INDEMNIFICATION AND REIMBURSEMENT OF LITIGATION COSTS**.

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the

right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

> "City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.
>
> "Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

In order for the Conditional Use to be granted, all legally mandated findings delineated in Los Angeles Municipal Code Section 12.24-U,26 must be made in the affirmative:

Conditional Use Permit

i. That the project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.

The subject property is a relatively flat, rectangular, parcel of land comprised of four (4) contiguous lots consisting of 21,330 net square feet of lot area having a frontage of approximately 158.5 feet along the west side of Fedora Street. The subject property is currently developed with three (3), two-story, multi-family residential structures consisting of a total of 10 units. According to SurveyLA, the existing structures are not considered historic resources.

The project will result in the demolition of three (3) existing multi-family residential structures and surface parking lots and the subsequent construction, use, and maintenance of a new, seven-story, 83 feet, seven (7) inches in height, 75-unit multi-family residential building.

The applicant has requested a 37.5% Density Bonus, or an increase of 21 units over the otherwise, by-right permitted 54 units. In order to obtain a 37.5% Density Bonus the project has set aside 12% of the base density, or seven (7) units, for Very Low Income Households for a minimum of 55 years. In reserving seven (7) units for Very Low Income Households, the project will perform a function, the allocation of affordable housing for a minimum of 55 years that is essential and beneficial to the city and the region.

ii. That the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

The project will result in the construction of a new, seven-story, 83 feet, seven (7) inches in height, 75-unit multi-family residential building.

The property is located within the Koreatown neighborhood of the Wilshire Community Plan, which is one of the densest communities within the City of Los Angeles, and the region at-large. The surrounding land uses consist of High Medium Residential land uses in the R4 Zone. Surrounding properties are primarily developed with multi-story, multi-family dwellings.

Developments abutting the project site include the following:

Address	No. of Stories	Year Constructed
861-855 South Fedora Street	3	1930
846-850 South Mariposa Avenue*	2	1949
836-840 South Mariposa Avenue*	2	1941
834 South Mariposa Avenue*	2	1924
833 South Fedora Street	4	1927
832-834 South Fedora Street	3	1924
836 South Fedora Street	3	1924
844-854 South Fedora Street	6	2008

*Indicated sites include concurrent proposed project of new seven-story residential structure in Case No. CPC-2017-4349-CU-DB.

Other recent developments within the past five (5) years within 600 feet of the subject property include the following:

Address	No. of Stories
923 South Kenmore Avenue	6
909 South Fedora Street	7
744 South Mariposa Avenue	6
715 South Mariposa Avenue	7
951-961 South Fedora Street	6

The conditions that have been imposed intend to minimize the project's overall massing and maintain compatibility with the surrounding structures. Conditions relating to building material and window framing elements ensure that that all facades will provide a high quality design aesthetic.

The subject property is located approximately 0.4 miles from the Wilshire/Normandie Metro Purple Line Subway Station.

Given the proposed project's location within the Koreatown neighborhood, along with the existing development in the immediate vicinity of the subject property and its proximity to the Metro Purple Line, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. Furthermore, on January 3, 2018, the Department of City Planning issued Categorical Exemption No. ENV 2017-4347-CE. This Categorical Exemption determined that this project would not have a significant effect on the environment.

iii. That the project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any applicable specific plan.

The subject property is located within the Wilshire Community Plan which was updated by the City Council on September 19, 2001.

The Plan Map designates the subject property for High Medium Residential land uses, corresponding to the R4 Zone. The subject property is zoned R4-2.

The Community Plan text includes the following relevant land use goal, objectives and policies:

Goal 1: Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Objective 1-1: Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

Policy 1-1.1: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential uses and other uses that are incompatible as to scale and character, or would otherwise diminish quality of life.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Objective 1-2: Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1: Encourage higher density residential uses near major public transportation centers.

Objective 1-4: Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.

Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.

Policy 1-4.2: Ensure that new housing opportunities minimize displacement of residents.

The proposed project protects surrounding stable single-family and low-density residential neighborhoods from encroachment by higher density residential uses by allowing for the development of 75 dwelling units, including seven (7) units reserved for Very Low Income Households, on a lot designated and zoned for multi-family uses. The project reduces vehicular trips and congestion by locating new housing within ½-mile of regional transit services (Wilshire/Normandie Purple Line Metro Station and Metro Rapid Buses 720 and 728). The project increases the housing stock, promoting greater individual choice in housing in close proximity to high-quality transit and other commercial uses, amenities, and services.

Therefore, the project is consistent with the Wilshire Community Plan.

The **Framework Element** for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such

issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following goals, objectives and policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

The proposed project will result in the development of a residential project that provides 75 dwelling units, including seven (7) units reserved for Very Low Income

Households, thereby contributing toward and facilitating the City's long-term housing goals and needs.

The project is proper in relation to the project's location within the High Medium Residential land use designation, its location in the dense Koreatown neighborhood, and its proximity to rail and bus transit stations and corridors (Wilshire/Normandie Purple Line Metro Station and Metro Rapid Buses 720 and 728). The approval allows for more intense residential development of the subject property, while reducing vehicular trips to and from the project, vehicle miles traveled, and air pollution.

Therefore, the Conditional Use Permit to allow a 37.5% Density Bonus with seven (7) units reserved for Very Low Income Households is consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

Goal 5A: A liveable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.

Policy 5.2.2: Encourage the development of centers, districts, and selected corridor/boulevard nodes such that the land uses, scale, and built form allowed and/or encouraged within these areas allow them to function as centers and support transit use, both in daytime and nighttime. Additionally, develop these areas so that they are compatible with surrounding neighborhoods.

Policy 5.2.3: Encourage the development of housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.

The proposed project will result in the development of a residential project that provides 75 dwelling units, including seven (7) units reserved for Very Low Income Households, within ½-mile of existing regional transit services (Wilshire/Normandie Purple Line Metro Station and Metro Rapid Buses 720 and 728).

Therefore, the project is consistent with the Urban Form and Neighborhood Design goals, objectives and policies of the General Plan Framework Element.

The **Housing Element** of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes the following objectives and policies relevant to the instant request:

Goal 1*:* Housing Production and Preservation.

Objective 1.1*:* Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4: Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

The proposed project implements the Housing Element by increasing the housing supply consistent with the High Medium Residential land use designation. Existing development on the site contains only 10 residential units while the zone capacity of the site would allow the construction of 54 residential units. Approval of the requested project would permit 75 units through a 37.5% Density Bonus with seven (7) units set aside for Very Low Income Households. The project would achieve the production of new housing opportunities, meeting the needs of the city, while ensuring a range of different housing types (studio, one- and two-bedroom rental or for-sale units) that address the particular needs of the city's households.

Therefore, the project is consistent with the Housing Element goals, objectives and policies of the General Plan.

The **Mobility Element** of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Fedora Street, abutting the project to the east, is a Standard Local Street dedicated to a width of 60 feet to the east of the project with a varying paved roadway width of 30-36 feet with curb, gutter, sidewalks, and on-street parking. The project as designed will support the development of pedestrian, bicycle, transit, and vehicular Networks and meets the following goals and objectives of Mobility Plan 2035:

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

Policy 2.10: Facilitate the provision of adequate on and off-street loading areas.

The proposed project has been designed with one (1) vehicular entrance to the subterranean parking area, which is not visible from the sidewalk. The additional existing curb cuts will be removed. In addition, the project incorporates an enhanced pedestrian entry, landscaped planters, and street trees that will improve pedestrian access to the site.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.3: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 3.4: Provide all residents, workers and visitors with affordable, efficient, convenient, and attractive transit services.

Policy 3.5: Support “first-mile, last-mile solutions” such as multi-modal transportation services, organizations, and activities in the areas around transit stations and major bus stops (transit stops) to maximize multi-modal connectivity and access for transit riders.

Policy 3.7: Improve transit access and service to major regional destinations, job centers, and inter-modal facilities.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project’s proximity to existing regional transit services (within ½-mile of the Wilshire/Normandie Purple Line Metro Station and Metro Rapids 720 and 728) will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality. The proximity of the regional transit services along with the creation of 75 dwelling units ties the proposed project into a regional network of transit and housing.

In addition, the project will provide a total of 83 bicycle parking spaces, including eight (8) short-term and 75 long-term spaces. One (1) bicycle room is located within the first subterranean parking level and includes a workspace to allow bicyclists to maintain their bicycles.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of 20% of the Code-required parking spaces shall be capable of supporting future electric vehicle supply equipment (EVSE) and of those 20% EV Ready parking spaces, 5% of the total code required parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

Therefore, the project is consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

The **Air Quality Element** of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the City’s effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1: It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, a minimum of 15% of the project roof area shall be reserved for the installation of a solar photovoltaic system. Therefore the project is in conformance with the goals and policies of the Air Quality Element.

The **Sewerage Facilities Element** of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

iv. That the project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan;

The City's Housing Element for 2013-2021 was adopted by City Council on December 3, 2013. The Housing Element of the General Plan will be implemented by the recommended action herein. The Housing Element is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City

As discussed in Finding No. 3, the project, including 68 market-rate units and seven (7) units reserved for Very Low Income Households, is consistent with many of the goals and objectives of the Housing Element of the General Plan.

v. That the project contains the requisite number of affordable and/or senior citizen units as set forth in California Government Code Section 65915(b); and

Government Code Section 65915(b) states that a city shall grant a density bonus, as described in Section 65915(f), when an applicant for a housing development seeks and agrees to construct a housing development, excluding any units permitted by the density bonus awarded pursuant to Section 65915, that will contain <u>at least</u> any one of the following: ten percent of the total units of a housing development for lower income households; five percent of the total units of a housing development for very low income households; a senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code, or a mobile home park that limits residency based on age requirements for housing of older persons pursuant to Section 798.76 or 799.5 of the Civil Code; and ten percent of the total dwelling units in a common interest development, as defined in Section 4100 of the Civil Code, for persons and families of moderate income, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase. As stated, these percentages are minimum thresholds.

For housing developments that are intending to set aside units for Very Low Income Households, the Government Code provides a chart that grants up to a 35% increase in density. Beginning with a set aside of 5% that grants a 20% density bonus, the chart incrementally increases the amount of density bonus granted by 2.5% for every additional 1% of the total units that are set aside for Very Low Income Households. While the density bonus charts provided in Section 12.22-A,25 of the L.A.M.C., and in Government Code Section 65915 (the state Density Bonus Law), max out at 35%,

Government Code Section 65915(f) states that “the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established.” As such, in instances where a project is seeking a density bonus increase that is more than 35% the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus.

The applicant has requested a Conditional Use Permit to allow a 37.5% Density Bonus, or an increase of 21 units over the otherwise, by-right permitted 54 units. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35% would extend the existing set aside charts located in LAMC 12.22-A,25. The chart for Very Low Income Households increases the percentage of Density Bonus by 2.5% for every additional 1% of Very Low Income units provided.

Percentage Very Low	Percentage Density Bonus
5	20
6	22.5
7	25
8	27.5
9	30
10	32.5
11	35
12	37.5

Therefore, in order to obtain a 37.5% Density Bonus, or 21 units over the otherwise, by-right permitted 54 units, the proposed project must set aside 12% of the base density, or seven (7) units, for Very Low Income Households. Furthermore, pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated January 17, 2018, the property has been improved with 10 units within the past five years with no income documents which are required to be replaced with five (5) units restricted to Very Low Income households and two (2) units restricted to Low Income households, for a total of seven (7) restricted affordable units. Consistent with Government Code Section 65915, the required replacement units can be satisfied with affordable units used for the density bonus request.

The project, as conditioned, contains the requisite number of affordable housing units, 12% of the base density, or seven (7) units, for Very Low Income Households, and will also comply with the housing replacement requirements of Government Code Section 65915(c).

vi. That the project addresses the policies and standards contained in the City Planning Commission's Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (CPC-2005-1101-CA) on June 9, 2005. These were subsequently approved by City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. The City of Los Angeles Housing and Community Investment Department (HCIDLA) utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects.

The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, HCIDLA monitoring

requirements, affordability levels, and procedures for obtaining HCIDLA sign-offs for building permits. The project will provide seven (7) Very Low Income Households units with floor areas equal to at least 90% of the floor areas of the affordable comparable market rate units in accordance with the City's Affordable Housing Incentives Guidelines. Residents of any affordable unit will have access to all common and open space amenities within the building. The restricted units would comply with affordability requirements in the Guidelines set for the by HCIDLA in conformance with HUD. As part of the building permit process, the applicant will execute a covenant to the satisfaction of HCIDLA who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Density Bonus/Affordable Housing Incentives Compliance Findings

vii. Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915, the Director shall approve a density bonus and requested incentive(s) unless the director finds that the incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5, or Section 50053 for rents for the affordable units.

The project does not request any density bonus incentives. As such, this analysis is not applicable to the project.

The record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested Off-Menu Density Bonus does not result in identifiable and actual cost reduction to provide for affordable housing costs per State Law. The California Health & Safety Code Sections 50052.5 and 50053 define formulas for calculating affordable housing costs for Very Low, Low, and Moderate Income Households. Section 50052.5 addresses owner-occupied housing and Section 50053 addresses rental households. Affordable housing costs are a calculation of residential rent or ownership pricing not to exceed 25 percent gross income based on area median income thresholds dependent on affordability levels.

The Density Bonus request for a 37.5% increase in density is consistent with Government Code Section 65915(f), which states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35% the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. The applicant has requested a Conditional Use Permit to allow a 37.5% Density Bonus, or an increase of 21 units over the otherwise, by-right permitted 54 units. Therefore, it is appropriate that any project that requests a density bonus increase beyond 35% would extend the existing set aside charts located in LAMC 12.22-A,25. The chart for Very Low Income Households increases the percentage of Density Bonus by 2.5% for every additional 1% of Very Low Income units provided. Therefore, based on the chart above, the project is required to set aside 12% of the base number of units for Very Low Income Households.

viii. Pursuant to Section 12.22 A.25(g)(3) of the LAMC, the decision-maker shall approve a density bonus and requested waiver or modification of any development standard unless the decision-maker, based upon substantial evidence, finds that the incentive will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is

listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the Specific Adverse Impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

There is no substantial evidence in the record that the proposed project density bonus will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22.A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historic-Cultural Monuments. It is also not located on a substandard street in a Hillside area or Very High Fire Hazard Severity Zone.

Environmental Findings

ix. **Environmental Findings.** On January 3, 2018, staff issued Categorical Exemption, Class 32 for the proposed project. Based on the whole of the administrative record, the project is exempt from CEQA pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

x. **Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a Flood Zone.

PUBLIC HEARING AND COMMUNICATIONS

A public hearing was conducted jointly by the Hearing Officer for Case No. CPC-2017-4346-CU-DB and the Deputy Advisory Agency for Case No. VTT-78211-CN on March 28, 2018, at 9:30 a.m., at Los Angeles City Hall in Downtown Los Angeles.

A. Attendees

The hearing was attended by approximately five (5) people, including the applicant, the applicant's representative, the architect, and a representative from Council District 10.

B. Testimony - Oral

- Jerome Buckmelter, the applicant's representative, and Mark Ross, the applicant, presented the project.

- The Hearing Officer asked about the project design in context of the Professional Volunteer Program (PVP) concerns. The applicant indicated that the project is designed to be respectful to the community and nearby existing developments through the use of varying materials, a sixth and seventh floor step-back, and building articulation.

- No one in attendance spoke in opposition of the proposed project.

C. Testimony - Written

- According to a letter dated March 27, 2018, on March 12, 2018, the Wilshire Center - Koreatown Neighborhood Council considered the proposed project and voted to support CPC-2017-4346-CU-DB as filed.

Map 1

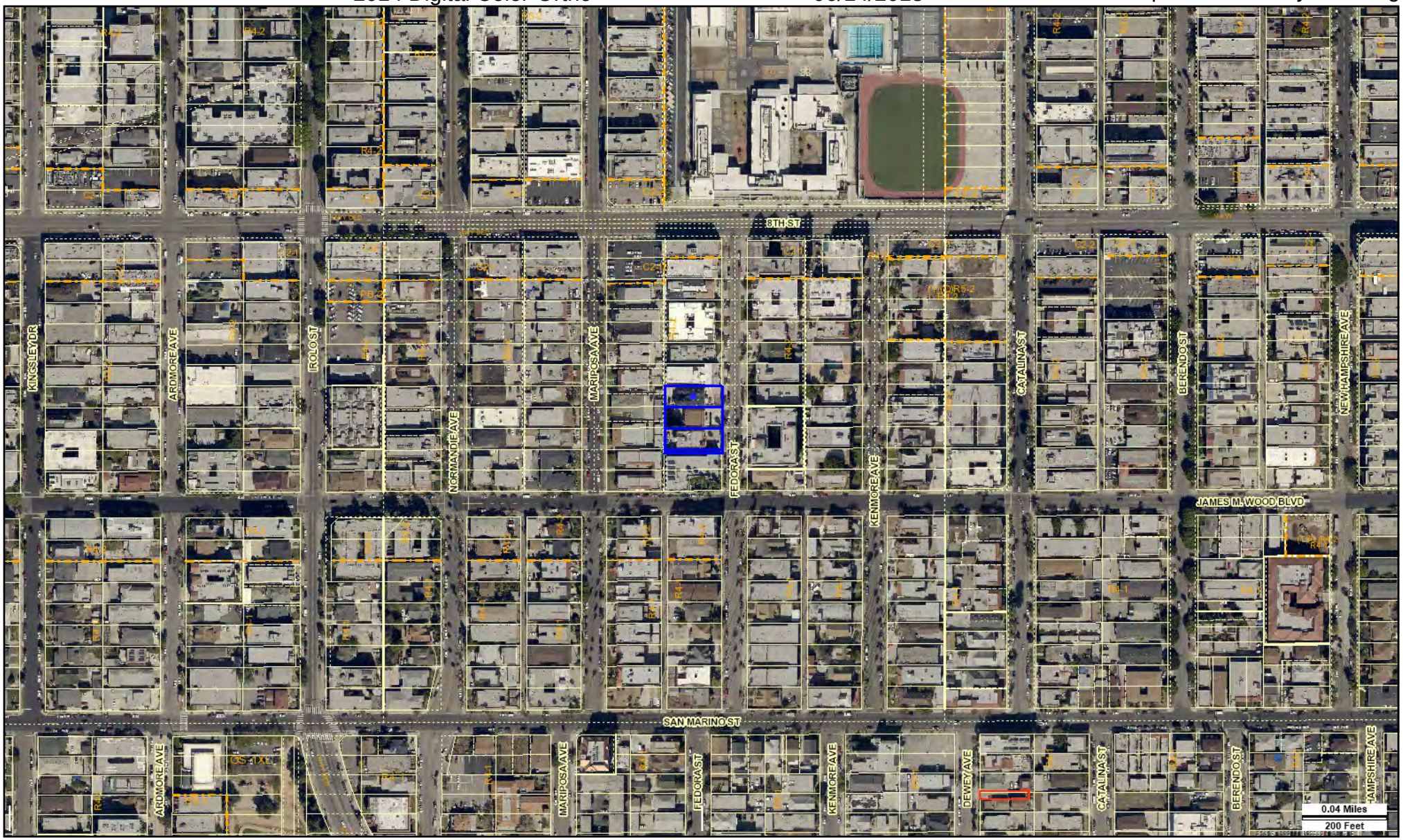
Vicinity Map

ZIMAS INTRANET

2014 Digital Color-Ortho

06/14/2018

City of Los Angeles
Department of City Planning



Address: 839 S FEDORA ST
APN: 5094017017
PIN #: 132B197 680

Tract: TR 2140
Block: None
Lot: FR 56
Arb: None

Zoning: R4-2
General Plan: High Medium Residential

N
W E
S

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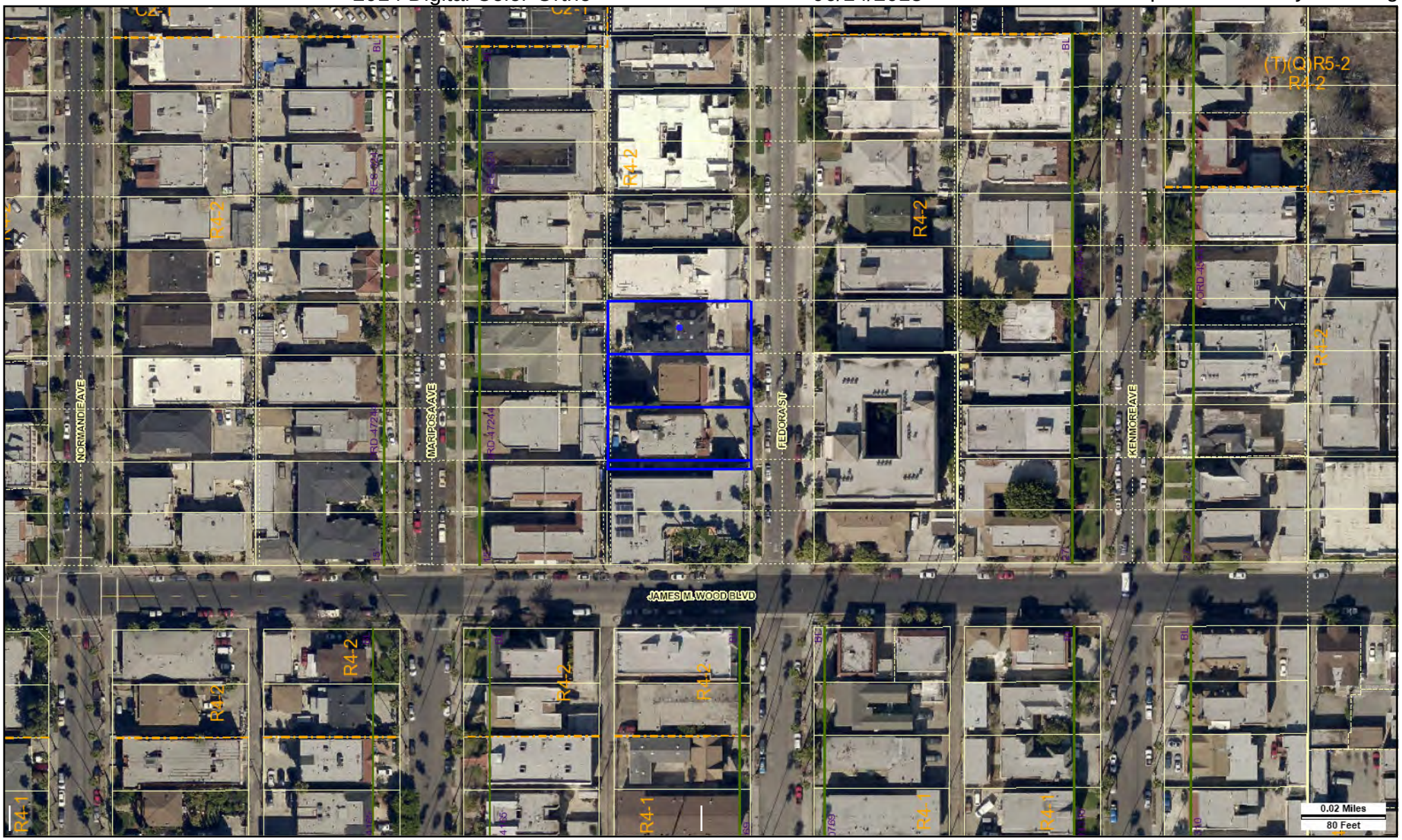
ZIMAS INTRANET

2014 Digital Color-Ortho

06/14/2018

City of Los Angeles
Department of City Planning



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Tract: TR 2140
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Arb: None

Zoning: R4-2
General Plan: High Medium Residential

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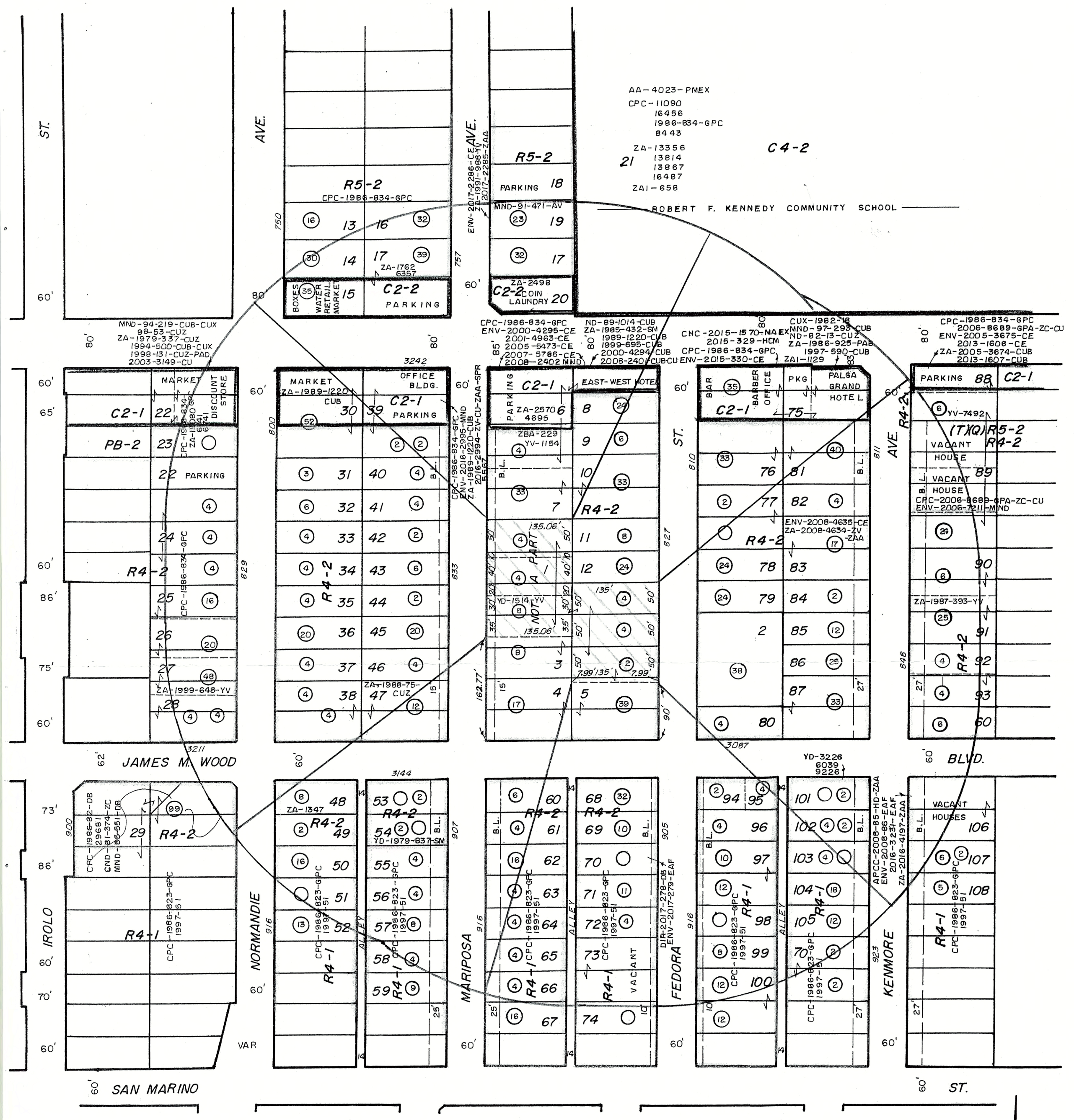
Map 2

Radius Map



VESTING TENTATIVE TRACT NO. 78211
DENSITY BONUS / CONDITIONAL USE-CPC

CASE NO.
DATE OCT. 6, 2017
D.M. 132 B 197
SCALE 1" = 100'
USES FIELD

LEGAL: FR 56, FR 57, FR 58 & N'LY 7.99' OF FR 59, TRACT NO. 2140 M.B. 21-185

T.B. PAGE 633 GRID J-3
C.D. 10 C.T. 2123.05 P.A. 106 WIL

JEROME BUCKMELTER ASSOCIATES, INC.
23534 AETNA ST.
WOODLAND HILLS, CA 91367
(818) 340-8386

0.49 AC.

Map 3

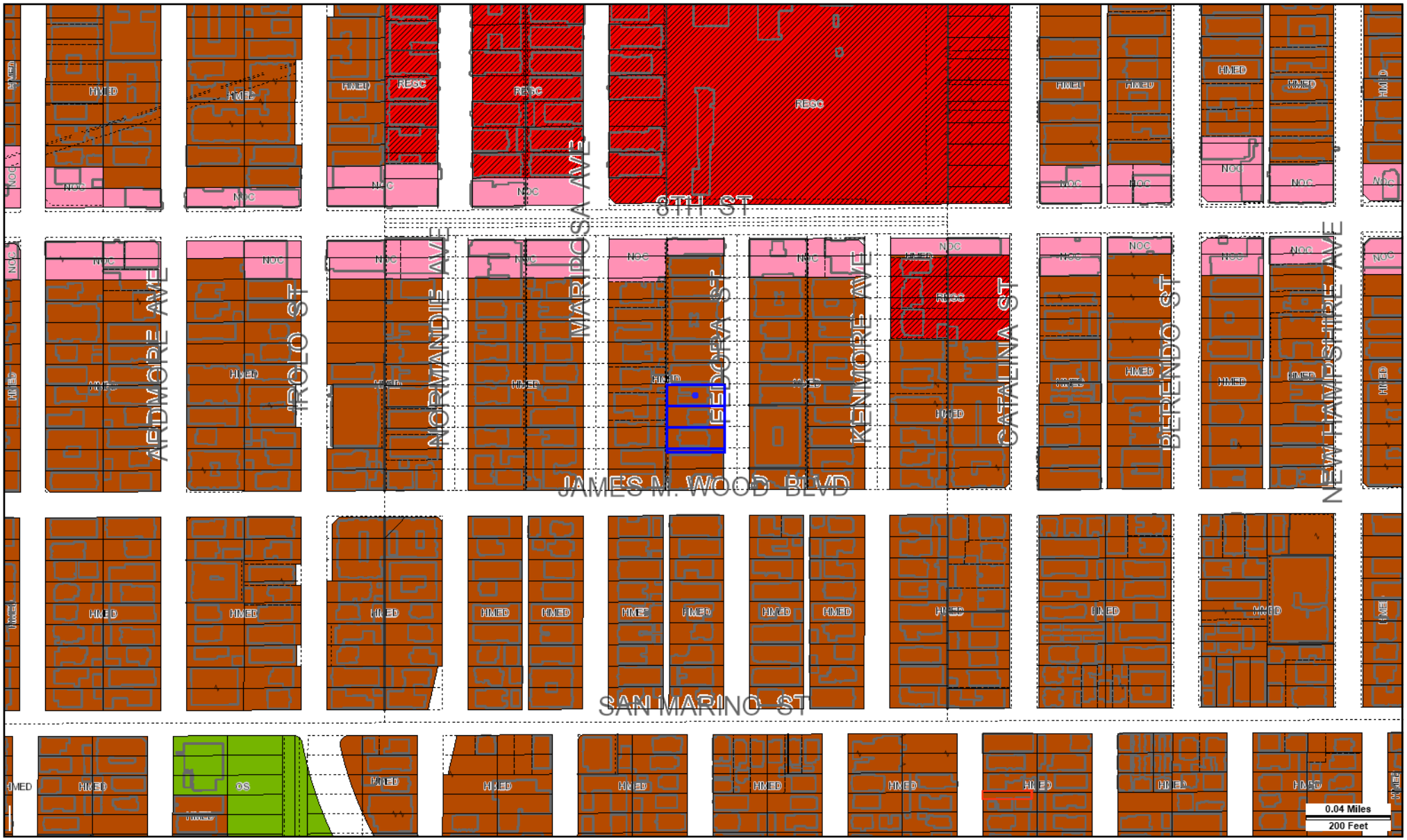
General Plan Map

ZIMAS INTRANET

General Plan Land Use

06/14/2018

City of Los Angeles
Department of City Planning



Address: 839 S FEDORA ST
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PIN #: 132B197 680

Tract: TR 2140
Block: None
Lot: FR 56
Arb: None

Zoning: R4-2
General Plan: High Medium Residential

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W
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Map 4

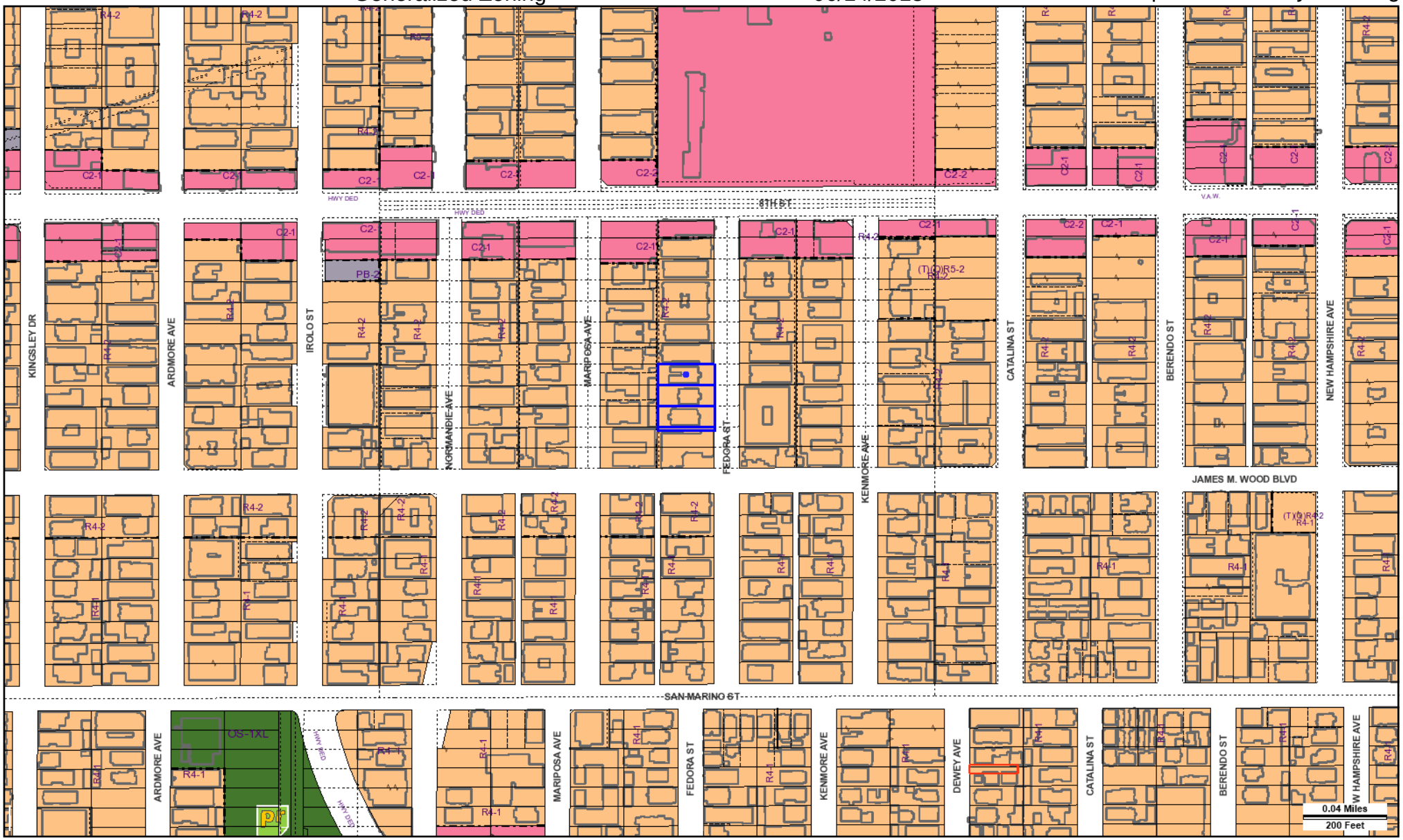
Zoning Map

ZIMAS INTRANET

Generalized Zoning

06/14/2018

City of Los Angeles
Department of City Planning



Address: 839 S FEDORA ST
APN: 5094017017
PIN #: 132B197 680

Tract: TR 2140
Block: None
Lot: FR 56
Arb: None

Zoning: R4-2
General Plan: High Medium Residential

N
W E
S

Streets Copyright (c) Thomas Brothers Maps, Inc.

Exhibit A

Site Plan, Floor Plans, Elevations and Landscape Plan

NORTH EAST VIEW (FROM FEDORA ST)

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
310.399.7975
KFALOSANGELES.COM

839 FEDORA ST.

837, 841, 849 FEDORA ST.
LOS ANGELES, CA 90005

FEDORA BLISS, LLC
6300 Canoga Ave #1100
Woodland Hills, CA 91367

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SUBMITTAL:

PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.12.18

REVISIONS:

SHEET TITLE:

PERSPECTIVE

SHEET NUMBER:

A701

6/12/18 5:48:15 PM

WEST VIEW

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
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17017

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06.12.18

REVISIONS:

SHEET TITLE:

PERSPECTIVE

SHEET NUMBER:

A702

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SOUTH WEST VIEW

1625 OLYMPIC BOULEVARD
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17017

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06.12.18

REVISIONS:

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PERSPECTIVE

SHEET NUMBER:
A703

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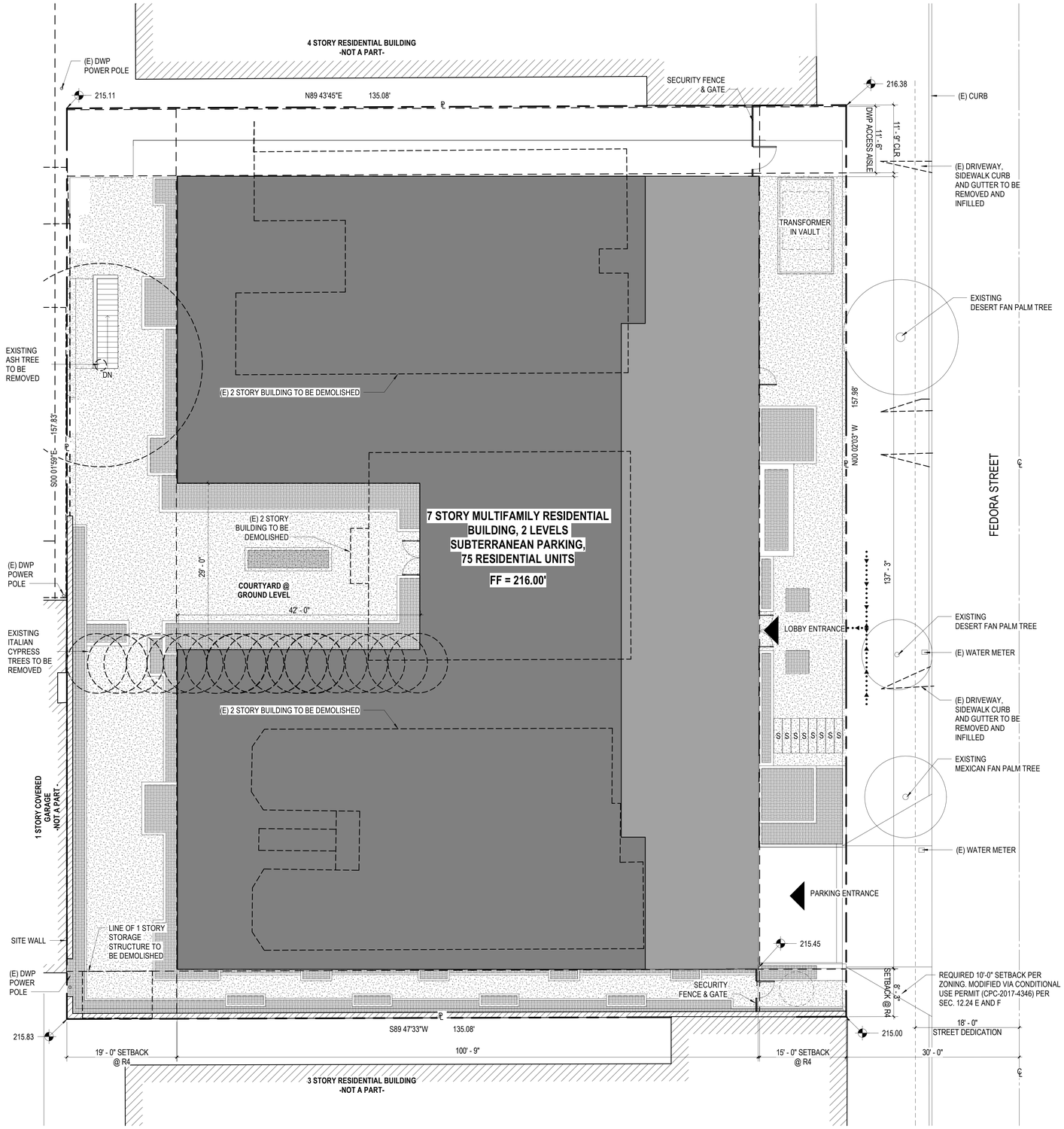


AVG GRADE PLANE = (215.11' + 216.38' + 215.00' + 215.83')/4 = **215.58'**

PLOT PLAN
1/8" = 1'-0"
1

PROJECT INFORMATION

PROJECT NAME:	839 FEDORA STREET
ADDRESS:	839 FEDORA STREET LOS ANGELES, CA 90005
OWNER:	FEDORA BLISS, LLC 6300 CANOGA AVE, STE 1100 WOODLAND HILLS, CA 91367
PROJECT DESCRIPTION:	7 STORY RESIDENTIAL MULTIFAMILY BUILDING OVER 2 LEVELS SUBTERRANEAN PARKING
CONSTRUCTION TYPE:	5 STORIES OF TYPE-IIIA RESIDENTIAL OVER 2 STORIES TYPE I-A RESIDENITAL ABOVE 2 LEVELS TYPE-IA SUBTERRANEAN GARAGE
ZONING:	R4-2
FLOOD ZONE:	NONE
NET LOT AREA: (AFTER HWY DEDICATION)	21,330 SF
SETBACKS:*	FRONT: 15 FT SIDE: 5 FT + 1 FT PER STORY ABOVE 2ND = 10 FT @ 1ST RESIDENTIAL LEVEL REAR: 15 FT + 1 FT PER STORY ABOVE 3RD = 19 FT @1ST RESIDENTIAL LEVEL
ALLOWABLE DENSITY:	400 SF PER DWELLING UNIT PER LAMC 12.16 21,330 SF/400 SF = 54 UNITS ALLOWED W/ 37.5% DENSITY BONUS = 75 UNITS
PROPOSED DENSITY:	75 UNITS
ALLOWABLE BLDG HEIGHT:	85 FT PER LACBC UNLIMITED PER LAMC
PROPOSED BLDG HEIGHT:	78'-0" PER LACBC 83'-7" PER LAMC
OCCUPANCY TYPE:	R-2, RESIDENTIAL OVER S-2 PARKING

* SIDE YARD SETBACKS MODIFIED VIA CONDITIONAL USE PERMIT (CPC-2017-4346) PER SEC 12.24E AND F

PARKING REQUIRED

UNIT TYPE	QTY	FACTOR	TOTAL REQD
STUDIO	7	0.5	3.5
1 BR	35	0.5	17.5
2 BR	33	1	33
Grand total			54

54 PARKING STALLS REQUIRED.

REQUIRED PARKING PROVIDED PER AB744:
0.5 SPACES PER BEDROOM ON A DEVELOPMENT THAT INCLUDES MAX PERCENTAGE OF LOW OR VLI UNITS AND LOCATED WITHIN 1/2 MILE OF A MAJOR TRANSIT STOP.

PARKING PROPOSED

PARKING SCHEDULE (STALL SIZE)		
LEVEL P2		
(1) STANDARD		
LEVEL P2	(1) STANDARD	30
		30
(2) COMPACT		
LEVEL P2	(2) COMPACT	10
		10
EV STD. RESIDENTIAL		
LEVEL P2	EV STD. RESIDENTIAL	1
		1
LEVEL P2		41
LEVEL P1		
(1) STANDARD		
LEVEL P1	(1) STANDARD	20
		20
(2) COMPACT		
LEVEL P1	(2) COMPACT	9
		9
(3) ACCESSIBLE		
LEVEL P1	(3) ACCESSIBLE	2
		2
EV STD. RESIDENTIAL		
LEVEL P1	EV STD. RESIDENTIAL	3
		3
LEVEL P1		34
Grand total		75

FLOOR AREA RATIO

NET LOT AREA (AFTER HWY DEDICATION)
= 21,330 SF

BUILDABLE AREA (R4)
= LOT AREA - HWY DED - STBKS FOR A 1 STORY BLDG
= 15,544 SF

FLOOR AREA RATIO:
6:1

ALLOWABLE FAR:
= BUILDABLE AREA X FLOOR AREA RATIO
= 93,264 SF

PROPOSED FAR:
4.9:1

LEVEL	AREA (SF)
1ST FLOOR	10806
2ND FLOOR	12035
3RD FLOOR	11815
4TH FLOOR	11725
5TH FLOOR	11723
6TH FLOOR	9062
7TH FLOOR	9062
Grand total	76228

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITURATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PORTIONS OF LOTS 57, 58, AND 59 OF TRACT NO. 2140, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21 PAGE(S) 185 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5094-017-(017-018-019)

BIKE PARKING

REQUIRED RESIDENTIAL BIKE PARKING
LONG TERM = 1 SPACE PER UNIT = 75 SPACES
SHORT TERM = 1/10 UNITS = 8 SPACES

PROVIDED BIKE PARKING SCHEDULE		
STALL TYPE	QTY	COUNT
RESIDENTIAL LONG TERM DOUBLE TIER	37	74
RESIDENTIAL LONG TERM SINGLE TIER	1	1
TOTAL		75
RESIDENTIAL SHORT TERM	8	8

OPEN SPACE REQUIRED

UNIT TYPE	QTY	REQD OPEN SPACE
STUDIO	7	700 SF
1 BR	35	3500 SF
2 BR	33	4125 SF
Grand total	75	8325 SF

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

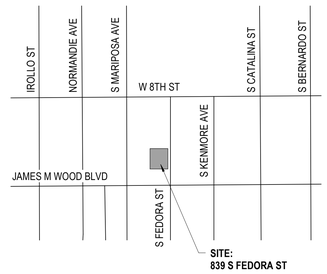
100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN SPACE REQUIRED =
25% OF COMMON OPEN SPACE REQUIRED =
1,041 SF

IN EXCESS OF REQUIRED OPEN SPACE BY 65 SF.

VICINITY MAP



LOW INCOME UNITS

7 VERY LOW INCOME UNITS
68 MARKET RATE UNITS

75 TOTAL UNITS

OPEN SPACE PROPOSED

NAME	QTY	AREA (SF)
COMMON OPEN SPACE: CLUB ROOM	1	603
COMMON OPEN SPACE: LOBBY	1	770
COMMON OPEN SPACE: ROOF DECK	1	2622
COMMON OPEN SPACE: WEST COURTYARD	1	4195
		8190
PRIVATE OPEN SPACE	4	200
		200
Grand total		8390

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- PERMEABLE PAVING AREA
- LANDSCAPE AREA
- HARDSCAPE AREA
- ACCESSIBLE PATH OF TRAVEL
- INDICATES STRUCTURES TO BE DEMOLISHED

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SUBMITTAL:
PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
PLOT PLAN

SHEET NUMBER:
G002

3/23/18 8:50:21 PM

SITE PHOTO A — A

SITE PHOTO B — B

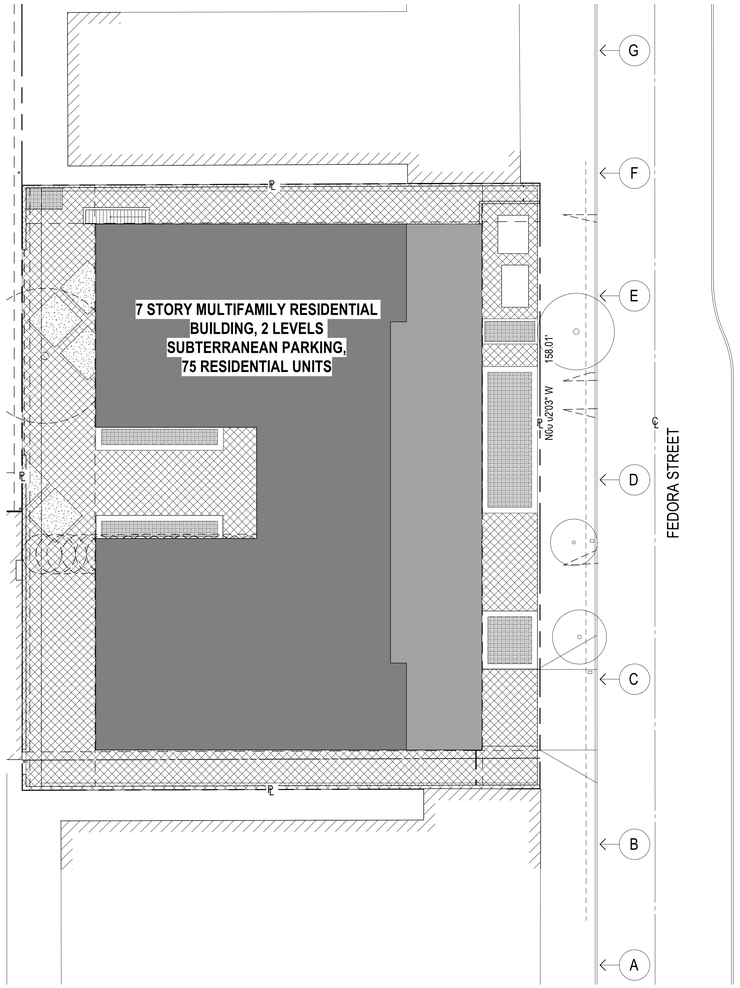
SITE PHOTO C — C

SITE PHOTO D — D

SITE PHOTO E — E

SITE PHOTO F — F

SITE PHOTO G — G



SITE PHOTO KEY PLAN — 5

1/16" = 1'-0"

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ENTITLEMENT SET

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:

SITE PHOTOS

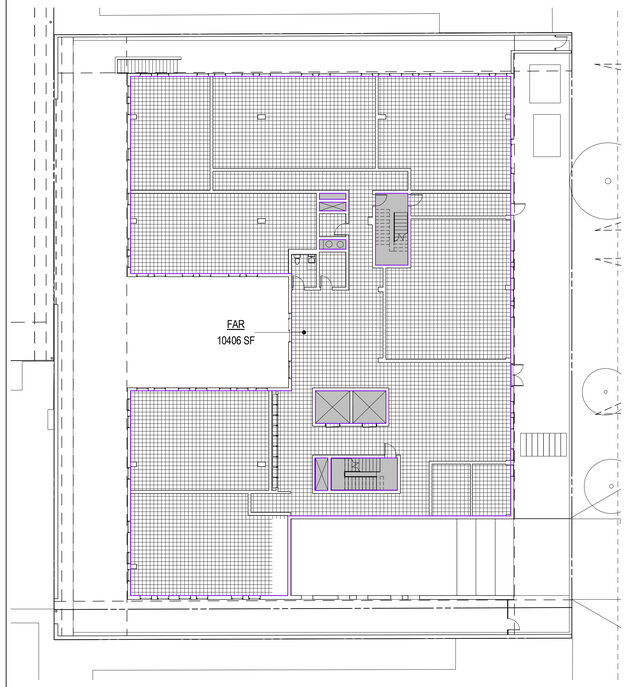
SHEET NUMBER:

G010

10/01/17 7:33:05 PM

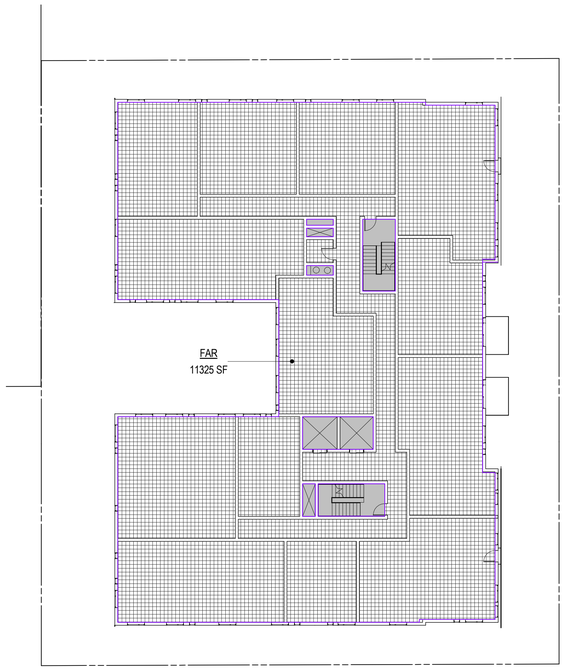
5TH FLOOR FAR PLAN
1/16" = 1'-0"
23

3RD FLOOR FAR PLAN
1/16" = 1'-0"
13



1ST FLOOR FAR PLAN
1/16" = 1'-0"
3

6TH FLOOR FAR PLAN
1/16" = 1'-0"
25



4TH FLOOR FAR PLAN
1/16" = 1'-0"
15

2ND FLOOR FAR PLAN
1/16" = 1'-0"
5

NOTES

NET LOT AREA (AFTER HWY DEDICATION)
= 21,330 SF

BUILDABLE AREA (R4)
= LOT AREA - HWY DED - STBKS FOR A 1 STORY BLDG
= 15,544 SF

FLOOR AREA RATIO:
6:1

ALLOWABLE FAR:
= BUILDABLE AREA X FLOOR AREA RATIO
= 93,264 SF

PROPOSED FAR:
4.9:1

PROPOSED FAR

LEVEL	AREA (SF)
1ST FLOOR	10806
2ND FLOOR	12035
3RD FLOOR	11815
4TH FLOOR	11725
5TH FLOOR	11723
6TH FLOOR	9062
7TH FLOOR	9062
Grand total	76228

SHEET NOTES

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

LEGEND

FAR

SHAFT (NOT FAR)

KFA

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
FAR CALCULATIONS

SHEET NUMBER:
G020

10/11/17 7:34:13 PM

7TH FLOOR FAR PLAN
1/16" = 1'-0"
2

NOTES

NET LOT AREA (AFTER HWY DEDICATION)
= 21,330 SF

BUILDABLE AREA (R4)
= LOT AREA - HWY DED - STBKS FOR A 1 STORY BLDG
= 15,544 SF

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6:1

ALLOWABLE FAR:
= BUILDABLE AREA X FLOOR AREA RATIO
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PROPOSED FAR:
4.9:1

PROPOSED FAR

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LEGEND

FAR

SHAFT (NOT FAR)

KFA

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JOB NUMBER:
17017
DATE:
06.04.18
REVISIONS:

SHEET TITLE:
FAR CALCULATIONS

SHEET NUMBER:
G020.1
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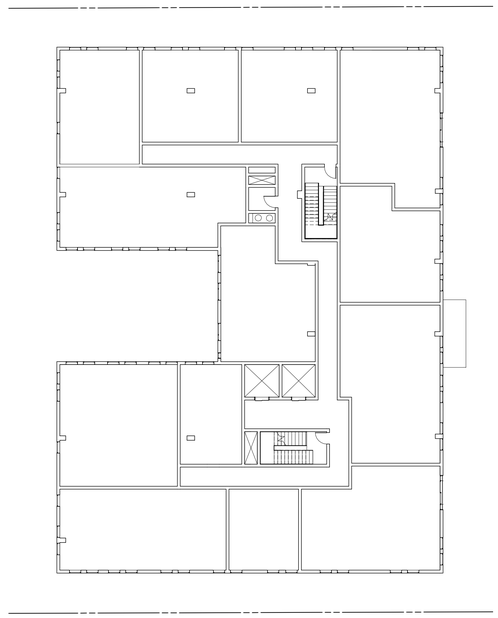
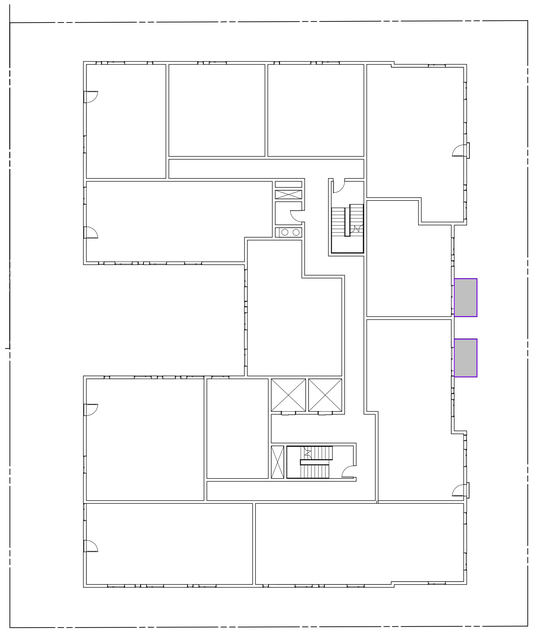
6TH FLOOR OPEN SPACE PLAN
1/16" = 1'-0"
22

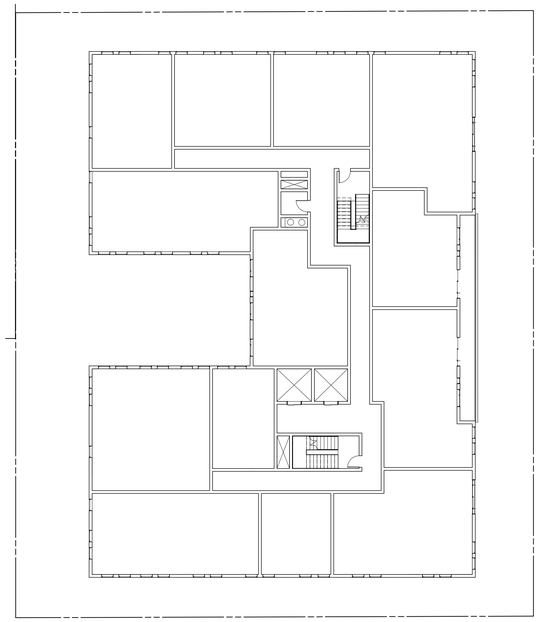
4TH FLOOR OPEN SPACE PLAN
1/16" = 1'-0"
12



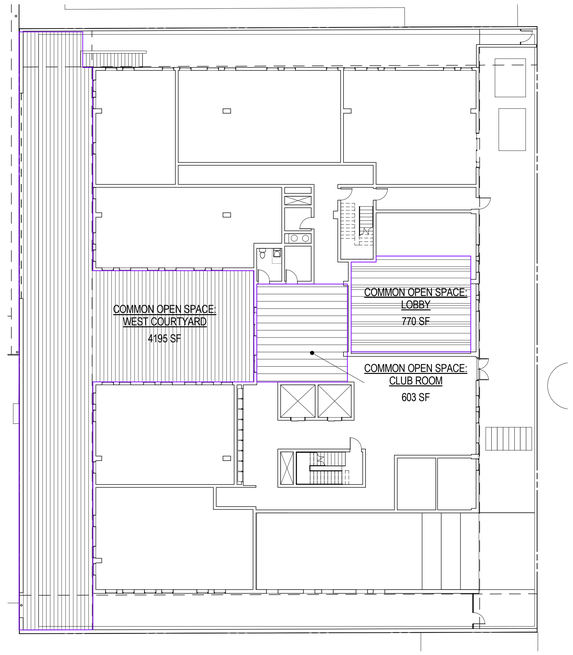
2ND FLOOR OPEN SPACE PLAN
1/16" = 1'-0"
2



5TH FLOOR OPEN SPACE PLAN
1/16" = 1'-0"
25



3RD FLOOR OPEN SPACE PLAN
1/16" = 1'-0"
15



1ST FLOOR OPEN SPACE PLAN
1/16" = 1'-0"
5

NOTES

REQUIRED OPEN SPACE

UNIT TYPE	QTY	REQD OPEN SPACE
STUDIO	7	700 SF
1 BR	35	3500 SF
2 BR	33	4125 SF
Grand total	75	8325 SF

PROPOSED OPEN SPACE

NAME	QTY	AREA (SF)
COMMON OPEN SPACE: CLUB ROOM	1	603
COMMON OPEN SPACE: LOBBY	1	770
COMMON OPEN SPACE: ROOF DECK	1	2622
COMMON OPEN SPACE: WEST COURTYARD	1	4195
		8190
PRIVATE OPEN SPACE	4	200
		200
Grand total		8390

SHEET NOTES

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN SPACE REQUIRED =
25% OF COMMON OPEN SPACE REQUIRED =
1,041 SF

IN EXCESS OF REQUIRED OPEN SPACE BY 65 SF.

LEGEND

- COMMON OPEN SPACE: CLUB ROOM
- COMMON OPEN SPACE: LOBBY
- COMMON OPEN SPACE: ROOF DECK
- COMMON OPEN SPACE: WEST COURTYARD
- PRIVATE OPEN SPACE

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SUBMITTAL:
ENTITLEMENT SET

JOB NUMBER:
17017
DATE:
06.04.18
REVISIONS:

SHEET TITLE:
OPEN SPACE CALCULATIONS

SHEET NUMBER:
G021
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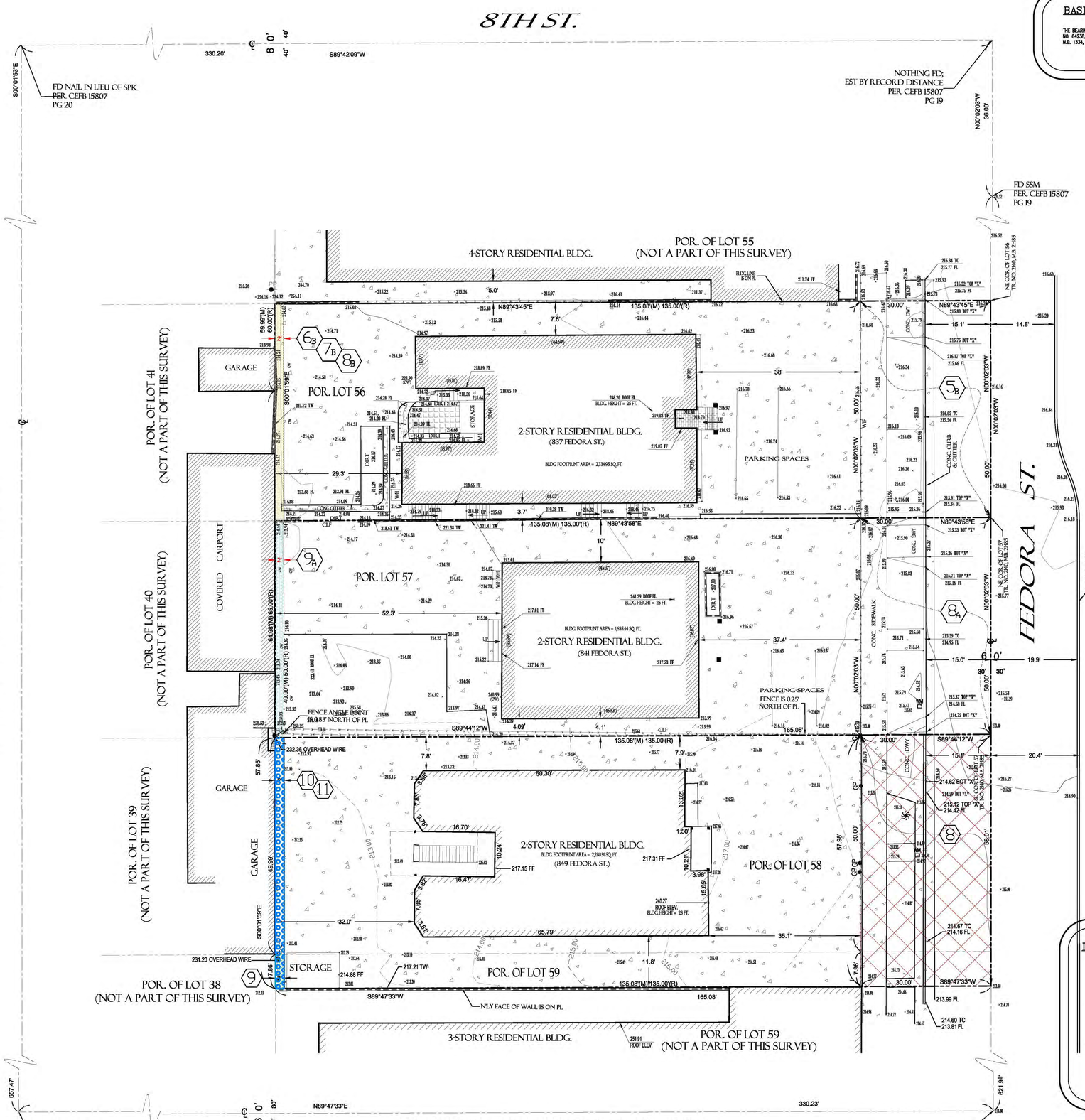

BASIS OF BEARINGS:

THE BEARING NORTH 00°02'03" WEST, ON THE CENTERLINE OF FEDORA STREET AS SHOWN ON TRACT NO. 64238, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN M.B. 1334, PAGES 80-81, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

SYMBOLS:

- COL COLUMN
- GATE POST
- PALM TREE
- POWER POLE
- WM WATER METER

FLOOD INFORMATION:

SUBJECT PROPERTIES ARE IN ZONE "X" AREA OUTSIDE 1-PERCENT ANNUAL CHANCE OF FLOOD PLAIN.

FEMA PANEL NO: 06037C1620F

EFFECTIVE DATE: 09/26/2008

BENCHMARK:

STRUCTURE ID : 5170413B

DESCRIPTION : FOUND SEWER MANHOLE ON CL INTERSECTION OF JAMES M WOOD BLVD. AND FEDORA ST.

ELEVATION : 213.80 FT.

SCHEDULE B / EASEMENT(S):

(8) 8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

PURPOSE: PUBLIC STREET, ROAD AND HIGHWAY
RECORDING NO: IN BOOK 5787 PAGE 312, OF DEEDS
AFFECTS: THE EAST 30 FEET OF SAID LAND

PLOTTED HEREON

(9) 9. EASEMENT(S) FOR THE PURPOSES(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN DOCUMENT:

PURPOSE: UTILITIES, PUBLIC AND/OR PRIVATE
RECORDING NO: IN BOOK 6193 PAGE 13, OF DEEDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

(10) 10. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: THE CITY OF LOS ANGELES, SUCCESSOR TO LOS ANGELES, GAS & ELECTRIC CORP.
PURPOSE: POLE LINES AND CONDUITS
RECORDING NO: IN BOOK 15635 PAGE 379, OF OFFICIAL RECORDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

PLOTTED HEREON

(11) 11. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

PURPOSE: PUBLIC UTILITIES
RECORDING NO: IN BOOK 17898 PAGE 371, OF OFFICIAL RECORDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

PLOTTED HEREON

(9A) 9. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

PURPOSE: PUBLIC UTILITIES
RECORDING NO: IN BOOK 5699 PAGE 136, OF DEEDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

PLOTTED HEREON

THE FOLLOWING MATTERS AFFECT PARCEL 1

(6B) 6. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

PURPOSE: POLE LINES
RECORDING NO: IN BOOK 5708 PAGE 61, OF DEEDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

PLOTTED HEREON

(7B) 7. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:

GRANTED TO: THE CITY OF LOS ANGELES, SUCCESSOR TO LOS ANGELES, GAS & ELECTRIC CORP.
PURPOSE: POLE LINES AND CONDUITS
RECORDING NO: IN BOOK 15635 PAGE 379, OF OFFICIAL RECORDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

PLOTTED HEREON

(8B) 8. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:

PURPOSE: PUBLIC UTILITIES
RECORDING NO: IN BOOK 17898 PAGE 371, OF OFFICIAL RECORDS
AFFECTS: THE REAR 2 FEET OF SAID LAND

PLOTTED HEREON

826 S. MARIPOSA AVE.

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PORTIONS OF LOTS 57, 58 AND 59 OF TRACT NO. 2140, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21 PAGE(S) 185 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5094-017-(016-017-018)

LEGEND:

CEFB	– CITY ENGINEER'S FIELD BOOK	(R)	– RECORD
℄/CL	– CENTERLINE	S.S.M.	– STANDARD SURVEY MONUMENT
C.L.F.	– CHAIN LINK FENCE	SMH	– SEWER MANHOLE
COL	– COLUMN	SPK/W	– SPIKE & WASHER
CONC	– CONCRETE	TC	– TOP OF CURB ELEV.
COR	– CORNER	TR	– TRACT MAP
EST	– ESTABLISH	TW	– TOP OF WALL ELEV.
FD	– FOUND	W.I.F.	– WROUGHT IRON FENCE
FF	– FINISH FLOOR ELEV.		
FL	– FLOWLINE ELEV.	S/O	– SOUTH OF
FS	– FINISH SURFACE ELEV.	W/O	– WEST OF
INTER	– INTERSECTION		
L & T	– LEAD & TACK		– PROPERTY LINE
(M)	– MEASURED		– CENTERLINE
MB	– MAP BOOK		– RETAINING WALL
(P)	– PRORATED		– BUILDING LINE
PG	– PAGE		– FENCE LINE
PMS	– PUNCH MARKS		–OHW– –OHW– OVERHEAD WIRES

LAND AREA:

A) 841 S FEDORA ST.

APN: 5094-017-018
CONTAINING A GROSS AREA OF 8,252.50 SQ. FT. OR 0.189 ACRES, MORE OR LESS.
CONTAINING A NET AREA OF 6,752.60 SQ. FT. OR 0.155 ACRES, MORE OR LESS.

B) 837 S FEDORA ST.

APN: 5094-017-017
CONTAINING A GROSS AREA OF 8,252.45 SQ. FT. OR 0.189 ACRES, MORE OR LESS.
CONTAINING A NET AREA OF 6,752.56 SQ. FT. OR 0.155 ACRES, MORE OR LESS.

C) 841 S. FEDORA AVE.

APN: 5094-017-016
CONTAINING A GROSS AREA OF 9,562.45 SQ. FT. OR 0.22 ACRES, MORE OR LESS.
CONTAINING A NET AREA OF 7,822.66 SQ. FT. OR 0.18 ACRES, MORE OR LESS.

MISCELLANEOUS NOTES:

1.) AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVED SURFACE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

2.)AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVABLE EVIDENCE OF THE SUBJECT PROPERTY BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL

3.) AT THE TIME OF THE SURVEY, THERE WAS NO OBSERVED EVIDENCE OF ANY RECENT CHANGES IN STREET RIGHT-OF-WAY LINES EITHER COMPLETED OR PROPOSED, AND AVAILABLE FROM THE CONTROLLING DISTRICT.

4.)THERE ARE NO WETLANDS ON OR ADJACENT TO THE SUBJECT PER THE UNITED STATES FISH AND WILDLIFE SERVICES NATIONAL WETLANDS INVENTORY WEB SITE. THIS STATEMENT SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACTUAL FIELD WETLANDS DELINEATION OR ENVIRONMENTAL ASSESSMENT REPORT.

M&G CIVIL ENGINEERING AND
LAND SURVEYING

TITLE: TOPOGRAPHIC SURVEY
837, 841, 849 FEDORA STREET, LOS ANGELES, CA

CLIENT: MARK ROSS
JOB NO.: 17-11750
SCALE: 1"=10'
DATE: 08/08/17
DESIGNED BY: F.G. / CA
REVISION (S):
DRAWN BY: KL/DC
CHECKED BY: C.DL.

CIVIL ENGINEERING & LAND SURVEYING
347 S. ROBERTSON BLVD.
BEVERLY HILLS, CALIFORNIA 90211
TEL: (310) 659-0871 FAX (310) 659-0845
info@mglandsur.com www.mglandsur.com

SHEET 1 OF 1 SHEET

S:\DRAWINGS\17.11750_NEW.DWG (G)

LEVEL P2 PLAN
1/8" = 1'-0"

NOTES

01 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
02 PARKING SPACE STRIPING
03 COLUMN
04 TRANSFORMER IN VAULT ABOVE
05 4" CONCRETE WHEEL STOP
08 FUTURE GREY WATER TANK

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PAKRING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL
	COLUMN
T	DOUBLE TIER LONG TERM BIKE PARKING SPACE

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SANTA MONICA, CA 90404
310.399.7975
KFALOSANGELES.COM

839 FEDORA ST.

837, 841, 849 FEDORA ST.
LOS ANGELES, CA 90005

FEDORA BLISS, LLC
6300 Canoga Ave #1100
Woodland Hills, CA 91367

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SUBMITTAL:
PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
LEVEL P2 PLAN

SHEET NUMBER:
A100

3/22/18 5:18:42 PM

LEVEL P1 PLAN
1/8" = 1'-0"
5

NOTES

01 PARKING SPACE STRIPING
02 LINE OF REQD TURNING RADIUS FOR MORE THAN 25 CARS
03 TRANSFORMER IN VAULT
04 4" CONCRETE WHEEL STOP
05 GARAGE EXHAUST, SEE MECHANICAL DWGS FOR MORE INFO
06 TRASH EXHAUST, SEE MECHANICAL DWGS FOR MORE INFO
07 TRENCH DRAIN
08 BICYCLE WORK AREA
09 GARAGE VENTILATION SUPPLY FAN, SEE MECH DWGS FOR MORE INFO

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

LEGEND

RES	RESIDENTIAL PARKING STALL
COMM	COMMERCIAL PARKING STALL
S	STANDARD PAKRING STALL
C	COMPACT PARKING STALL
	ACCESSIBLE PARKING STALL
	ELECTRICAL VEHICLE PARKING STALL
	COLUMN
T	DOUBLE TIER LONG TERM BIKE PARKING SPACE

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
LEVEL P1 PLAN

SHEET NUMBER:
A101

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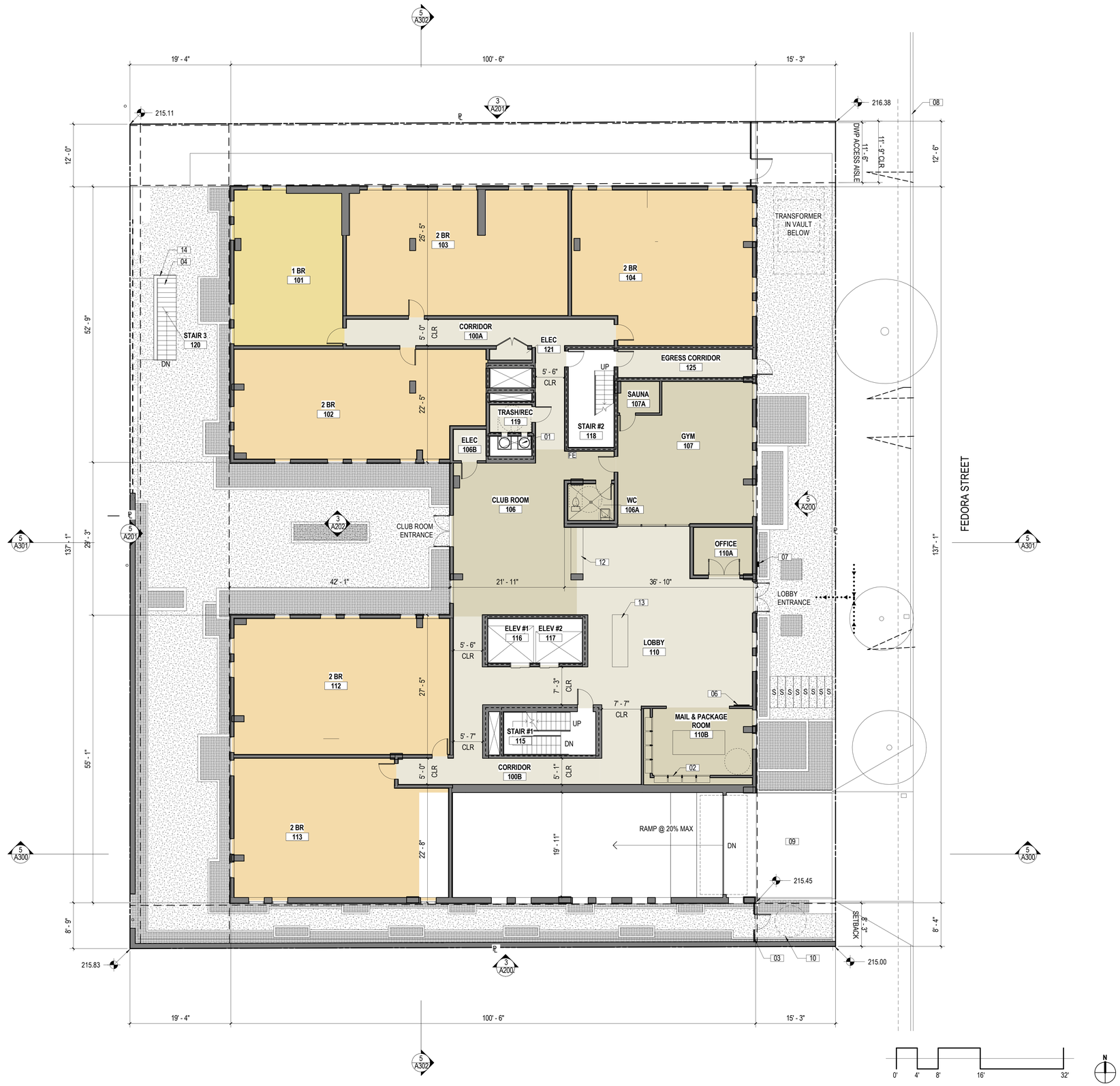

1ST FLOOR PLAN
1/8" = 1'-0"
5

NOTES

01 TRASH & RECYCLING CHUTE
02 MAILBOXES
03 SECURITY FENCE W/ GATE
04 EGRESS STAIR FROM PARKING LEVELS
06 FIRE ANNUNCIATOR PANEL
07 FDC CONNECTION
08 (E) CONCRETE SIDEWALK & GUTTER. SEE LANDSCAPE & CIVIL DWGS FOR ADDITIONAL INFO
09 DRIVEWAY. SEE CIVIL DWGS FOR ADDITIONAL INFO
10 CDS FILTER BELOW. SEE CIVIL DWGS FOR ADDITIONAL INFO
12 GAS FIREPLACE
13 LOBBY DESK
14 6'-0" HIGH MIN SITE WALL

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PROVIDE MIN 8'-2" CLEARANCE HEIGHT AT HANDICAP DRIVE AISLE AND PARKING SPACES. PROVIDE MIN 7'-0" CLEARANCE AT ALL OTHER GARAGE LOCATIONS.

C. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

PERMEABLE PAVING AREA
LANDSCAPE AREA
HARDSCAPE AREA
ACCESSIBLE PATH OF TRAVEL
5'-0" DIAMETER TURNING RADIUS

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
FIRST FLOOR PLAN

SHEET NUMBER:
A110

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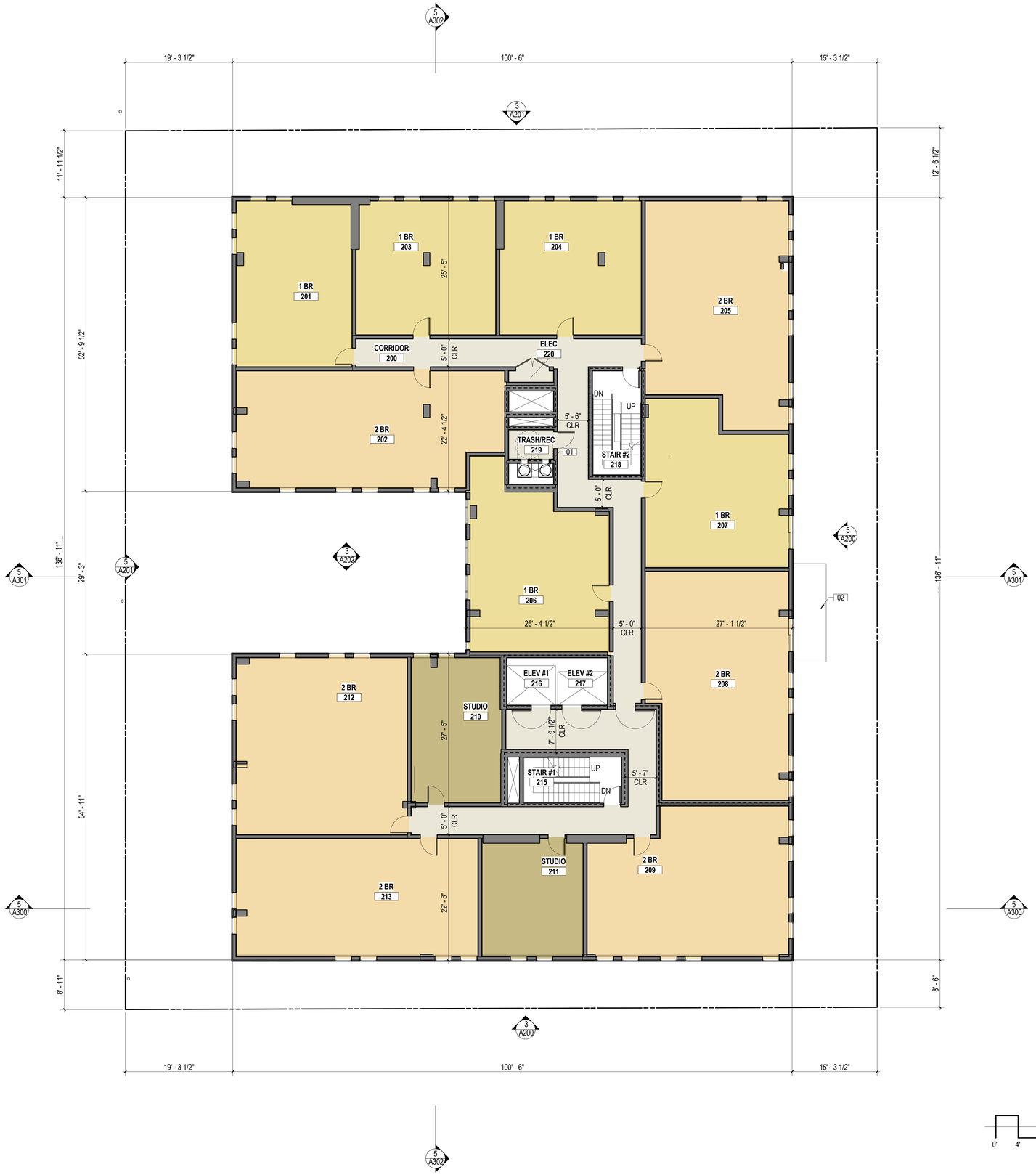

0' 4' 8' 16' 32'

N

2ND FLOOR PLAN
1/8" = 1'-0"

5

NOTES

01 TRASH & RECYCLING CHUTE
02 METAL ENTRY AWNING BELOW

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

5'-0" DIAMETER TURNING RADIUS

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PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
SECOND FLOOR PLAN

SHEET NUMBER:
A120

3/27/2018 5:16:47 PM

3RD FLOOR PLAN
1/8" = 1'-0"
5

NOTES

01 TRASH & RECYCLING CHUTE
02 METAL BALCONY RAILING

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

5'-0" DIAMETER TURNING RADIUS

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
THIRD FLOOR PLAN

SHEET NUMBER:
A130

3/27/2018 3:36:48 PM

4TH FLOOR PLAN
1/8" = 1'-0"

NOTES

01 TRASH & RECYCLING CHUTE
02 42" HIGH METAL BALCONY RAILING

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

5'-0" DIAMETER TURNING RADIUS

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JOB NUMBER:
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DATE:
06.04.18

REVISIONS:

SHEET TITLE:
FOURTH FLOOR PLAN

SHEET NUMBER:
A140

3/27/2018 5:16:50 PM

5TH FLOOR PLAN
1/8" = 1'-0"
5

0' 4' 8' 16' 32'

N

NOTES

01 TRASH & RECYCLING CHUTE
02 METAL BALCONY RAILING

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

5'-0" DIAMETER TURNING RADIUS

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JOB NUMBER:
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DATE:
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REVISIONS:

SHEET TITLE:
FIFTH FLOOR PLAN

SHEET NUMBER:
A150

3/27/2018 5:16:52 PM

6TH FLOOR PLAN
1/8" = 1'-0"

5

NOTES

01 LINE OF ROOF ABOVE
02 TRASH & RECYCLING CHUTE

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

5'-0" DIAMETER TURNING RADIUS

PROPOSED HARDSCAPE

PROPOSED LANDSCAPE

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
SIXTH FLOOR PLAN

SHEET NUMBER:
A160

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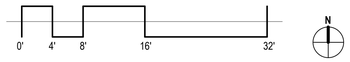

7TH FLOOR PLAN
1/8" = 1'-0"
5

NOTES

01 TRASH & RECYCLING CHUTE
02 METAL GUARDRAIL
03 TRELLIS BELOW @ ROOF DECK

SHEET NOTES

A. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

B. PLANTER AREA PROVIDED (REFER TO LANDSCAPE DRAWINGS) =

660 SF ON LEVEL 1
622 SF ON LEVEL 6

1282 SF TOTAL

LEGEND

5'-0" DIAMETER TURNING RADIUS

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JOB NUMBER:
17017

DATE:
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REVISIONS:

SHEET TITLE:
SEVENTH FLOOR PLAN

SHEET NUMBER:
A170

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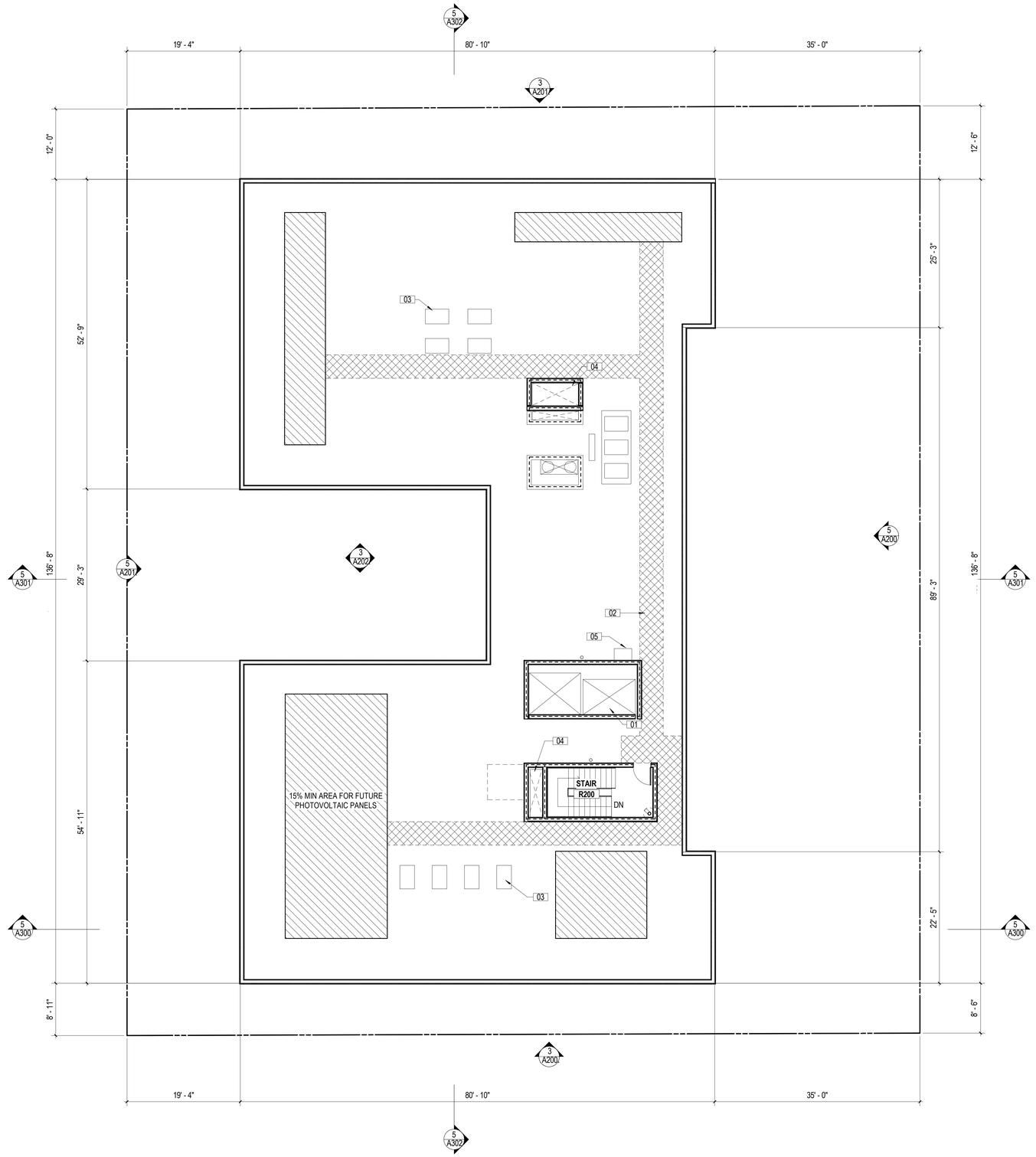

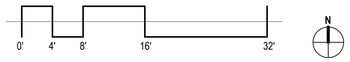

ROOF PLAN
1/8" = 1'-0"
5

NOTES

01 ELEVATOR PENTHOUSE
02 WALKING PAD
03 MECH UNITS
04 EXHAUST SHAFT, SEE MECH DWGS
05 DISTRIBUTION PANEL, SEE ELEC DWGS

SHEET NOTES

A. ROOF SLOPES CONTINUOUS TO DOWNSPOUT OR ROOF DRAIN. SLOPES TO BE A MINIMUM OF 1/4" PER FOOT.

LEGEND

FUTURE SOLAR PHOTOVOLTAIC AREA

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
ROOF PLAN

SHEET NUMBER:
A180

3/27/2018 5:16:55 PM

SOUTH ELEVATION
1/8" = 1'-0"
3

0' 4' 8' 16' 32'

EAST (STREET) ELEVATION
1/8" = 1'-0"
5

NOTES

01 METAL ENTRY AWNING
02 6'-0" HIGH MIN SITE WALL
03 SCREED LINE
04 SECURITY FENCE

LEGEND

PL1	PLASTER FINISH, SMOOTH TROWEL, PAINT 1
PL2	PLASTER FINISH, SMOOTH TROWEL, PAINT 2
PL3	PLASTER FINISH, SMOOTH TROWEL, PAINT 3
MP1	PAINTED METAL PANEL
MV1	MASONRY VENEER

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A200

3/27/2018 5:17:11 PM

NORTH ELEVATION 3
1/8" = 1'-0"

0' 4' 8' 16' 32'

WEST (REAR) ELEVATION 5
1/8" = 1'-0"

NOTES

01 SCREED LINE
02 6'-0" HIGH MIN SITE WALL
03 METAL BALCONY RAILING

LEGEND

PL1	PLASTER FINISH, SMOOTH TROWEL, PAINT 1
PL2	PLASTER FINISH, SMOOTH TROWEL, PAINT 2
PL3	PLASTER FINISH, SMOOTH TROWEL, PAINT 3
MP1	PAINTED METAL PANEL
MV1	MASONRY VENEER

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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A201

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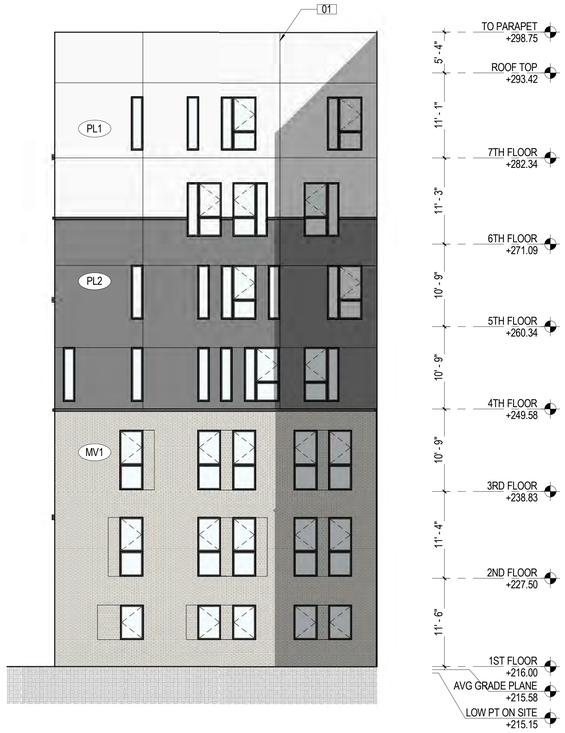
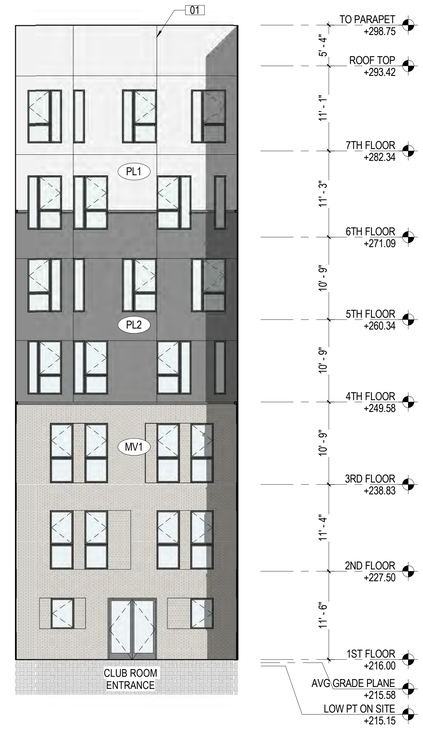
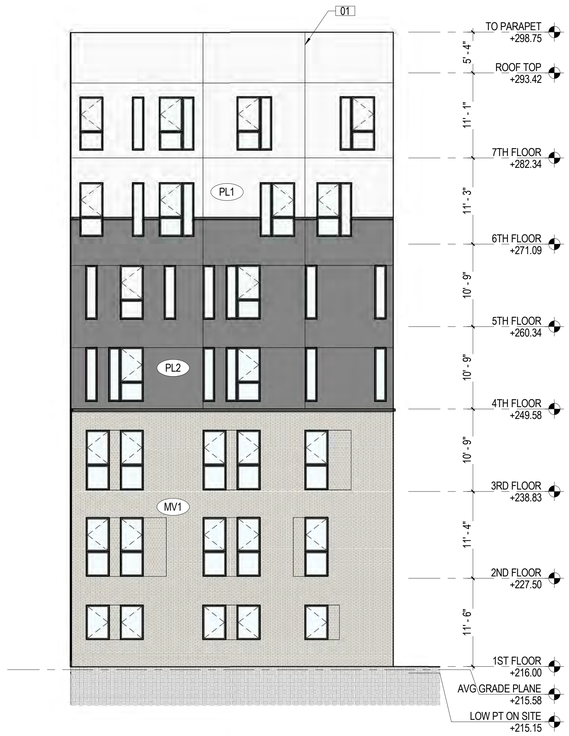


COURTYARD NORTH
1/8" = 1'-0"
23



COURTYARD EAST
1/8" = 1'-0"
13



COURTYARD SOUTH
1/8" = 1'-0"
3

NOTES

01 SCREED LINE
02 6'-0" HIGH MIN SITE WALL
03 METAL BALCONY RAILING

LEGEND

PL1	PLASTER FINISH, SMOOTH TROWEL, PAINT 1
PL2	PLASTER FINISH, SMOOTH TROWEL, PAINT 2
PL3	PLASTER FINISH, SMOOTH TROWEL, PAINT 3
MP1	PAINTED METAL PANEL
MV1	MASONRY VENEER

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SUBMITTAL:
PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
ELEVATIONS

SHEET NUMBER:
A202

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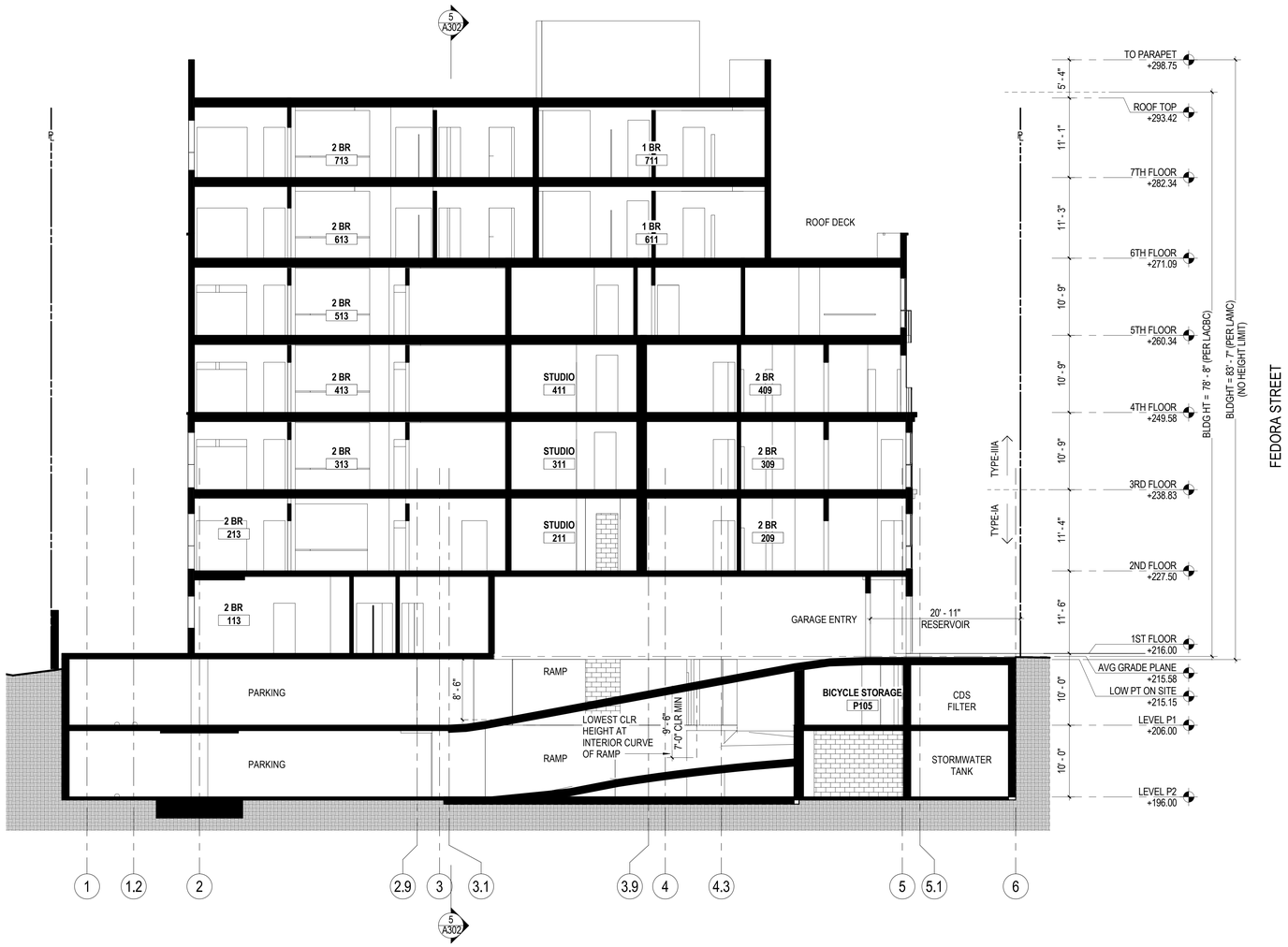

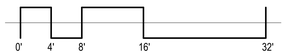

CROSS SECTION @ RAMP LOOKING NORTH
1/8" = 1'-0"
5

NOTES

KFA
1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
310.399.7975
KFALOSANGELES.COM

839 FEDORA ST.

837, 841, 849 FEDORA ST.
LOS ANGELES, CA 90005

FEDORA BLISS, LLC
6300 Canoga Ave #1100
Woodland Hills, CA 91367

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SUBMITTAL:
PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:
A300

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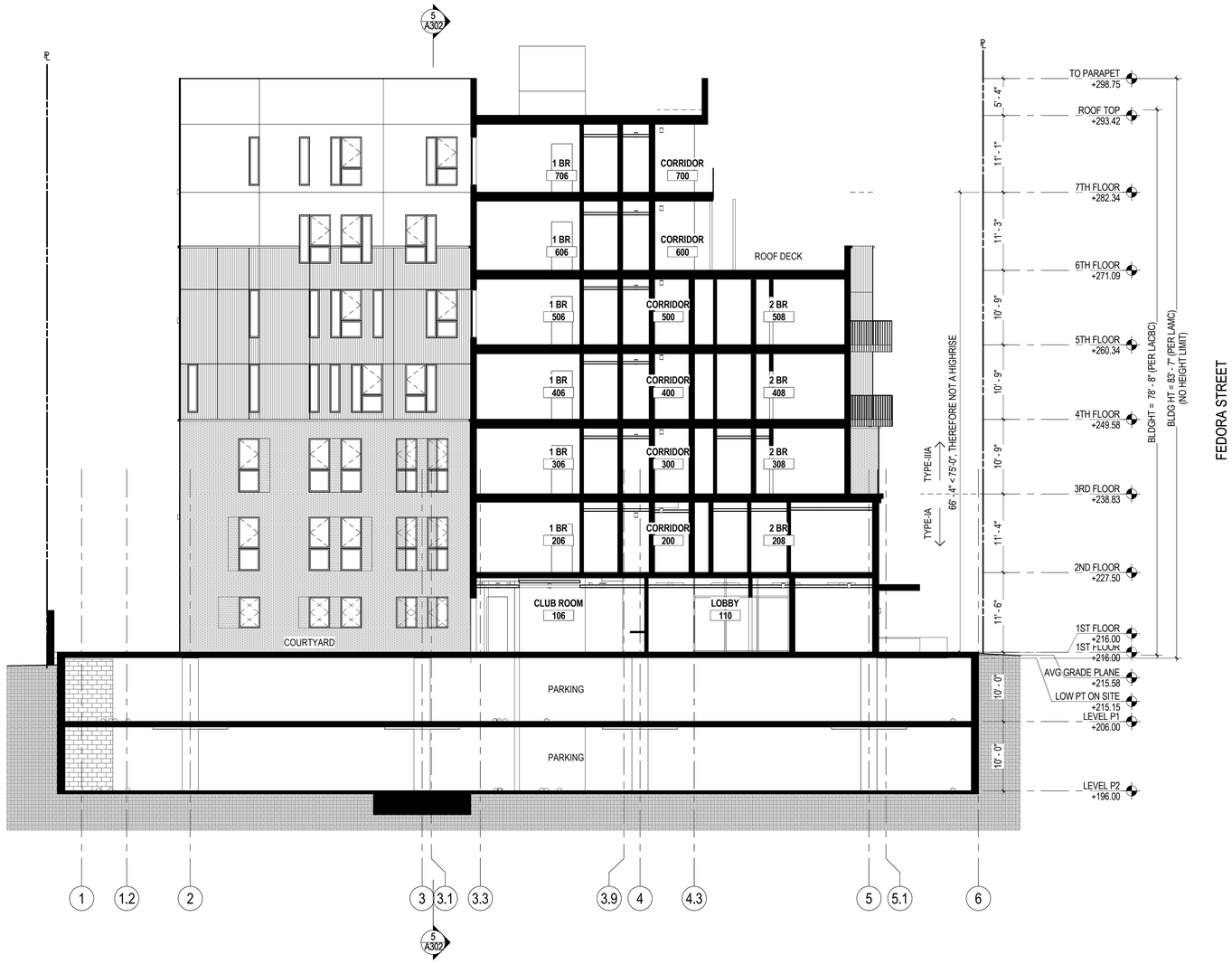

0' 4' 8' 16' 32'

CROSS SECTION @ COURTYARD LOOKING NORTH (5)
1/8" = 1'-0"

NOTES

KFA
1625 OLYMPIC BOULEVARD
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JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:
BUILDING SECTIONS

SHEET NUMBER:
A301

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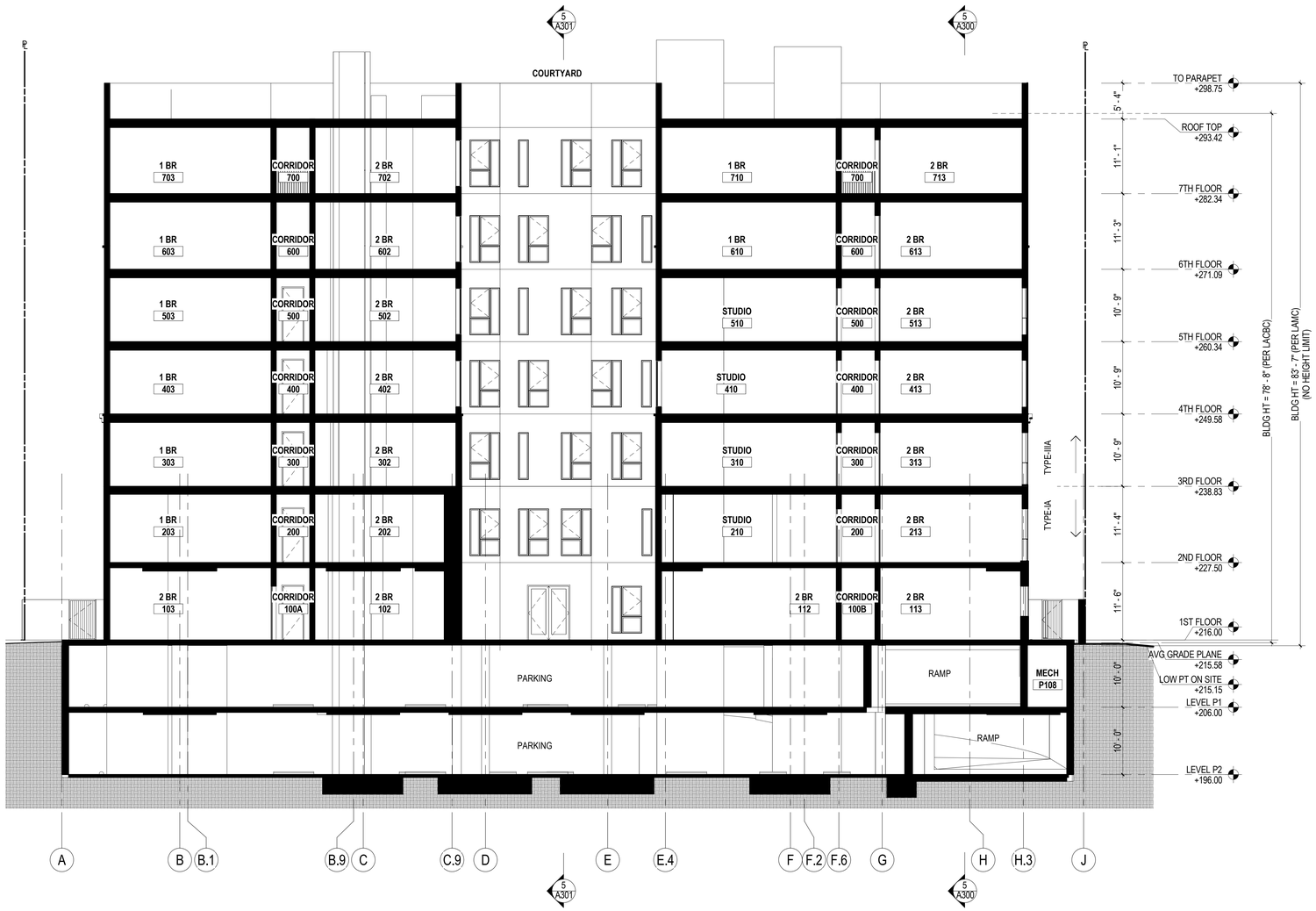

LONGITUDINAL SECTION LOOKING EAST
1/8" = 1'-0"
5

1625 OLYMPIC BOULEVARD
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KFALOSANGELES.COM

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Woodland Hills, CA 91367

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SUBMITTAL:

PLANNING SUBMITTAL

JOB NUMBER:
17017

DATE:
06.04.18

REVISIONS:

SHEET TITLE:

BUILDING SECTIONS

SHEET NUMBER:

A302

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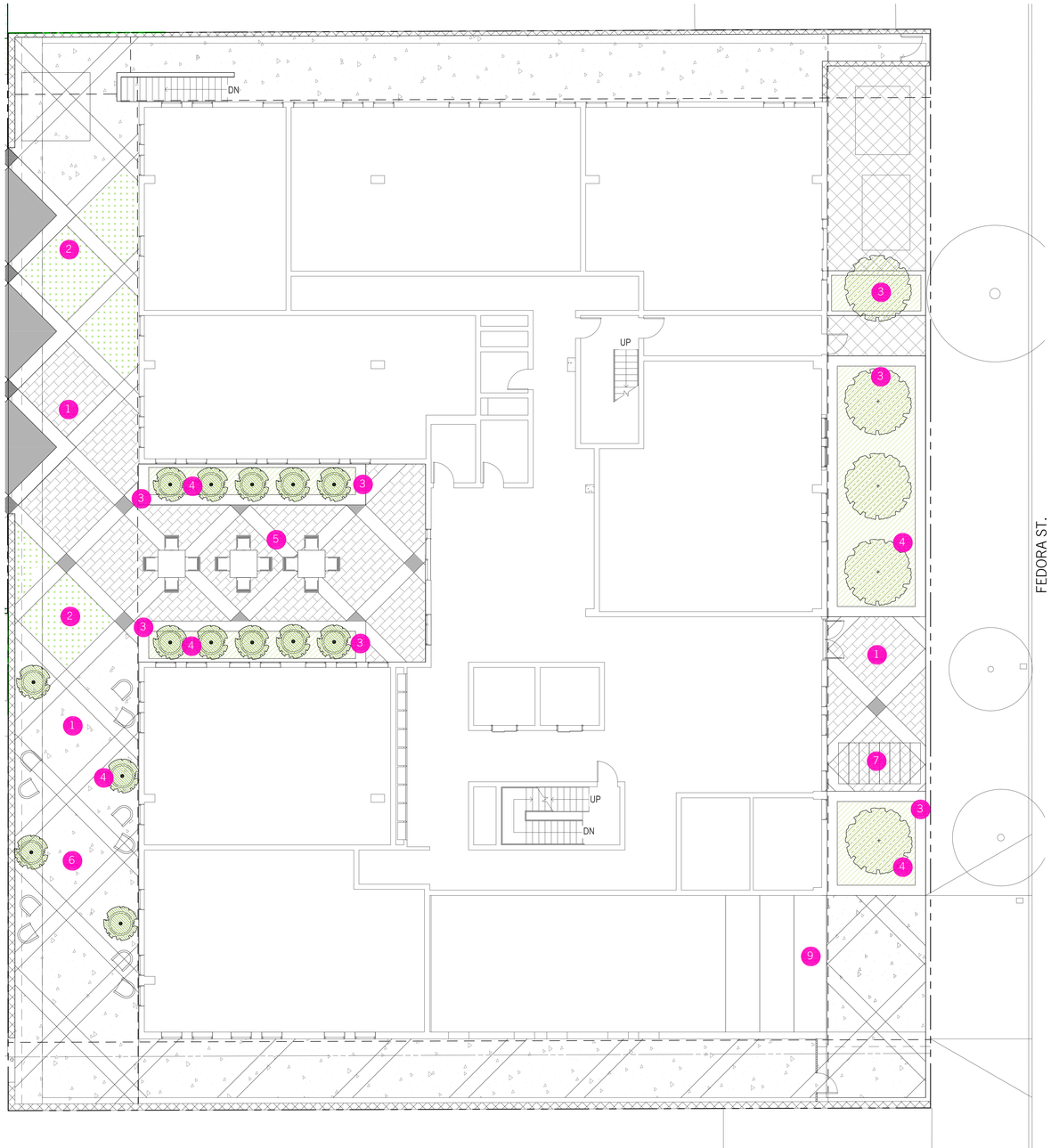


HARDSCAPE LEGEND

SYMBOL	MATERIAL
PAVING	
	CONCRETE PAVERS
	18" TILE
	CONCRETE
	CONCRETE

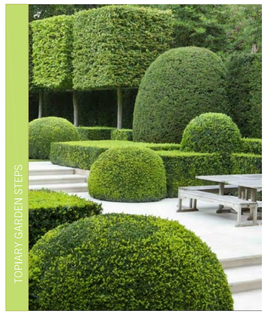
PLANTING LEGEND- FEDORA

SYMBOL	BOTANICAL NAME	COMMON NAME	WUCOLS	SIZE	QTY
TREES					
	Olea eurpaea 'Majestic Beauty' Multi	Fruitless Olive 'Majestic Beauty' Multi	L	36" BOX	5
	Laurus nobilis , Patio Tree	Sweet Bay Patio Tree	L	36" BOX	14
SHRUBS AND GRASSES					
	Westringia fruticosa 'Grey Box'	Westringia 'Grey Box'	L	-	-
	Buxus microphylla	Japanese Boxwood	M		-
	Pittosporum tenuifolium 'Golf Ball'	Golf Ball Kohuhu Pittosporum	M		
	Dietes bicolor	Fortnight Lilly	L/M		
	Acacia cognatta "Cousin Itt"	Little River Wattle	M		-
	Trachelospermum jasminoides	Star Jasmine	M		-
	Westringia "Blue Gem"	Blue Gem Coast Rosemary	L		
	Olea europaea "Little Ollie'	Little Ollie	L		-
	Dietes grandiflora	Fortnight Lilly	L		-
	Agave "Blue Flame"	Blue Flame Agave	L		-
	Myoporum parvifolium	Creeping Myoproum	L		-

LEGEND

1. DECORATIVE / DIAGONAL PAVING
2. TOPIARY GARDEN STEPS
3. RAISED PLANTING BED
4. TREES IN POTTED PLANTERS
5. FORMAL COURTYARD WITH SEATING
6. LINEAR PATH WITH LOOSE SEATING
7. BIKE RACKS
8. PRIVATE PATIO
9. DRIVEWAY

1



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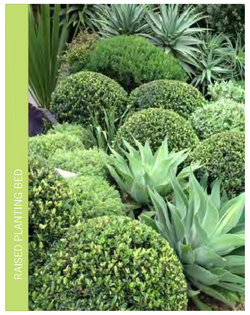


3

5

6

SITE TREE REQUIREMENTS

MINIMUM 24" BOX AND PLANTED IN MINIUMUM 30" DEPTH

TREES REQUIRED	
FEDORA 75 UNITS @ 1 TREE/4 UNITS	19 TREES
TREES PROVIDED	
GROUND LEVEL	19 TREES
LEVEL 6 TERRACES	- TREES
TOTAL TREES PROVIDED	19 TREES

EXISTING TREE NOTES

15 EXISTING NON-NATIVE TREES TO BE REMOVED - REFER TO TREE REPORT

OPEN SPACE REQUIREMENTS

TOTAL OPEN SPACE REQUIRED (SEE ARCH):	8325 S.F.
REQUIRED COMMON OPEN SPACE (50%):	4163 S.F.
COMMON OPEN SPACE PROVIDED (SEE ARCH)	8190 S.F.
REQUIRED LANDSCAPED OPEN SPACE 25% OF REQUIRED COMMON OPEN SPACE	1041 S.F.
LANDSCAPED OPEN SPACE PROVIDED	
LEVEL 1	660 S.F.
LEVEL 6	622 S.F.
TOTAL PROVIDED	1282 S.F > 1041 S.F.

N

LANDSCAPE FIRST FLOOR PLAN
1/8" = 1'-0"

[place]
lpakshong landscape and architectural collaborative
3617 exposition blvd. los angeles ca 90016
310 450 8100 fax 310 450 8144

839 FEDORA ST.

837, 841, 849 FEDORA ST.
LOS ANGELES, CA 90005

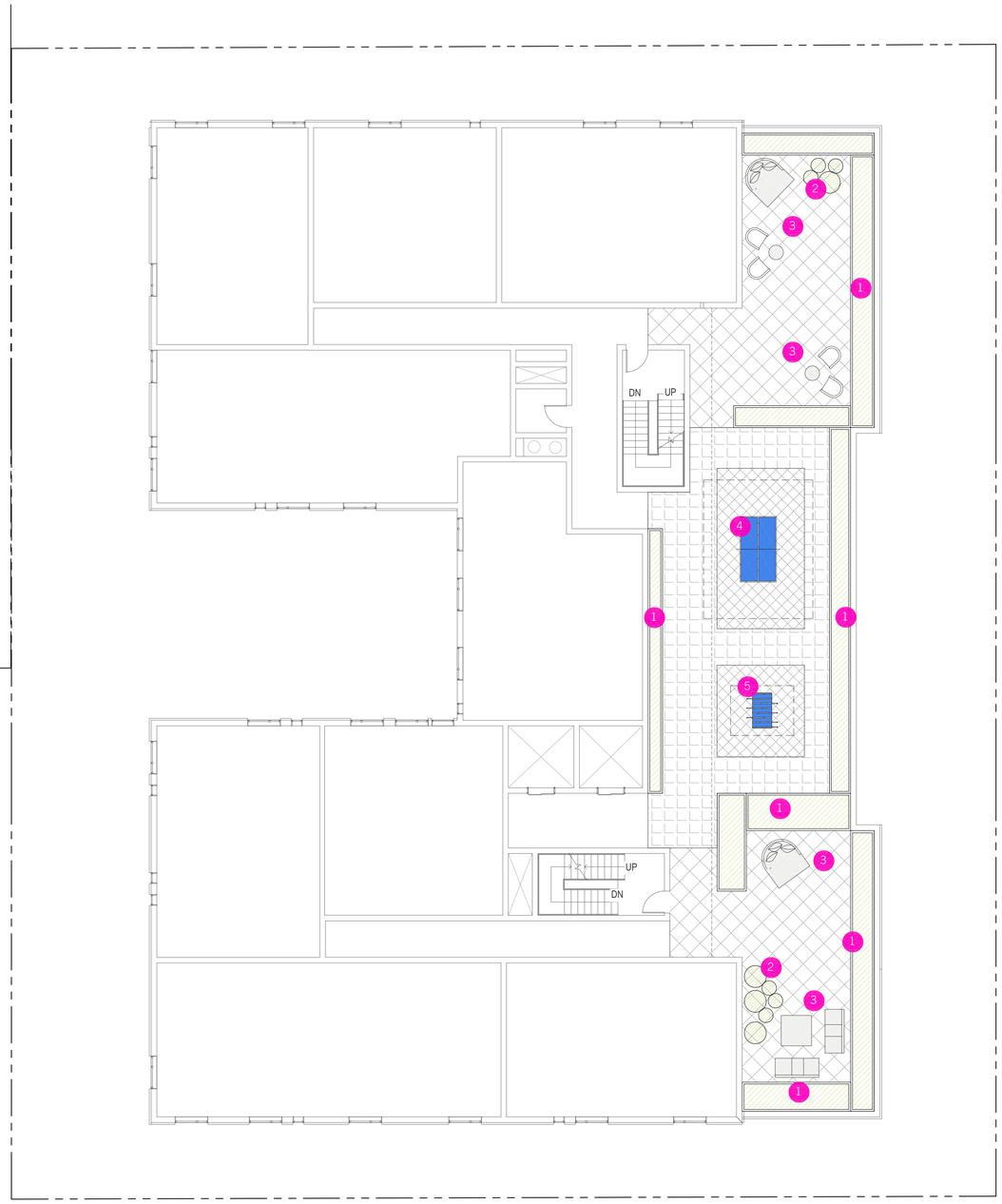
FEDORA BLISS, LLC
-
-

SUBMITTAL:
ENTITLEMENT SET

JOB NUMBER:
17017
DATE:
06.04.18
REVISIONS:

SHEET TITLE:
LANDSCAPE FIRST FLOOR PLAN

SHEET NUMBER:
L201



LEGEND

1. PERIMETER PLANTING
2. POTTED PLANTERS
3. SEATING AND TABLE(S)
4. PING PONG TABLE
5. FOOSBALL TABLE

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY
SHRUBS AND GRASSES				
	Buxus microphylla	Japanese Boxwood		-
	Olea europaea 'Little Ollie'	Little Ollie		-
	Pittosporum tenuifolium 'Golf Ball'	Golf Ball Kohuhu Pittosporum		-
	Myoporum parvifolium	Creeping Myoproum		-
	Westringia fruticosa 'Grey Box'	Westringia 'Grey Box'		-
	Westringia 'Blue Gem'	Blue Gem Coast Rosemary		-
	Acacia cognatta "Cousin Itt'	Little River Wattle		-
	Dietes grandiflora	Fortnight Lilly		-
	Agave 'Blue Flame'	Blue Flame Agave		-
	Trachelospermum jasminoides	Star Jasmine		-

HARDSCAPE LEGEND

SYMBOL	MATERIAL
	CONCRETE PAVERS
	CONCRETE PAVERS
	CONCRETE PAVERS

N

LANDSCAPE SIXTH FLOOR PLAN
1/8" = 1'-0"

[place]
[pakshong landscape and architectural collaborative
3617 exposition blvd, los angeles ca 90016
310 450 8100 fax 310 450 8144

839 FEDORA ST.

837, 841, 849 FEDORA ST.
LOS ANGELES, CA 90005

FEDORA BLISS, LLC
-
-

SUBMITTAL:
ENTITLEMENT SET

JOB NUMBER:
17017
DATE:
06.04.18
REVISIONS:

SHEET TITLE:
LANDSCAPE SIXTH FLOOR PLAN

SHEET NUMBER:
L206

Exhibit B

ENV-2017-4347-CE

And Supporting Studies

COUNTY CLERK'S USE | CITY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY	COUNCIL DISTRICT
City of Los Angeles Department of City Planning	10

PROJECT TITLE	LOG REFERENCE
CPC-2017-4346-CU-DB, CPC-2017-4369-CU-DB, VTT-78211-CN, VTT-78212-CN	ENV 2017-4347-CE

PROJECT LOCATION
826-840 South Mariposa Avenue and 837-841 South Fedora Street

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
The proposed project includes the construction, use and maintenance of a new, 98-unit residential condominium building and a new, 75-unit residential condominium building built on two (2), abutting, but different sites, 826-840 South Mariposa Avenue ("Mariposa") and 837-841 South Fedora Street ("Fedora"), respectively.

The Mariposa Site:

The Mariposa site is approximately 25,038 square feet (0.58 acres) and is currently developed with three (3), multi-family residential buildings and surface parking. The Mariposa project includes \ the demolition of three (3), existing multi-family residential buildings and the construction, use, and maintenance of a new, seven-story building with a maximum height of 85 feet, containing 98 residential condominium units with 12 units (19% of the base density) set aside for Very Low Income Households. The Mariposa project would provide 98 residential automobile parking spaces, 98 long-term bicycle parking spaces, and 10 short-term bicycle parking spaces within two subterranean levels.

The Fedora Site:

The Fedora site is adjacent to the east of the Mariposa site. The Fedora site is approximately 21,390 square feet (.49 acres) and is currently developed with three multi-family residential buildings and surface parking. The Fedora project includes a request for a Vesting Tentative Tract Map No. 78211-CN for the merger and resubdivision of four (4) lots into one (1) lot in conjunction with the demolition of three (3), existing multi-family residential buildings and the construction, use, and maintenance of a new seven story building with a maximum height of 83 feet, seven inches, containing 75 residential condominium units, with seven units (12% of the base density) set aside for Very Low income Households. The project would provide 75 residential automobile parking spaces, 75 long-term bicycle parking spaces, and eight (8) short-term bicycle parking spaces within two subterranean levels. In addition to the Vesting Tentative Tract Map, the applicant is requesting a Density Bonus under concurrent Case No. CPC-2017-4346-CU-DB for a project in which the density increase (37.5%) is greater than the maximum permitted in LAMC Section 12.22-A,25.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
Jerome Buckmelter, Jerome Buckmelter Associates, Inc.

CONTACT PERSON	AREA CODE	TELEPHONE NUMBER	EXT.
Jerome Buckmelter	818	340-8386	

EXEMPT STATUS: (Check One)

		STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
☐	MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
☐	DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
☐	EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
☑	CATEGORICAL EXEMPTION	Sec. 15300 *et seq.*	Art. III, Sec. 1

Class **32** Category _____ (City CEQA Guidelines)

☐ OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.			
IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.			
SIGNATURE Joann Lim	TITLE City Planning Associate		DATE 2/20/2018
FEE: 2,280.00	RECEIPT NO. 0201464010	REC'D. BY Daniel Skolnick	DATE 10/30/2017

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

NAME (PRINTED)

SIGNATURE

DATE

DEPARTMENT OF
CITY PLANNING
-
CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

CAROLINE CHOE
VAHID KHORSAND
SAMANTHA MILLMAN
MARC MITCHELL
VERONICA PADILLA-CAMPOS
DANA M. PERLMAN
VACANT

ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

http://planning.lacity.org

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2017-4347-CE

On February 20, 2018, the Department of City Planning determined that the proposed projects qualify for Categorical Exemptions and as such, the projects were issued a Notice of Exemption (Article III, Section 1, City CEQA Guidelines), log reference ENV-2017-4347-CE for Categorical Exemptions – Class 32 and Class 4, Category 1, City CEQA Guidelines, Article III, Section 1, State EIR Guidelines, Section 15300.

Project Description:

The proposed project includes the construction, use and maintenance of a new, 98-unit residential condominium building and a new, 75-unit residential condominium building built on two (2), abutting, but different sites, 826-840 South Mariposa Avenue ("Mariposa") and 837-841 South Fedora Street ("Fedora"), respectively.

The Mariposa Site:

The Mariposa site is approximately 25,038 square feet (0.58 acres) and is currently developed with three (3), multi-family residential buildings and surface parking. The Mariposa project includes \ the demolition of three (3), existing multi-family residential buildings and the construction, use, and maintenance of a new, seven-story building with a maximum height of 85 feet, containing 98 residential condominium units with 12 units (19% of the base density) set aside for Very Low Income Households. The Mariposa project would provide 98 residential automobile parking spaces, 98 long-term bicycle parking spaces, and 10 short-term bicycle parking spaces within two subterranean levels.
The Mariposa project requires a Vesting Tentative Tract Map (Case No. VTT-78212-CN) for the merger and resubdivision of three (3) lots into one (1) lot with 98 residential condominium units and a Conditional Use to permit a Density Bonus for a Housing Development Project in which the density increase is greater than the maximum permitted in LAMC Section 12.22-A,25, to allow a 55% increase in Density for a total of 98 residential units [with 12 units (19% of the base density) set aside for Very Low Income Households], in lieu of the base density of 63 residential units.

The Fedora Site:

The Fedora site is adjacent to the east of the Mariposa site. The Fedora site is approximately 21,390 square feet (.49 acres) and is currently developed with three multi-family residential buildings and surface parking. The Fedora project includes a request for a Vesting Tentative Tract Map No. 78211-CN for the merger and resubdivision of four (4) lots into one (1) lot in conjunction

with the demolition of three (3), existing multi-family residential buildings and the construction, use, and maintenance of a new seven story building with a maximum height of 83 feet, seven inches, containing 75 residential condominium units, with seven units (12% of the base density) set aside for Very Low income Households. The project would provide 75 residential automobile parking spaces, 75 long-term bicycle parking spaces, and eight (8) short-term bicycle parking spaces within two subterranean levels. In addition to the Vesting Tentative Tract Map, the applicant is requesting a Density Bonus under concurrent Case No. CPC-2017-4346-CU-DB for a project in which the density increase (37.5%) is greater than the maximum permitted in LAMC Section 12.22-A,25.

The Fedora project requires a Vesting Tentative Tract Map (Case No. VTT-78211-CN) for the merger and resubdivision of three (3) lots into one (1) lot with 75 residential condominium units and a Conditional Use to permit a Density Bonus for a Housing Development Project in which the density increase is greater than the maximum permitted in LAMC Section 12.22-A,25 to allow a 37.5% increase in Density for a total of 75 residential units [with seven (7) units (12% of the base density) set aside for Very Low Income Households], in lieu of the base density of 54 residential units.

Exceptions to Categorical Exemptions

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Class 15303 and 15332: (1) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The project is not located on or near any environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies. There is not a succession of known projects of the same type and in same place as the subject project. As mentioned, the project proposes construction, use and maintenance of a proposed seven-story building with a maximum height of 89 feet containing 89 residential condominium units and the construction, use and maintenance of a proposed seven-story building with a maximum height of 83 feet, seven (7) inches containing 75 residential condominium units. All adjacent lots are developed with multi-family residential uses, and the subject site is of a similar size and slope to nearby properties. The Mariposa project proposes a Floor Area Ratio (FAR) of 4.9:1 on a site that is permitted to have a maximum FAR of 6:1. The Fedora project proposes a FAR of 4.9:1 on a site that is permitted to have a maximum FAR of 6:1. The project size, height, and use is not unusual for the vicinity of the subject site, and is similar in scope to other existing multi-family residential uses in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State park. The project site is located within the Wilshire Community Plan Area and is not located in close proximity to the Topanga Canyon State Scenic Highway, State Route 27. Therefore the subject site will not create any impacts within a scenic highway.

Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register or Historic Places, California Register of Historical Resources, the Los Angles Historic-Cultural Monuments Register, and/or any local register, and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significant of a historic resource and this exception does not apply.

Criteria to qualify for a Class 32 Categorical Exemption

Pursuant to the California Environmental Act (CEQA) Guidelines Section 15332, a project qualifies for a Class 32 Categorical Exemption if it is an in-fill development developed on an infill site and meets the following criteria:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
(b) The proposed developed occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
(c) The project site has no value as habitat for endangered, rare or threatened species;
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
(e) The site can be adequately served by all required utilities and public services.

As a seven-story, 98-unit residential condominium building and a seven-story, 75-unit residential condominium building surrounding by existing developed properties both the project is characterized as in-fill development, therefore, the project qualifies for the Class 32 Categorical Exemption.

The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations as the site is zoned R4-2 and has a General Plan Land Use Designation of High Medium Residential. The project is consistent with the applicable Wilshire Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site including both the Mariposa and Fedora site that is approximately 1.07 acres in size. Lots adjacent to the subject properties are developed with the following urban uses: multi-family residential uses. The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. In addition, there are no protected trees on the site.

The traffic study, prepared by Overland Traffic Consultants, Inc., dated November 2017, concluded that that the proposed Mariposa development will result in 546 net new daily trips, 42 net new trips in the a.m. peak hour, and 51 new trips in the p.m. peak hour; while the Fedora development will result in 432 net new daily trips, 33 net new trips in the a.m. peak hour, and 41 new trips in the p.m. peak hour. On January 8, 2018, the Department of Transportation issued a memo stating that the traffic study prepared for the projects adequately evaluated the projects' traffic impacts on the surrounding community and that no significant traffic impacts would occur at any of the six (6) intersections analyzed.

The air quality analysis prepared for the project by Pomeroy Environmental Services, dated September 2017 concluded that the project will not result in impacts to air quality. The project site will be adequately served by all public utilities and services given that the construction of the 18,393 square-foot residential building on Mariposa Avenue and the 15,544 square-foot residential building on Fedora Street will be on properties that have been previously developed and are consistent with the General Plan. In addition, the projects will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Therefore, the projects meet all of the Criteria for the Class 32 Categorical Exemption.

Air Quality, Greenhouse Gas, Noise, and Water Quality Analyses
Mariposa and Fedora Apartments Project

826, 834, 840 Mariposa Avenue and 837, 841 Fedora Street
Los Angeles, California 90005

Prepared by:

Contact: Brett Pomeroy
25101 The Old Road, Suite 246
Santa Clarita, California 91381
T: (661) 388-2422
www.pomeroyes.com

September 2017

TABLE OF CONTENTS

List of Figures

List of Tables

Appendices

1.0 INTRODUCTION

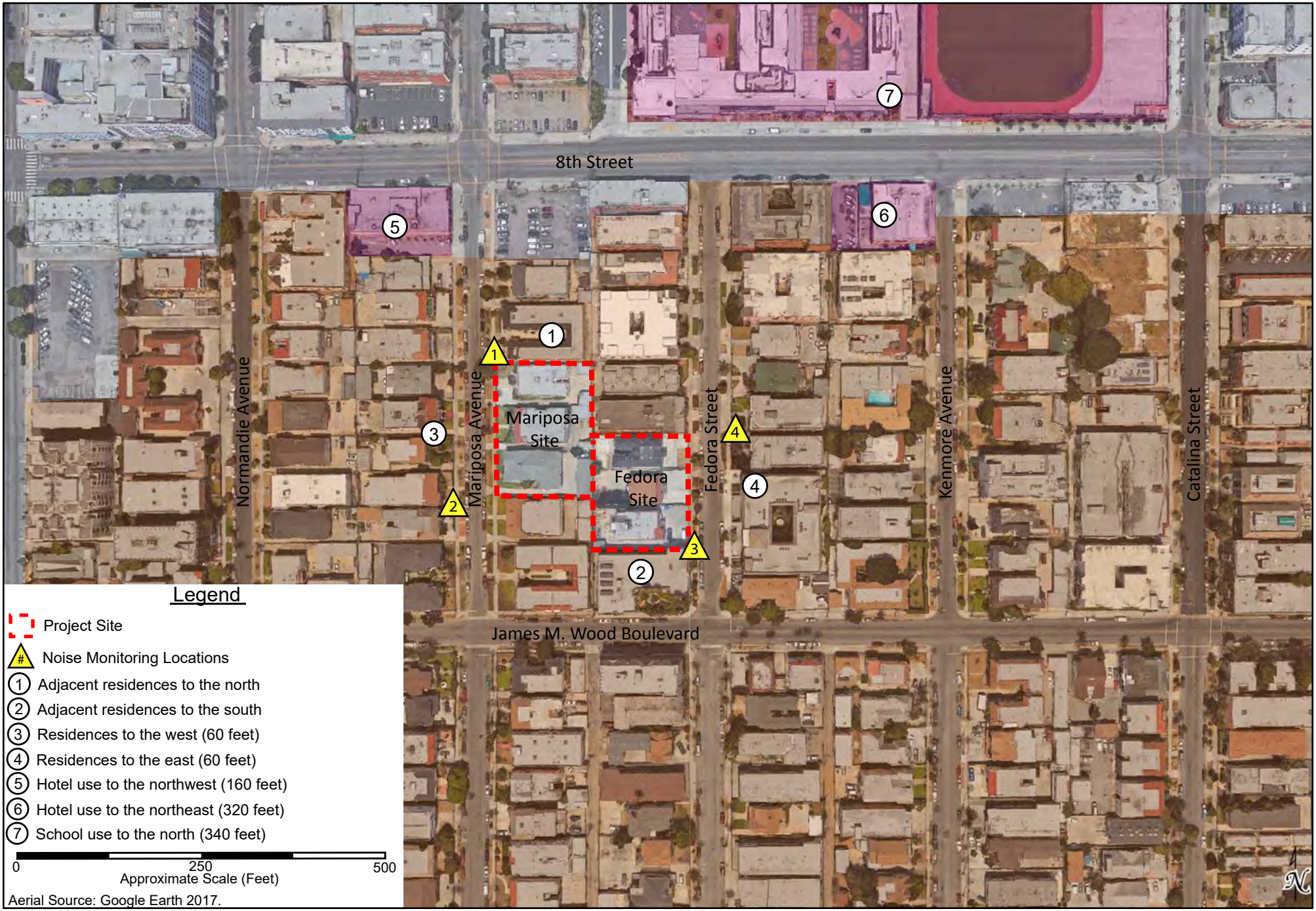
This report consists of air quality, greenhouse gas, noise and vibration, and water quality analyses in support of the Project's Categorical Exemption (CE) in accordance with Section 15332 of the State CEQA Guidelines. Specifically, a Class 32 exemption consists of projects characterized as in-fill development meeting the conditions of Section 15332(a) through Section 15332(e). This report focuses on Section 15332(d) which states: "Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality." The following analyses confirm Project impacts would be less than significant with respect to air quality, greenhouse gases, noise and vibration, and water quality. Traffic impacts are to be assessed under separate covers.[1]

2.0 PROJECT OVERVIEW

The Project Sites are located at 826, 834, 840 Mariposa Avenue (Mariposa Site) and 837, 841 Fedora Street (Fedora Site) in the Wilshire Community Plan area of the City. See Figure 1, Aerial Photograph of the Project Sites. The Mariposa Site is approximately 25,038 square feet (0.58 acres) and is currently developed with three multi-family residential buildings and surface parking. The Fedora Site, located to the east and adjacent to the Mariposa Site, is approximately 21,390 square feet (0.49 acres) and is currently developed with three multi-family buildings and surface parking. The Mariposa Site includes the demolition of existing uses and the construction of a 98-unit multi-family residential building with two levels of subterranean parking. The Fedora Site would include the demolition of existing uses and the construction of a 75-unit multi-family residential building with two levels of subterranean parking. This analysis assumes excavation up to a depth of approximately 22 feet below grade to accommodate the subterranean parking. Thus, for purposes of this analysis, up to approximately 20,350 cubic yards of soil export may be required for the Mariposa Site and approximately 17,378 cubic yards of soil export may be required for the Fedora Site. See Figure 2, Mariposa Site Plan and Figure 3, Fedora Site Plan. This analysis assumes the Project will be operational in 2019.

The Project Sites are located along Mariposa Avenue and Fedora Street, generally bounded by W. 8th Street to the north and James Wood Boulevard to the south. The sites are zoned R4-2 and have a General Plan Designation of "High Medium Residential." Developments surrounding the Project Sites include: adjacent residences to the north, adjacent residences to the south, residences to the west across Mariposa Avenue (60 feet), and residences to the east across Fedora Street (60 feet). The Project Sites are served by Metro local bus lines (Nos. 66 and 206) and LADOT's Wilshire Center/Koreatown DASH bus service. Additionally, the Wilshire/Normandie Rail Station is approximately 0.5 miles north of the Project Sites and is served by the Metro Purple Line.

[1] *Traffic Impact Study for 826, 834, 840 Mariposa Avenue, Overland Traffic Consultants, October 2017., & Technical Traffic Letter for 837, 841 Fedora Street, Overland Traffic Consultants, October 2017.*



POMEROY ENVIRONMENTAL SERVICES

Figure 1
Aerial Photograph of the Project Sites

Source: Killefer Flammang Architects 2017.

POMEROY ENVIRONMENTAL SERVICES

Figure 2
Mariposa Project Site Plan

Source: Killefer Flammang Architects 2017.

POMEROY ENVIRONMENTAL SERVICES

Figure 3
Fedora Project Site Plan

3.0 AIR QUALITY ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
d) Expose sensitive receptors to substantial pollutant concentrations; and/or
e) Create objectionable odors affecting a substantial number of people.

a) A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The South Coast Air Quality Management District SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 15-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its most current version of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted April 7, 2016. The 2016 AQMP also assumes that general development projects will include strategies to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures.

For development projects, SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by a project to the population projections used in the development of the AQMP. As mentioned above, the Project Sites are located within the Wilshire Community Plan area. As part of the City's General Plan, the Wilshire Community Plan (Community Plan) was adopted in 2001 and sets forth goals, objectives, policies, and implementation programs that pertain to the Wilshire area. The Community Plan offers projections for population, housing, and employment for the area up to the year 2010. Since the Project is expected to become operational in 2019 this report analyzes compliance with the AQMP through SCAG's population estimates in the 2016 RTP/SCS as they are the most current estimates. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections used in the formulation of the 2016 AQMP. As such, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP. The Project would comply with all SCAQMD rules and regulations that are applicable to the Project; the Project Applicant is not requesting any exemptions from the currently adopted or proposed rules.

The Mariposa Site includes the demolition of existing uses and the construction of a 98-unit multi-family residential building with two levels of subterranean parking. The Fedora Site would include the construction of a 75-unit multi-family residential building with two levels of subterranean parking. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Sites are located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. SCAG's 2012 housing estimates for the City are 1,325,500 total housing units and estimates the housing of the City will increase to 1,690,300 housing units by 2040, a 27.5 percent increase.[2] The Project's addition of 173 housing units would account for 0.01 percent of the total housing unit estimate for 2040. Thus, the Project's relatively small increase in housing would not have the potential to conflict with the regional growth projections for the Los Angeles subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

b) A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Sites are located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently

[2] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies, Demographics and Growth Forecast Appendix, Adopted April 2016, website: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, page 24 accessed: September 2017.*

recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 1, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

Table 1
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: SCAQMD CEQA Handbook (SCAQMD, 1993), SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; accessed September 2017.

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months, which is a conservative estimate and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) demolition of existing uses, (2) grading/excavation/foundation preparation, and (3) building construction.

Demolition would occur for approximately one month on each site and would include the demolition and removal of existing uses. Grading, excavation and foundation preparation would occur for approximately two months on each site with an export of 20,350 cubic yards of soil for the Mariposa Site and 17,378 cubic yards of soil for the Fedora Site**.** Building construction would occur for approximately 15 months on each site, for a total of 18 months of construction activities. This phase would include the construction of the proposed structures, connection of utilities, laying irrigation for landscaping, architectural coatings, paving and landscaping the sites.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Sites) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California

Emissions Estimator Model (CalEEMod 2016.3.1) recommended by the SCAQMD to quantify the estimated daily emissions associated with Project construction. The results are presented in Table 2, Mariposa Site - Estimated Peak Daily Construction Emissions and Table 3, Fedora Site - Estimated Peak Daily Construction Emissions. The tables below identify peak daily emissions for each construction phase.

Table 2
Mariposa Site - Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition Phase						
Fugitive Dust	--	--	--	--	0.36	0.05
Off-Road Diesel Equipment	1.06	9.43	7.78	0.01	0.62	0.59
On-Road Diesel (Hauling)	0.04	1.22	0.27	0.01	0.07	0.02
Worker Trips	0.06	0.05	0.50	0.01	0.11	0.03
Total Emissions	***1.16***	***10.70***	***8.55***	***0.03***	***1.16***	***0.69***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading/Excavation/Foundation Preparation Phase						
Fugitive Dust	--	--	--	--	0.37	0.19
Off-Road Diesel Equipment	1.15	13.18	7.94	0.01	0.64	0.59
On-Road Diesel (Hauling)	0.59	18.93	4.13	0.05	1.08	0.35
Worker Trips	0.08	0.06	0.65	0.01	0.15	0.04
Total Emissions	***1.82***	***32.17[a]***	***12.72***	***0.07[a]***	***2.24[a]***	***1.17[a]***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	1.08	11.03	7.75	0.01	0.71	0.65
Building Construction Vendor Trips	0.09	2.21	0.66	0.01	0.13	0.05
Building Construction Worker Trips	0.55	0.42	4.48	0.01	1.02	0.28
Architectural Coatings	13.48	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.27	1.84	1.84	0.01	0.13	0.13
Architectural Coatings Worker Trips	0.10	0.07	0.80	0.01	0.20	0.06
Total Emissions	***15.57[a]***	***15.57***	***15.53[a]***	***0.05***	***2.19***	***1.17***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
[a] Shaded cells represent highest daily construction emissions for each pollutant.
Calculation sheets are provided in Appendix A to this report.

Table 3
Fedora Site - Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition Phase						
Fugitive Dust	--	--	--	--	0.24	0.04
Off-Road Diesel Equipment	1.06	9.43	7.78	0.01	0.62	0.59
On-Road Diesel (Hauling)	0.03	0.82	0.18	0.01	0.05	0.02
Worker Trips	0.06	0.05	0.50	0.01	0.11	0.03
Total Emissions	***1.15***	***10.30***	***8.46***	***0.03***	***1.02***	***0.68***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading/Excavation/Foundation Preparation Phase						
Fugitive Dust	--	--	--	--	0.36	0.19
Off-Road Diesel Equipment	1.15	13.18	7.95	0.01	0.64	0.59
On-Road Diesel (Hauling)	0.50	16.17	3.53	0.04	0.92	0.30
Worker Trips	0.08	0.06	0.65	0.01	0.15	0.04
Total Emissions	***1.73***	***29.41[a]***	***12.13***	***0.06[a]***	***2.07[a]***	***1.12[a]***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	1.08	11.03	7.75	0.01	0.71	0.65
Building Construction Vendor Trips	0.07	1.84	0.55	0.01	0.11	0.04
Building Construction Worker Trips	0.43	0.33	3.53	0.01	0.80	0.22
Architectural Coatings	10.32	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.27	1.84	1.84	0.01	0.13	0.13
Architectural Coatings Worker Trips	0.08	0.06	0.62	0.01	0.16	0.04
Total Emissions	***12.25[a]***	***15.10***	***14.29[a]***	***0.05***	***1.91***	***1.08***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
[a] Shaded cells represent highest daily construction emissions for each pollutant.
Calculation sheets are provided in Appendix A to this report.

Additionally, based on the current conceptual construction schedule, the construction on the two sites will result in overlapping construction days, resulting in higher peak daily construction emissions. Therefore, Table 4, Combined Estimated Peak Daily Construction Emissions, identifies the highest daily construction emissions for each pollutant on each site based on the results presented in Tables 2 and 3 above.

Table 4
Combined Estimated Peak Daily Construction Emissions – Both Sites Concurrent

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mariposa Site	15.57	32.17	15.53	0.07	2.24	1.17
Fedora Site	12.25	29.41	14.29	0.06	2.07	1.12
Total Emissions	***27.82***	***61.58***	***29.82***	***0.13***	***4.31***	***2.29***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this report.						

These calculations assume compliance with SCAQMD Rule 1113 – Architectural Coatings and appropriate dust control measures would be implemented as part of the Project during each phase of development as required by SCAQMD Rule 403 – Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least two times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Sites, and maintaining effective cover over exposed areas. As shown in Tables 2-4, construction-related daily emissions associated with the Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

Regional Operational Emissions

The Mariposa Site is currently developed with three multi-family residential buildings and the Fedora Site is currently developed with three multi-family residential buildings. As such, air pollutant emissions are currently generated at the sites by area sources, energy demand, and mobile sources such as motor vehicle traffic traveling to and from the Project Sites. The average daily emissions generated by the existing uses have been estimated utilizing CalEEMod 2016.3.1 recommended by the SCAQMD. As shown in Table 5, Mariposa Site - Existing Daily Operational Emissions and Table 6, Fedora Site – Existing Daily Operational Emissions, motor vehicles are the primary source of air pollutant emissions associated with existing uses at both sites.

Table 5
Mariposa Site - Existing Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources	0.46	0.25	1.44	<0.01	0.03	0.03
Energy Demand	<0.01	0.07	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.29	1.34	3.95	0.01	0.78	0.22
Total Existing Emissions	**0.76**	**1.67**	**5.42**	**0.01**	**0.82**	**0.25**
Calculation data provided in Appendix A to this report. Column totals may not add due to rounding from the model results.						

Table 6
Fedora Site - Existing Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources	0.28	0.01	0.83	<0.01	<0.01	<0.01
Energy Demand	<0.01	0.05	0.02	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.19	0.85	2.50	<0.01	0.50	0.14
Total Existing Emissions	**0.48**	**0.90**	**3.35**	**<0.01**	**0.50**	**0.15**
Calculation data provided in Appendix A to this report. Column totals may not add due to rounding from the model results.						

The Mariposa Site includes the construction of a 98-unit multi-family residential building with two levels of subterranean parking. The Fedora Site would include the construction of a 75-unit multi-family residential building with two levels of subterranean parking. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with each site has been prepared utilizing CalEEMod 2016.3.1 recommended by the SCAQMD. The results of these calculations are presented by site in Table 7, Mariposa Site - Estimated Daily Operational Emissions and Table 8, Fedora Site - Estimated Daily Operational Emissions. The total operational emissions from both sites are represented in Table 9, Combined Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant. Localized air quality emissions are addressed under Question 3(d) below.

Table 7
Mariposa Site - Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources	3.39	1.56	8.75	<0.01	0.16	0.16
Energy Demand	0.03	0.24	0.10	<0.01	0.02	0.02
Mobile (Motor Vehicles)	1.46	7.16	19.59	0.06	4.81	1.33
Total Site Emissions	***4.88***	***8.96***	***28.45***	***0.07***	***4.99***	***1.52***
Less Existing Site Emissions	0.76	1.67	5.42	0.01	0.82	0.25
Net Increase Site Emissions	**4.12**	**7.29**	**23.03**	**0.06**	**4.17**	**1.27**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Note: Column totals may not add due to rounding from the model results. Assumes all hearth would be natural gas. Calculation sheets provided in Appendix A to this report.

Table 8
Fedora Site - Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources	2.68	1.19	6.70	<0.01	0.12	0.12
Energy Demand	0.02	0.18	0.08	<0.01	0.01	0.01
Mobile (Motor Vehicles)	1.02	5.01	13.72	0.04	3.67	1.01
Total Site Emissions	***3.72***	***6.38***	***20.49***	***0.05***	***3.81***	***1.15***
Less Existing Site Emissions	0.48	0.90	3.35	<0.01	0.50	0.15
Net Increase Site Emissions	**3.24**	**5.48**	**17.14**	**0.04**	**3.31**	**1.00**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Note: Column totals may not add due to rounding from the model results. Assumes all hearth would be natural gas. Calculation sheets provided in Appendix A to this report.

Table 9
Combined Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Mariposa Site	4.12	7.29	23.03	0.06	4.17	1.27
Fedora Site	3.24	5.48	17.14	0.04	3.31	1.00
Total Project Emissions	**7.36**	**12.77**	**40.17**	**0.10**	**7.48**	**2.27**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Note: Column totals may not add due to rounding from the model results. Assumes all hearth would be natural gas. Calculation sheets provided in Appendix A to this report.

c) A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant. Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "non-attainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified." Attainment status of the Basin with regard to the national ambient air quality standards (NAAQS) and California ambient air quality standards (CAAQS) are shown in Table 10, Attainment Status for the South Coast Air Basin. As shown, the Basin is in nonattainment for ozone, PM_{10} and $PM_{2.5}$.

Table 10
Attainment Status for the South Coast Air Basin

Pollutant	Attainment Status	
	NAAQS	CAAQS
Ozone (1-Hour)	Non-Attainment (Extreme)	Non-Attainment
Ozone (8-Hour)	Pending – Expect Non-Attainment (Extreme)	Non-Attainment
Carbon Monoxide (1- & 8-hour)	Attainment (Maintenance)	Attainment
Nitrogen Dioxide (1-Hour)	Unclassifiable/Attainment	Attainment
Nitrogen Dioxide (Annual)	Attainment (Maintenance)	Attainment
Sulfur Dioxide (1-Hour)	Designations Pending (expect Unclassified/Attainment)	Attainment
Sulfur Dioxide (24-Hour & Annual)	Unclassified/Attainment	attainment
PM_{10} (24-Hour)	Attainment (Maintenance)	Non-Attainment
PM_{10} (Annual)	N/A	Non-Attainment
$PM_{2.5}$ (24-Hour)	Non-Attainment (Serious)	N/A
$PM_{2.5}$ (Annual)	Non-Attainment (Moderate)	Non-Attainment
Lead	Non-Attainment (Partial)	Attainment

Source: SCAQMD, Air Quality Management Plan Appendix II website: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4, accessed: September 2017.

Because the South Coast Air Basin is currently in nonattainment for ozone, PM_{10} and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project's contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria

as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[3]

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAQMD. In addition, as discussed under threshold question a), the Project would not exceed SCAG projections for the City population and is therefore consistent with the AQMP. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

d) A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest air quality sensitive receptors to the Project Sites are:

- adjacent residences to the north;
- adjacent residences to the south;
- residences to the west across Mariposa Avenue (60 feet);
- residences to the east across Fedora Street (60 feet); and
- school use to the north (340 feet).

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to

[3] *South Coast Air Quality Management District, White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution, Appendix A, August 2003.*

simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Sites are located within SRA 1 covering the Central Los Angeles area. The nearest sensitive receptors to the Project Sites are adjacent residential uses within 25 meters. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Mariposa Site is approximately 0.58 acres and the Fedora Site is approximately 0.49 acres, totaling approximately 1.07 acres. Therefore, consistent with SCAQMD recommendations for sites less than or equal to one acre in size, the LSTs for a one-acre site in SRA 1 with receptors located within 25 meters have been used to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ emissions to the area surrounding the Project Sites.

As shown in Table 11, Mariposa Site - Localized On-Site Peak Daily Construction Emissions and Table 12, Fedora Site - Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the individual sites during construction activities for each phase would not exceed the applicable construction LSTs for a one-acre site in SRA 1.

Table 11
Mariposa Site - Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition Emissions	**9.43**	**7.78**	**0.99**	**0.65**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Grading/Excavation/Foundation Preparation Emissions	**13.18[c]**	**7.94**	**1.01[c]**	**0.78[c]**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	**12.87**	**9.59[c]**	**0.84**	**0.78**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.
[a] The Mariposa Site is 0.58 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.
[c] Highest peak daily construction emissions for each pollutant.
Calculation sheets are provided in Appendix A to this report.

Table 12
Fedora Site - Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition Emissions	**9.43**	**7.78**	**0.86**	**0.63**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Grading/Excavation/Foundation Preparation Emissions	**13.18[c]**	**7.95**	**1.01[c]**	**0.78[c]**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	**12.87**	**9.59[c]**	**0.84**	**0.78**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.
[a] The Fedora Site is 0.49 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.
[c] Highest peak daily construction emissions for each pollutant.
Calculation sheets are provided in Appendix A to this report.

Additionally, based on the current conceptual construction schedule, the construction on the two sites could result in overlapping construction days, resulting in higher peak daily construction emissions. Therefore, Table 13, Combined Localized On-Site Peak Daily Construction Emissions, identifies the highest on-site daily construction emissions for each pollutant on each site based on the results presented in Tables 11 and 12 above. As shown in Tables 11-13, peak daily emissions generated within the Project Sites would not exceed the applicable construction LSTs for a one-acre site in SRA 1. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table 13
Combined Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Mariposa Site	13.18	9.59	1.01	0.78
Fedora Site	13.18	9.59	1.01	0.78
Total Emissions	**26.36**	**19.18**	**2.02**	**1.56**
SCAQMD Localized Thresholds	*74.00*	*680.00*	*5.00*	*3.00*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.
[a] The Project Site is 1.07 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a one-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 1. The peak emissions for each site are presented herein per the previously shaded cells in Tables 11 and 12.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.
Calculation sheets are provided in Appendix A to this report.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. The Mariposa Site would add a net increase of 546 daily traffic trips and the Fedora Site would add a net increase of 432 daily trips.[4] The Project Sites are located in a heavily urbanized area of the City that is already subject to high volumes of existing traffic. Therefore, given the relatively small net increase in daily traffic, the sites would not have a substantial impact at any of the intersections in the Project's vicinity. Thus, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residential uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities

[4] *City of Los Angeles, Department of Transportation, Transportation Impact Memorandum of Understanding (MOU), Mariposa and Fedora Project, December 2016.*

associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. In addition, construction activity would not result in long-term substantial sources of diesel particulate matter or other TAC emissions (i.e., 30 or 70 years) and would therefore not have the potential to generate significant health risks. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of two residential buildings with subterranean parking, which is not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As mentioned previously, the Project would be consistent with SCAQMD Rule 1113 – Architectural Coatings. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

4.0 GREENHOUSE GAS ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact may occur if a project would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

a-b) Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for

greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as Assembly Bill (AB) 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of Statewide GHG emissions. CARB is directed to set a Statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

CARB's AB 32 Scoping Plan ("Scoping Plan") contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by CARB with input from the Climate Action Team (CAT) and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms, such as a cap-and-trade system.

CARB has adopted the first update to the Scoping Plan.[5] This update identifies the next steps for California's leadership on climate change. The first update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities

[5] *California Air Resources Board, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014.*

and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

In the original Scoping Plan, CARB approved a total Statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO_2e. As part of the update, CARB revised the 2020 Statewide limit to 431 million metric tons of CO_2e, an approximately 1 percent increase from the original estimate. The 2020 business-as-usual forecast in the update is 509 million metric tons of CO_2e. The State would need to reduce those emissions by approximately 15 percent to meet the 431 million metric tons of CO_2e 2020 limit.

CARB also aims to reduce GHG emissions significantly by 2030. As California moves closer to reaching the 2020 GHG emission reduction goal state legislation has focused on furthering GHG emission reduction targets. Executive Order B-30-15 was issued April 2015 and establishes a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030. In 2016, the Legislature passed SB 32 with the companion bill AB 197 which further mandates the 2030 target and provides additional direction to CARB on strategies to reduce GHG emissions. In response to Executive Order B-30-15 and SB 32 CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target.[6]

California Senate Bill 32

SB 32 was enacted in 2016 and expands on AB 32 to require California to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030. The bill targets reductions from the leading greenhouse gas emitters in the state. Transportation is the largest sector of greenhouse gas emissions in the state and will be a primary subject for reductions. Through advances in technology and improved public transportation the state plans to significantly improve greenhouse gas emissions from transportation sources to meet the 2030 reduction goal.

California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

[6] *The Proposed Second Update to the Climate Change Scoping Plan was published January 20, 2017.*

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

California Green Building Standards (CALGreen) Code

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The 2016 Title 24 standards (effective as of January 1, 2017) were revised and adopted in part to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2017 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the 2016 California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). As noted on page 37 in the First Update to the Scoping Plan (May 2014), building efficiency standards were updated in 2013 and are now 25 percent more efficient for residential construction and 30 percent more efficient for non-residential construction.[7]

[7] *Computed from California Energy Demand, 2012–2022 Final Forecast, June 2012, Form 2.2 on Committed Energy Impacts.*

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Building Code. As stated in Section 99.01.101.1 of the LAMC, these regulations shall be known as the Los Angeles Green Building Code and may be cited as such. The Los Angeles Green Building Code is Article 9 of a total of 9 Articles of Chapter IX of the LAMC, and adopts by reference the CALGreen Code except as amended therein. The provisions of this code shall apply to the construction of every new building, every building alteration with a building permit valuation of $200,000 or more, and every building addition, unless otherwise indicated in this code, throughout the City. The Los Angeles Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32, described above.

On April 8th 2015, Los Angeles released pLAn, a sustainability plan for the City of Los Angeles. The plan covers a multitude of environmental, social, and economic sustainability issues. Many of the sustainability plan goals and actions relate to greenhouse gas reduction either specifically or by association. Actionable goals include increasing the green building standard for new construction, create benchmarking policy for building energy use, develop “blue, green, and black” waste bin infrastructure, reduce water use by 20%, and possibly require LEED Silver or better new construction.

GHG Significance Threshold

The L.A. CEQA Thresholds Guide does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither SCAQMD nor the State CEQA Guidelines amendments provide any adopted thresholds of significance for addressing a non-industrial project’s GHG emissions. Nonetheless, Section 15064.4 of the State CEQA Guidelines amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City does not have an adopted quantitative threshold of significance for a mixed-use project’s generation of GHG emissions, the

following analysis is based on a combination of the requirements outlined in the State CEQA Guidelines and a draft screening threshold previously considered by the SCAQMD.

As described in Section 15064.4(b) of the State CEQA Guidelines, this analysis includes an impact determination considering the following factors, among others:

> *(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
>
> *(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
>
> *(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.*

In December 2008, SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which SCAQMD is the lead agency. SCAQMD continues to consider adoption of significance thresholds for non-industrial development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

> Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
>
> Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
>
> Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the proposed 3,000 MTCO2e per year Tier 3 threshold for non-industrial projects. These draft thresholds have been used for other projects in the Basin.

In addition and separate from the above quantitative threshold, if the Project can demonstrate qualitative consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs, then impacts associated with GHG emissions would be less than significant.

Construction GHG Emissions

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* §15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are identified on an annual basis.

Emissions of GHGs were calculated using CalEEMod 2016.3.1 for each year of construction of the proposed Project and the results of this analysis are presented in Table 14, Project Construction GHG Emissions. As shown in Table 14, the greatest annual increase in GHG emissions from the Mariposa Site construction activities would be 327.02 metric tons in 2019, and the greatest annual increase in GHG emissions from

the Fedora Site construction activities would be 290.15 metric tons in 2019. Total construction GHG emissions for the Mariposa Site would be 557.10 metric tons, and total construction GHG emissions for the Fedora Site would be 495.28 metric tons. Total GHG emissions for both sites would be 1,052.38 metric tons. Consistent with SCAQMD recommendations and to ensure construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period and have been added to the annual operational GHG emissions identified in Table 16.

Table 14
Project Construction GHG Emissions

Phase	Year	CO_2e Emissions (Metric Tons per Phase)
Mariposa	2018	230.08
	2019	327.02
	Total	**557.10**
Fedora	2018	205.13
	2019	290.15
	Total	**495.28**
Total Project Construction GHG Emissions		**1,052.38**

Note: Calculation data and results are provided in Appendix B to this report.
Source: Pomeroy Environmental Services, 2017.

Operational GHG Emissions

The Mariposa Site is currently developed with three multi-family residential buildings and the Fedora Site is currently developed with three multi-family residential buildings. As such, GHG emissions are currently generated by the use of on-road motor vehicles, energy (electricity and natural gas), water, and generation of solid waste and wastewater. The GHG emissions generated by the existing uses at both sites have been estimated utilizing CalEEMod 2016.3.1 recommended by the SCAQMD and are shown in Table 15, Existing Operational GHG Emissions by Site. As shown, GHG emissions generated by existing conditions at the Mariposa Site are approximately 246.77 CO_2e MTY, and GHG emissions generated by existing conditions at the Fedora Site are approximately 155.28 CO_2e MTY. Therefore, total existing emissions at the Project Sites are approximately 402.05 MTY.

Table 15
Existing Operational GHG Emissions by Site

Emissions Source	Estimated Project CO_2e Emissions (Metric Tons per Year)	
	Mariposa	**Fedora**
Area	3.75	2.35
Energy (Electricity & Natural Gas)	54.84	34.27
Mobile (Motor Vehicles)	171.40	108.18
Solid Waste Generation	3.70	2.31
Water Demand	13.07	8.17
Existing Site Total	**246.77**	**155.28**
Total Existing Emissions	**402.05**	
Calculation data and results provided in Appendix B to this report.		

The Mariposa Site includes the construction of a 98-unit multi-family residential building with two levels of subterranean parking. The Fedora Site would include the construction of a 75-unit multi-family residential building with two levels of subterranean parking. The operations of the residential buildings would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table 9, Project Operational GHG Emissions. As shown, the GHG emissions generated by the sites would be approximately 1,256.10 CO_2e MTY for the Mariposa Site, and 990.01 CO_2e MTY for the Fedora Site. Therefore, total GHG emissions generated at the Project Sites would be approximately 2,246.11 MTY.

Table 16
Project Operational GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)	
	Mariposa	**Fedora**
Area Sources	23.00	17.60
Energy Demand (Electricity & Natural Gas)	396.84	316.07
Mobile (Motor Vehicles)	994.75	741.76
Solid Waste Generation	5.67	4.34
Water Demand	64.04	49.01
Construction Emissions [a]	18.57	16.51
Site Total	***1,502.87***	***1,145.29***
Less Existing Site	246.77	155.28
Site Net Increase	**1,256.10**	**990.01**
Total Project Net Increase	**2,246.11**	
[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation sheets are provided in Appendix B to this report.		

As noted previously, the SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds. The SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The SCAQMD also proposed a screening level of 3,000 metric tons of CO_2e per year for all land use projects (non-industrial projects), under which project impacts would be considered "less than significant." As shown in Table 16, the Project's GHG emissions would be under the 3,000 $MTCO_2e$ per year threshold for non-industrial projects.

In addition, and separate from the quantitative analysis above, there is substantial evidence to support that the Project is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. As discussed previously, the City adopted the L.A. Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of greenhouse gas emissions. In order to further implement the L.A. Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code applicable to new development projects. As it relates to new development, the City adopted the Los Angeles Green Building Code, which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more strict GHG reduction measures available to development projects in the City of Los Angeles. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission. The Scoping Plan encourages communities to adopt building codes that go beyond the state code. Accordingly, as the Los Angeles Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the Los Angeles Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32. The Project would be required to meet the LA Green Building Code and the CALGreen Code.

GHG Emissions Associated With Motor Vehicles

Motor vehicle related GHG emissions are regulated at the Federal, State and local levels. As discussed in the CARB Scoping Plan, the transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 38 percent of the State's total GHG emissions. Many of the transportation-related reduction measures identified in the Scoping Plan are focused on improving motor vehicle efficiencies through more restrictive statewide laws and regulations. Some of these measures include Pavley I & II Standards for light-duty vehicles, Low Carbon Fuel Standards (LCFS), aerodynamic improvements for heavy-duty vehicles, and medium- and heavy-duty vehicle hybridizations. Together, these measures are estimated to reduce 2020 forecasted emissions by 52.60 $MMTCO_2E$. These regulatory measures are aimed at improving efficiencies of the motor vehicle fleet mix across the State, and as such,

GHG emissions from future motor vehicles accessing the Project Sites would be reduced as a result of these statewide programs.

Cumulative Impacts

Given the Project's compliance with the CALGreen Code and Los Angeles Green Building Code, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. In addition, the Project's operational GHG emissions would not exceed the 3,000 metric tons of CO_2e per year screening threshold proposed by the SCAQMD staff. Therefore, the Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

5.0 NOISE ANALYSIS

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

A significant impact may occur if the project would generate excess noise that would cause the ambient noise environment at the Project Sites to fail to comply with noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance) (Section 111.00 through Section 116.01 of the LAMC). Implementation of the Project would result in an increase in ambient noise levels during both construction and operations, as discussed in detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the L.A. CEQA Thresholds Guide threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the L.A. CEQA Thresholds Guide also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Project would require the use of heavy equipment for demolition, grading, excavation and foundation preparation, the installation of utilities, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Sites are presented in Table 17, Noise Range of Typical Construction Equipment, and Table 18, Estimated Project Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

Table 17
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet[a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

The noise levels shown in Table 18 represent composite noise levels associated with the construction activities that will be carried out by the Project, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction in a project such as the Proposed Project. As shown in Table 18, construction noise during the heavier initial

periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor.

Table 18
Estimated Project Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

To identify the existing ambient noise levels in the general vicinity of the Project Sites, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1.[8] The measured noise levels are shown in Table 19, Existing Ambient Daytime Noise Levels. See Figure 1, previously, for the locations of the noise measurements and nearest sensitive receptors. The nearest noise sensitive receptors to the Project Sites are:

- adjacent residences to the north;
- adjacent residences to the south;
- residences to the west across Mariposa Avenue (60 feet);
- residences to the east across Fedora Street (60 feet);
- hotel use to the northwest along 8th Street (320 feet);
- hotel use to the northeast along 8th Street (340 feet); and
- school use to the north (340 feet).

[8] *This noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade.*

Table 19
Existing Ambient Daytime Noise Levels

No.	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{max}	L_{min}
1	Northwest corner of the Mariposa Site, near adjacent residential sensitive receptors along Mariposa Avenue.	Residential, pedestrian, traffic, parking activity along Mariposa Avenue.	54.3	71.1	45.5
2	West of the Mariposa Site, across Mariposa Avenue, near residential sensitive receptors.	Residential, pedestrian, traffic, parking activity along Mariposa Avenue.	55.6	69.9	49.0
3	Southeast corner of the Fedora Site, near adjacent sensitive receptors along Fedora Street.	Residential, pedestrian, traffic, parking activity along Fedora Street and James Wood Boulevard.	63.3	84.5	51.3
4	East of the Fedora Site, across Fedora Street, near residential sensitive receptors.	Residential, pedestrian, traffic, parking activity along Fedora Street.	56.3	74.5	49.6

[a] Noise measurements were taken on August 9, 2017 at each location for a duration of 15 minutes.
See Appendix C to this report for noise data.
Source: Pomeroy Environmental Services, 2017.

Due to the use of construction equipment during the construction phase, the Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those previously listed above in Table 17. Specifically, based on the data provided in Table 18, construction noise levels at the adjacent residences and within 50 feet could reach and exceed 86 dBA compared to the existing measured noise levels of 54.3 dBA, 55.6 dBA, 56.3 dBA, and 63.3 dBA for the area. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., excavation work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structures of the proposed structures would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Construction activities are prohibited on Sundays and all federal holidays. The construction activities associated with the Project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, compliance with construction noise standards is achieved if all technically feasible noise reduction measures are implemented. According to the LAMC, technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Although the estimated construction-related noise levels associated with

the Project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, and the typical construction noise levels associated with the Project would exceed the existing ambient noise levels at the identified off-site sensitive receptors by more than the 5 dBA threshold established by the L.A. CEQA Thresholds Guide during construction, the Project would implement all technically feasible reduction measures in compliance with the standards set forth in LAMC Section 112.05 (see PDF-1 through PDF-7 below). Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA.[9] With the incorporation of the noise reduction measures, construction noise levels could be reduced by up to approximately 20 dBA.[10] Thus, based on the provisions set forth in LAMC 112.05, implementation of the following project design features would ensure the Project would be consistent with and not violate the provisions of the LAMC and construction noise impacts would therefore be less than significant. The following reflects noise reduction measures required by LAMC 112.05:

PDF-1: The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels.

PDF-2: Construction shall be restricted to the hours of 7:00 am to 9:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.

PDF-3: As feasible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

PDF-4: Noise-generating equipment operated at the sites shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

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[9] *Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.*

[10] *Estimate based on information from the United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971. Per Table V, Noise Control For Construction Equipment therein, use of improved mufflers/silencers would achieve approximately 10 dBA reduction and enclosures/barriers blocking line-of-sight would achieve approximately 10 dBA reduction. While the additional measures would reduce noise, it should be noted that all reductions would not be wholly additive, but would be incremental, and therefore have conservatively not been quantified in the estimated reduction.*

PDF-5: Noise and groundborne vibration construction activities whose specific location on the sites may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

PDF-6: Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction sites to minimize the amount of noise during construction on the nearby noise-sensitive uses. Barriers shall be at least 8 feet in height and constructed of materials achieving a Transmission Loss (TL) value of at least 20 dBA, such as ½ inch plywood.[11]

PDF-7: The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Operational Noise

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new structures. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings on the sites and in the Project vicinity. As such, the HVAC equipment associated with the Project would not represent a new source of noise in the Project Sites' vicinity. In addition, the operation of any on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. This impact would be considered less than significant.

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the Project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior

[11] *Based on the FHWA Noise Barrier Design Handbook (July 14, 2011), see Table 3, Approximate sound transmission loss values for common materials.*

noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the proposed structures. Given the existing measured noise levels of 54.3 dBA, 55.6 dBA, 56.3, and 63.3 dBA in the vicinity, and the approximate 30 dBA exterior-to-interior noise reduction for new residential construction,[12] it is clear that standard construction methods and materials would achieve interior noise levels at or below 45 dBA. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

A significant impact may occur if a project were to generate excessive vibration during construction or operation. Vibration is sound radiated through the ground. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Construction activities for the Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible

[12] *Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings requires substantial building insulation and windows which reduces exterior to interior noise transmission.*

effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[13]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses. Table 20, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Sites during construction.

[13] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

Table 20
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Note: in/sec = inches per second
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration impacts upon existing off-site structures, there are no known structures adjacent to the Project Sites that would be considered structurally fragile or susceptible to vibration damages. The surrounding buildings consist primarily of engineered concrete and masonry buildings, and reinforced-concrete, steel, or timber buildings. As such, the potential for construction-related vibration damage to off-site structures would be considered low. In addition, it should be noted that if the Project is approved for subterranean parking and excavation would occur, the Project would be subject to compliance with Section 91.3307 of the LAMC (Protection of Adjoining Property). Specifically, Section 91.3307.1 (Protection Required) states adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities. For excavations, adjacent property shall be protected as set forth in Section 832 of the Civil Code of California. Prior to the issuance of any permit, which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the sites shall provide the Department of Building and Safety with evidence that the adjacent property owner or owners have been given a 30-day written notice of the intent to excavate. This notice shall state the depth to which the excavation is intended to be made and when the excavation will commence. This notice shall be by certified mail, return receipt requested. Therefore, impacts with respect to potential building damages from construction-related vibration would be less than significant.

With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Sites could be exposed to increased vibration levels. Based on the data provided in Table 20, the adjacent residential uses could experience vibration levels of 85

VdB. As such, the 80 VdB residential annoyance threshold could be exceeded at these off-site locations during a worst-case construction activity. However, it should be noted that vibration levels experienced in the Project vicinity would be temporary and intermittent, and would be reduced when the construction activities are located toward the center of the Project Sites. Furthermore, consistent with the requirements of LAMC Section 112.05, construction vibration levels would be compliant with the LAMC standards if all technically feasible noise reduction measures are implemented. The construction noise reduction measures listed previously would also serve to reduce construction vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction vibration would be less than significant.

Operational Vibration

The Project involves the construction and operation of residential uses and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large manufacturing and industrial projects. Groundborne vibrations at the Project Sites and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the Project Sites would not result in a substantive increase of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Sites, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Sites. As such, vibration impacts associated with operation of the Project would be less than significant.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

A significant impact may occur if the project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. As defined in the City of Los Angeles CEQA Thresholds Guide threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table 21, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Table 21
Community Noise Exposure

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts

are assumed to be less than significant. As detailed in the Project's traffic analysis,[14] the Mariposa Site is estimated to generate 546 daily trips, including 42 a.m. peak hour trips and 51 p.m. peak hour trips and the Fedora Site is estimated to generate 432 daily trips, including 33 a.m. peak hour trips and 41 p.m. peak hour trips. As mentioned previously the Project would not add a substantial number of trips to each site which are located in a heavily urbanized area already impacted by existing traffic. Therefore, the Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Sites. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed. As discussed above, the design of this equipment would comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Parking Noise

Noise would be generated by activities within the proposed subterranean parking garages. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be less than existing parking noise as the Project proposes subterranean parking compared to the existing surface parking. In addition, parking-related noise generated by motor driven vehicles within and around the Project Sites is regulated under the LAMC. Specifically, with regard to motor-driven vehicles, LAMC Section 114.02 prohibits the operation of any motor-driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts associated with the Project's parking areas would be less than significant.

[14] *City of Los Angeles, Department of Transportation, Transportation Impact Memorandum of Understanding (MOU), Mariposa and Fedora Project, December 2016.*

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed above, impacts are expected to be less than significant for construction noise and vibration, and operational noise and vibration.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Santa Monica Municipal Airport is the closest airport to the Project Sites, located approximately 9 miles to the southwest. In addition, the Project Sites are not located within an airport land use plan. As such, the Project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The Project Sites are not located in the vicinity of a private airstrip. Therefore, no impact would occur.

6.0 WATER QUALITY ANALYSIS

Consistent with Appendix G of the State CEQA Guidelines, a significant impact with respect to water quality may occur if a project would:[15]

a) Violate any water quality standards or waste discharge requirements
b) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; and/or
c) Otherwise substantially degrade water quality.

a) Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project

[15] *It is noted that Appendix G includes additional questions related to hydrology, ground water, drainage patterns, flooding etc. However, consistent with the criteria established for a Class 32 Categorical Exemption from CEQA (see Section 15332(d) of the State CEQA Guidelines), this analysis is focused on the water quality questions in Appendix G.*

would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001 that requires new development and redevelopment projects to incorporate storm water mitigation measures. Construction associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, NPDES No. CAS004001, and Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the Los Angeles County MS4 Permit), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Under the Municipal Storm Water NPDES Permit, redevelopment is defined as any land-disturbing activity that "results in the creation, addition, or replacement of 5,000 sf or more of impervious surface area on an already developed site." Depending on the type of project, either a Standard Urban Stormwater Mitigation Plan (SUSMP) or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Sites. Site Specific Mitigation Plans are only required for the following uses: vehicle or equipment fueling, maintenance, washing, and repair areas; commercial or industrial waste handling or storage; outdoor handling or storage of hazardous materials; outdoor manufacturing areas; outdoor food handling or processing; outdoor animal care, confinement, or slaughter; outdoor horticultural activities; and major transportation projects. The Project would not involve any of these uses. Therefore, the Project would not be required to implement a Site Specific Mitigation Plan.

The Project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Additionally, for construction activities, the Applicant would be required to prepare and implement a SUSMP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. The SUSMP would detail the treatment measures and Best Management Practices (BMPs) to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of project development. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of BMPs, including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction. ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan (SWPPP). Construction-phase housekeeping measures for control of contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides would be contained within the Project SWPPP. The SWPPP would contain BMPs to minimize primarily construction-related water quality impacts, but also contains some permanent BMPs. The SUSMP consists of structural BMPs

built into the Project for ongoing water quality purposes over the life of the Project. These required BMPs are outlined below (PDF-8). When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to a less than significant level. Through preparation and implementation of both the SWPPP and the SUSMP and implementation of a storm water quality treatment system, water quality impacts of the project would be minimized. Thus, impacts would be less than significant.

> **PDF-8:** Prior to the issuance of a grading permit, the project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and/or the Site Specific Mitigation Plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of Best Management Practice (BMP) devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works.

b) Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Sites were to increase to a level which exceeds the capacity of the storm drain system serving the Project Sites. A project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system.

Construction

Three general sources of potential short-term construction-related stormwater pollution associated with the Project include the following: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes. Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze or other fluids on the construction site are also common sources of stormwater pollution and soil contamination.

Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-

site migration of pollutants. During construction, the Applicant is required to implement all applicable and mandatory BMPs in accordance with the SUSMP and City of Los Angeles Stormwater Management Program. When properly designed and implemented, these "good-housekeeping" practices would ensure short-term construction-related impacts remain less than significant.

Operational

Activities associated with operation of the proposed structures would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking areas could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the proposed Project must comply with water quality standards and wastewater discharge BMPs set forth by the City of Los Angeles, and the SWRCB. Further, required design criteria, as established in the SUSMP for Los Angeles County and Cities in Los Angeles County, would be incorporated into the proposed Project to minimize the off-site conveyance of pollutants. Compliance with existing regulations would ensure the potential for water quality impacts would be less than significant.

In addition, the proposed Project would be subject to the provisions of the Low Impact Development (LID) Ordinance, adopted by the City Council on September 28, 2011, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater. The LID Ordinance would require the Project to incorporate LID standards and practices to encourage the beneficial use of rain water and urban runoff; reduce stormwater runoff, promote rainwater harvesting; and provide increased groundwater recharge. In this regard, the City has established review procedures to be implemented by the Department of City Planning, Department of Building and Safety and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the sites. As such, the Project would be required to reduce the potential for runoff to exceed the capacity of the stormwater drainage system as discussed above and through implementation of the BMPs provided previously.

c) A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

During construction, sediment is typically the constituent of greatest potential concern. The greatest risk of soil erosion during the construction phase occurs when site disturbance peaks due to grading activity and the removal and re-compaction or replacement of fill areas (sediment is not typically a constituent of concern during the long-term operation of developments similar to the Project because sites are usually paved, and proper drainage infrastructure has been installed). Other pollutants that could affect surface-

water quality during project construction include petroleum products (gasoline, diesel, kerosene, oil, and grease), hydrocarbons from asphalt paving, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, rodenticides, etc.).

Once the proposed structures have been constructed, urban runoff might include all of the above contaminants, as well as trace metals from pavement runoff, nutrients and bacteria from pet wastes, and landscape maintenance debris may be mobilized in wet-season storm runoff from roadway areas, parking areas, and landscaping, and in dry-season "nuisance flows" may result from landscape irrigation. Liquid product spills occurring at the sites could also enter the storm drain. Dry product spills could enter the storm drain via runoff in wet weather conditions or dry-season "nuisance flows." Runoff from the exposed portions of the Project Sites' driveways would be intercepted by a filtered trench drain device before outletting to the street, while water from the building roofs would be directed to a series of downspouts and routed through inline downspout filter devices, with NPDES planter devices utilized prior to discharge off-site. These BMPS are anticipated to treat storm water runoff and reduce the potential for impacts associated with the degradation of water quality. Implementation of the required BMPs outlined previously would ensure these impacts are less than significant.

7.0 CONCLUSION

As outlined in the preceding sections herein, the Project would not have the potential to result in any significant effects relating to air quality, greenhouse gases, noise and vibration, and water quality. The implementation of PDFs 1-8 would ensure the Project's consistency with regulatory requirements. As such, the Project would meet the criteria established for a Class 32 Categorical Exemption from CEQA (see Section 15332(d) of the State CEQA Guidelines).

Appendix A

Air Quality Calculations

Air Quality Emissions

Existing Project Site

Mariposa Site - Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.58	18,014.00	46

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Mariposa Site is approximately 0.58 acres.

Construction Phase - Existing only.

Off-road Equipment -

Vehicle Trips - Based on DOT MOU.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use - Existing uses built between 1920's-1940's.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	NT24E	2,630.88	3,418.36
tblEnergyUse	NT24NG	2,578.64	4,831.00
tblEnergyUse	Refrigerator	712.50	643.00
tblEnergyUse	T24E	170.99	159.21
tblEnergyUse	T24NG	11,673.00	13,398.37
tblLandUse	BuildingSpaceSquareFeet	16,000.00	18,014.00
tblLandUse	LandUseSquareFeet	16,000.00	18,014.00
tblLandUse	LotAcreage	1.00	0.58
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	7.16	6.63
tblVehicleTrips	WD_TR	6.59	6.63

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.7328	0.0000	0.0000	0.6987	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.7328**	**0.0000**	**0.0000**	**0.6987**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.7328	0.0000	0.0000	0.6987	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.7328**	**0.0000**	**0.0000**	**0.6987**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.6217	0.3475	9.4702	0.0208		1.2295	1.2295		1.2295	1.2295	149.8707	290.3768	440.2475	0.4493	0.0102	454.5121
Energy	8.6200e-003	0.0736	0.0313	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003		94.0113	94.0113	1.8000e-003	1.7200e-003	94.5699
Mobile	0.2948	1.3392	3.9546	0.0102	0.7706	0.0142	0.7848	0.2063	0.0134	0.2197		1,034.5852	1,034.5852	0.0691		1,036.3131
Total	**4.9251**	**1.7603**	**13.4561**	**0.0315**	**0.7706**	**1.2496**	**2.0202**	**0.2063**	**1.2488**	**1.4551**	**149.8707**	**1,418.9733**	**1,568.8440**	**0.5203**	**0.0119**	**1,585.3951**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4570	0.2544	1.4350	1.5900e-003		0.0266	0.0266		0.0266	0.0266	0.0000	307.3180	307.3180	8.2300e-003	5.5900e-003	309.1898
Energy	8.6200e-003	0.0736	0.0313	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003		94.0113	94.0113	1.8000e-003	1.7200e-003	94.5699
Mobile	0.2948	1.3392	3.9546	0.0102	0.7706	0.0142	0.7848	0.2063	0.0134	0.2197		1,034.5852	1,034.5852	0.0691		1,036.3131
Total	**0.7604**	**1.6672**	**5.4209**	**0.0123**	**0.7706**	**0.0467**	**0.8173**	**0.2063**	**0.0459**	**0.2522**	**0.0000**	**1,435.9145**	**1,435.9145**	**0.0792**	**7.3100e-003**	**1,440.0728**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**84.56**	**5.29**	**59.71**	**61.06**	**0.00**	**96.26**	**59.55**	**0.00**	**96.33**	**82.67**	**100.00**	**-1.19**	**8.47**	**84.79**	**38.52**	**9.17**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/19/2017	9/18/2017	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2948	1.3392	3.9546	0.0102	0.7706	0.0142	0.7848	0.2063	0.0134	0.2197		1,034.5852	1,034.5852	0.0691		1,036.3131
Unmitigated	0.2948	1.3392	3.9546	0.0102	0.7706	0.0142	0.7848	0.2063	0.0134	0.2197		1,034.5852	1,034.5852	0.0691		1,036.3131

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	106.00	106.00	97.12	357,883	357,883
Total	106.00	106.00	97.12	357,883	357,883

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.6200e-003	0.0736	0.0313	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003		94.0113	94.0113	1.8000e-003	1.7200e-003	94.5699
NaturalGas Unmitigated	8.6200e-003	0.0736	0.0313	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003		94.0113	94.0113	1.8000e-003	1.7200e-003	94.5699

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	799.096	8.6200e-003	0.0736	0.0313	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003		94.0113	94.0113	1.8000e-003	1.7200e-003	94.5699
Total		**8.6200e-003**	**0.0736**	**0.0313**	**4.7000e-004**		**5.9500e-003**	**5.9500e-003**		**5.9500e-003**	**5.9500e-003**		**94.0113**	**94.0113**	**1.8000e-003**	**1.7200e-003**	**94.5699**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.799096	8.6200e-003	0.0736	0.0313	4.7000e-004		5.9500e-003	5.9500e-003		5.9500e-003	5.9500e-003		94.0113	94.0113	1.8000e-003	1.7200e-003	94.5699
Total		**8.6200e-003**	**0.0736**	**0.0313**	**4.7000e-004**		**5.9500e-003**	**5.9500e-003**		**5.9500e-003**	**5.9500e-003**		**94.0113**	**94.0113**	**1.8000e-003**	**1.7200e-003**	**94.5699**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4570	0.2544	1.4350	1.5900e-003		0.0266	0.0266		0.0266	0.0266	0.0000	307.3180	307.3180	8.2300e-003	5.5900e-003	309.1898
Unmitigated	4.6217	0.3475	9.4702	0.0208		1.2295	1.2295		1.2295	1.2295	149.8707	290.3768	440.2475	0.4493	0.0102	454.5121

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3567					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	4.1926	0.3320	8.1368	0.0208		1.2222	1.2222		1.2222	1.2222	149.8707	288.0000	437.8707	0.4469	0.0102	452.0756
Landscaping	0.0415	0.0155	1.3333	7.0000e-005		7.2400e-003	7.2400e-003		7.2400e-003	7.2400e-003		2.3768	2.3768	2.3900e-003		2.4365
Total	**4.6217**	**0.3475**	**9.4702**	**0.0208**		**1.2295**	**1.2295**		**1.2295**	**1.2295**	**149.8707**	**290.3768**	**440.2475**	**0.4493**	**0.0102**	**454.5121**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0309					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3567					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0280	0.2389	0.1017	1.5200e-003		0.0193	0.0193		0.0193	0.0193	0.0000	304.9412	304.9412	5.8400e-003	5.5900e-003	306.7533
Landscaping	0.0415	0.0155	1.3333	7.0000e-005		7.2400e-003	7.2400e-003		7.2400e-003	7.2400e-003		2.3768	2.3768	2.3900e-003		2.4365
Total	**0.4570**	**0.2544**	**1.4350**	**1.5900e-003**		**0.0266**	**0.0266**		**0.0266**	**0.0266**	**0.0000**	**307.3180**	**307.3180**	**8.2300e-003**	**5.5900e-003**	**309.1898**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Fedora Site - Existing

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	10.00	Dwelling Unit	0.49	12,013.00	29

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Fedora Site is approximately 0.49 acres.

Construction Phase - Existing only.

Off-road Equipment -

Vehicle Trips - Based on DOT MOU.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use - Existing uses built between 1910's-1920's.

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	NT24E	2,630.88	3,418.36
tblEnergyUse	NT24NG	2,578.64	4,831.00
tblEnergyUse	T24E	170.99	159.21
tblEnergyUse	T24NG	11,673.00	13,398.37
tblLandUse	BuildingSpaceSquareFeet	10,000.00	12,013.00
tblLandUse	LandUseSquareFeet	10,000.00	12,013.00
tblLandUse	LotAcreage	0.63	0.49
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	7.16	6.70
tblVehicleTrips	WD_TR	6.59	6.70

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.7328	0.0000	0.0000	0.6987	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.7328**	**0.0000**	**0.0000**	**0.6987**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.7328	0.0000	0.0000	0.6987	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.7328**	**0.0000**	**0.0000**	**0.6987**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9048	0.2172	5.9188	0.0130		0.7684	0.7684		0.7684	0.7684	93.6692	181.4855	275.1547	0.2808	6.3600e-003	284.0700
Energy	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
Mobile	0.1863	0.8465	2.4996	6.4500e-003	0.4871	8.9700e-003	0.4960	0.1304	8.4600e-003	0.1389		653.9360	653.9360	0.0437		655.0281
Total	**3.0965**	**1.1097**	**8.4381**	**0.0198**	**0.4871**	**0.7811**	**1.2682**	**0.1304**	**0.7806**	**0.9110**	**93.6692**	**894.1785**	**987.8477**	**0.3257**	**7.4400e-003**	**998.2043**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3019	0.1590	0.8969	1.0000e-003		0.0166	0.0166		0.0166	0.0166	0.0000	192.0738	192.0738	5.1400e-003	3.4900e-003	193.2436
Energy	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
Mobile	0.1863	0.8465	2.4996	6.4500e-003	0.4871	8.9700e-003	0.4960	0.1304	8.4600e-003	0.1389		653.9360	653.9360	0.0437		655.0281
Total	**0.4936**	**1.0515**	**3.4161**	**7.7400e-003**	**0.4871**	**0.0293**	**0.5163**	**0.1304**	**0.0288**	**0.1592**	**0.0000**	**904.7667**	**904.7667**	**0.0500**	**4.5700e-003**	**907.3779**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**84.06**	**5.24**	**59.52**	**60.83**	**0.00**	**96.25**	**59.28**	**0.00**	**96.31**	**82.53**	**100.00**	**-1.18**	**8.41**	**84.66**	**38.58**	**9.10**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/19/2017	9/18/2017	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1863	0.8465	2.4996	6.4500e-003	0.4871	8.9700e-003	0.4960	0.1304	8.4600e-003	0.1389		653.9360	653.9360	0.0437		655.0281
Unmitigated	0.1863	0.8465	2.4996	6.4500e-003	0.4871	8.9700e-003	0.4960	0.1304	8.4600e-003	0.1389		653.9360	653.9360	0.0437		655.0281

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	67.00	67.00	60.70	225,874	225,874
Total	67.00	67.00	60.70	225,874	225,874

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
NaturalGas Unmitigated	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	499.435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
Total		**5.3900e-003**	**0.0460**	**0.0196**	**2.9000e-004**		**3.7200e-003**	**3.7200e-003**		**3.7200e-003**	**3.7200e-003**		**58.7570**	**58.7570**	**1.1300e-003**	**1.0800e-003**	**59.1062**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0.499435	5.3900e-003	0.0460	0.0196	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003		58.7570	58.7570	1.1300e-003	1.0800e-003	59.1062
Total		**5.3900e-003**	**0.0460**	**0.0196**	**2.9000e-004**		**3.7200e-003**	**3.7200e-003**		**3.7200e-003**	**3.7200e-003**		**58.7570**	**58.7570**	**1.1300e-003**	**1.0800e-003**	**59.1062**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3019	0.1590	0.8969	1.0000e-003		0.0166	0.0166		0.0166	0.0166	0.0000	192.0738	192.0738	5.1400e-003	3.4900e-003	193.2436
Unmitigated	2.9048	0.2172	5.9188	0.0130		0.7684	0.7684		0.7684	0.7684	93.6692	181.4855	275.1547	0.2808	6.3600e-003	284.0700

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	2.6204	0.2075	5.0855	0.0130		0.7639	0.7639		0.7639	0.7639	93.6692	180.0000	273.6692	0.2793	6.3600e-003	282.5472
Landscaping	0.0260	9.7100e-003	0.8333	4.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003		1.4855	1.4855	1.4900e-003		1.5228
Total	**2.9048**	**0.2172**	**5.9188**	**0.0130**		**0.7684**	**0.7684**		**0.7684**	**0.7684**	**93.6692**	**181.4855**	**275.1547**	**0.2808**	**6.3600e-003**	**284.0700**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0206					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2379					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0175	0.1493	0.0635	9.5000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	190.5882	190.5882	3.6500e-003	3.4900e-003	191.7208
Landscaping	0.0260	9.7100e-003	0.8333	4.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003		1.4855	1.4855	1.4900e-003		1.5228
Total	**0.3019**	**0.1590**	**0.8969**	**9.9000e-004**		**0.0166**	**0.0166**		**0.0166**	**0.0166**	**0.0000**	**192.0738**	**192.0738**	**5.1400e-003**	**3.4900e-003**	**193.2436**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Air Quality Emissions

Project Construction and Operation

Mariposa Project Site

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	47.28	1000sqft	0.19	47,284.00	0
Apartments Mid Rise	98.00	Dwelling Unit	0.39	93,737.00	280

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Mariposa Project Site - Los Angeles-South Coast County, Winter

Project Characteristics - Operational year is 2019.

Land Use - Mariposa Site is approximately 0.58 acres.

Construction Phase - Construction schedule per applicant.

Off-road Equipment -

Off-road Equipment - Grading equipment required.

Demolition -

Grading - Mariposa Site is approximately 0.58 acres.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - Project compliance with the LA Green Building Code and CALGreen Code would result in approximately 25 percent energy savings for residential uses. The Project would also include high-efficiency lighting and energy efficient appliances.

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	44.00
tblConstructionPhase	NumDays	100.00	326.00
tblConstructionPhase	NumDays	10.00	22.00

tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	PhaseEndDate	3/2/2020	12/31/2019
tblConstructionPhase	PhaseStartDate	1/1/2020	10/31/2019
tblFleetMix	FleetMixLandUseSubType	Enclosed Parking with Elevator	Apartments Mid Rise
tblFleetMix	FleetMixLandUseSubType	Apartments Mid Rise	Enclosed Parking with Elevator
tblGrading	AcresOfGrading	16.50	0.58
tblGrading	MaterialExported	0.00	20,350.00
tblLandUse	BuildingSpaceSquareFeet	47,280.00	47,284.00
tblLandUse	BuildingSpaceSquareFeet	98,000.00	93,737.00
tblLandUse	LandUseSquareFeet	47,280.00	47,284.00
tblLandUse	LandUseSquareFeet	98,000.00	93,737.00
tblLandUse	LotAcreage	1.09	0.19
tblLandUse	LotAcreage	2.58	0.39
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2019

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.8194	32.1770	12.8897	0.0622	1.9752	0.7335	2.6911	0.7388	0.6754	1.4001	0.0000	6,600.2332	6,600.2332	0.8252	0.0000	6,620.8623
2019	15.3798	14.1811	14.7725	0.0313	1.3224	0.7580	2.0805	0.3533	0.7082	1.0615	0.0000	3,130.9178	3,130.9178	0.4573	0.0000	3,142.3500
Maximum	**15.3798**	**32.1770**	**14.7725**	**0.0622**	**1.9752**	**0.7580**	**2.6911**	**0.7388**	**0.7082**	**1.4001**	**0.0000**	**6,600.2332**	**6,600.2332**	**0.8252**	**0.0000**	**6,620.8623**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.8194	32.1770	12.8897	0.0622	1.5247	0.7335	2.2406	0.5061	0.6754	1.1673	0.0000	6,600.2332	6,600.2332	0.8252	0.0000	6,620.8623
2019	15.3798	14.1811	14.7725	0.0313	1.3224	0.7580	2.0805	0.3533	0.7082	1.0615	0.0000	3,130.9178	3,130.9178	0.4573	0.0000	3,142.3500
Maximum	**15.3798**	**32.1770**	**14.7725**	**0.0622**	**1.5247**	**0.7580**	**2.2406**	**0.5061**	**0.7082**	**1.1673**	**0.0000**	**6,600.2332**	**6,600.2332**	**0.8252**	**0.0000**	**6,620.8623**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**13.66**	**0.00**	**9.44**	**21.31**	**0.00**	**9.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	27.9640	2.1275	57.9681	0.1276		7.5306	7.5306		7.5306	7.5306	917.9580	1,778.5685	2,696.5265	2.7519	0.0623	2,783.8894
Energy	0.0323	0.2761	0.1175	1.7600e-003		0.0223	0.0223		0.0223	0.0223		352.5129	352.5129	6.7600e-003	6.4600e-003	354.6077
Mobile	1.4584	7.1620	19.5943	0.0598	4.7359	0.0711	4.8071	1.2677	0.0669	1.3345		6,069.9371	6,069.9371	0.3622		6,078.9914
Total	**29.4547**	**9.5656**	**77.6799**	**0.1891**	**4.7359**	**7.6241**	**12.3600**	**1.2677**	**7.6198**	**8.8874**	**917.9580**	**8,201.0184**	**9,118.9764**	**3.1208**	**0.0688**	**9,217.4884**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.3919	1.5572	8.7526	9.7700e-003		0.1628	0.1628		0.1628	0.1628	0.0000	1,882.3332	1,882.3332	0.0501	0.0342	1,893.7903
Energy	0.0277	0.2370	0.1008	1.5100e-003		0.0192	0.0192		0.0192	0.0192		302.5344	302.5344	5.8000e-003	5.5500e-003	304.3322
Mobile	1.4584	7.1620	19.5943	0.0598	4.7359	0.0711	4.8071	1.2677	0.0669	1.3345		6,069.9371	6,069.9371	0.3622		6,078.9914
Total	**4.8780**	**8.9562**	**28.4477**	**0.0711**	**4.7359**	**0.2531**	**4.9891**	**1.2677**	**0.2489**	**1.5165**	**0.0000**	**8,254.8046**	**8,254.8046**	**0.4181**	**0.0398**	**8,277.1139**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**83.44**	**6.37**	**63.38**	**62.42**	**0.00**	**96.68**	**59.64**	**0.00**	**96.73**	**82.94**	**100.00**	**-0.66**	**9.48**	**86.60**	**42.13**	**10.20**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2018	7/31/2018	5	22	1
2	Grading	Grading	8/1/2018	10/1/2018	5	44	2
3	Building Construction	Building Construction	10/2/2018	12/31/2019	5	326	3
4	Architectural Coating	Architectural Coating	10/31/2019	12/31/2019	5	44	4

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.58

Acres of Paving: 0.19

Residential Indoor: 189,817; Residential Outdoor: 63,272; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,837 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Grading	Excavators	1	6.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	82.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,544.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	90.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8060	0.0000	0.8060	0.1220	0.0000	0.1220			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.8060**	**0.6228**	**1.4288**	**0.1220**	**0.5943**	**0.7163**		**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0379	1.2206	0.2665	2.9700e-003	0.0652	4.6700e-003	0.0698	0.0179	4.4700e-003	0.0223		320.9045	320.9045	0.0233		321.4881
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0991**	**1.2668**	**0.7638**	**4.1600e-003**	**0.1769**	**5.6700e-003**	**0.1826**	**0.0475**	**5.3900e-003**	**0.0529**		**438.9621**	**438.9621**	**0.0278**		**439.6567**

3.2 Demolition - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3627	0.0000	0.3627	0.0549	0.0000	0.0549			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.3627**	**0.6228**	**0.9855**	**0.0549**	**0.5943**	**0.6492**	**0.0000**	**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0379	1.2206	0.2665	2.9700e-003	0.0652	4.6700e-003	0.0698	0.0179	4.4700e-003	0.0223		320.9045	320.9045	0.0233		321.4881
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0991**	**1.2668**	**0.7638**	**4.1600e-003**	**0.1769**	**5.6700e-003**	**0.1826**	**0.0475**	**5.3900e-003**	**0.0529**		**438.9621**	**438.9621**	**0.0278**		**439.6567**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8190	0.0000	0.8190	0.4232	0.0000	0.4232			0.0000			0.0000
Off-Road	1.1516	13.1821	7.9449	0.0146		0.6422	0.6422		0.5908	0.5908		1,468.8259	1,468.8259	0.4573		1,480.2575
Total	**1.1516**	**13.1821**	**7.9449**	**0.0146**	**0.8190**	**0.6422**	**1.4612**	**0.4232**	**0.5908**	**1.0140**		**1,468.8259**	**1,468.8259**	**0.4573**		**1,480.2575**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5884	18.9348	4.1347	0.0461	1.0109	0.0724	1.0833	0.2771	0.0693	0.3464		4,977.9325	4,977.9325	0.3621		4,986.9855
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.6679**	**18.9948**	**4.7811**	**0.0476**	**1.1562**	**0.0737**	**1.2299**	**0.3156**	**0.0705**	**0.3861**		**5,131.4073**	**5,131.4073**	**0.3679**		**5,140.6047**

3.3 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3686	0.0000	0.3686	0.1904	0.0000	0.1904			0.0000			0.0000
Off-Road	1.1516	13.1821	7.9449	0.0146		0.6422	0.6422		0.5908	0.5908	0.0000	1,468.8259	1,468.8259	0.4573		1,480.2575
Total	**1.1516**	**13.1821**	**7.9449**	**0.0146**	**0.3686**	**0.6422**	**1.0107**	**0.1904**	**0.5908**	**0.7812**	**0.0000**	**1,468.8259**	**1,468.8259**	**0.4573**		**1,480.2575**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5884	18.9348	4.1347	0.0461	1.0109	0.0724	1.0833	0.2771	0.0693	0.3464		4,977.9325	4,977.9325	0.3621		4,986.9855
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.6679**	**18.9948**	**4.7811**	**0.0476**	**1.1562**	**0.0737**	**1.2299**	**0.3156**	**0.0705**	**0.3861**		**5,131.4073**	**5,131.4073**	**0.3679**		**5,140.6047**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0863	2.2110	0.6630	4.6300e-003	0.1152	0.0158	0.1310	0.0332	0.0151	0.0483		493.4697	493.4697	0.0356		494.3599
Worker	0.5503	0.4155	4.4754	0.0107	1.0060	8.9700e-003	1.0150	0.2668	8.2700e-003	0.2751		1,062.5184	1,062.5184	0.0400		1,063.5180
Total	**0.6366**	**2.6266**	**5.1384**	**0.0153**	**1.1212**	**0.0248**	**1.1460**	**0.3000**	**0.0234**	**0.3234**		**1,555.9881**	**1,555.9881**	**0.0756**		**1,557.8779**

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0863	2.2110	0.6630	4.6300e-003	0.1152	0.0158	0.1310	0.0332	0.0151	0.0483		493.4697	493.4697	0.0356		494.3599
Worker	0.5503	0.4155	4.4754	0.0107	1.0060	8.9700e-003	1.0150	0.2668	8.2700e-003	0.2751		1,062.5184	1,062.5184	0.0400		1,063.5180
Total	**0.6366**	**2.6266**	**5.1384**	**0.0153**	**1.1212**	**0.0248**	**1.1460**	**0.3000**	**0.0234**	**0.3234**		**1,555.9881**	**1,555.9881**	**0.0756**		**1,557.8779**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0780	2.0859	0.6093	4.5800e-003	0.1152	0.0135	0.1287	0.0332	0.0129	0.0461		488.2988	488.2988	0.0343		489.1564
Worker	0.4984	0.3659	3.9823	0.0103	1.0060	8.6700e-003	1.0147	0.2668	7.9900e-003	0.2748		1,027.9177	1,027.9177	0.0354		1,028.8018
Total	**0.5764**	**2.4519**	**4.5915**	**0.0149**	**1.1212**	**0.0222**	**1.1434**	**0.3000**	**0.0209**	**0.3209**		**1,516.2165**	**1,516.2165**	**0.0697**		**1,517.9581**

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0780	2.0859	0.6093	4.5800e-003	0.1152	0.0135	0.1287	0.0332	0.0129	0.0461		488.2988	488.2988	0.0343		489.1564
Worker	0.4984	0.3659	3.9823	0.0103	1.0060	8.6700e-003	1.0147	0.2668	7.9900e-003	0.2748		1,027.9177	1,027.9177	0.0354		1,028.8018
Total	**0.5764**	**2.4519**	**4.5915**	**0.0149**	**1.1212**	**0.0222**	**1.1434**	**0.3000**	**0.0209**	**0.3209**		**1,516.2165**	**1,516.2165**	**0.0697**		**1,517.9581**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.4797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**13.7462**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.0997**	**0.0732**	**0.7965**	**2.0700e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**205.5836**	**205.5836**	**7.0700e-003**		**205.7604**

3.5 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	13.4797					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**13.7462**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.0997**	**0.0732**	**0.7965**	**2.0700e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**205.5836**	**205.5836**	**7.0700e-003**		**205.7604**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4584	7.1620	19.5943	0.0598	4.7359	0.0711	4.8071	1.2677	0.0669	1.3345		6,069.9371	6,069.9371	0.3622		6,078.9914
Unmitigated	1.4584	7.1620	19.5943	0.0598	4.7359	0.0711	4.8071	1.2677	0.0669	1.3345		6,069.9371	6,069.9371	0.3622		6,078.9914

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	651.70	626.22	574.28	2,176,726	2,176,726
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	651.70	626.22	574.28	2,176,726	2,176,726

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Enclosed Parking with Elevator	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0277	0.2370	0.1008	1.5100e-003		0.0192	0.0192		0.0192	0.0192		302.5344	302.5344	5.8000e-003	5.5500e-003	304.3322
NaturalGas Unmitigated	0.0323	0.2761	0.1175	1.7600e-003		0.0223	0.0223		0.0223	0.0223		352.5129	352.5129	6.7600e-003	6.4600e-003	354.6077

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2996.36	0.0323	0.2761	0.1175	1.7600e-003		0.0223	0.0223		0.0223	0.0223		352.5129	352.5129	6.7600e-003	6.4600e-003	354.6077
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0323**	**0.2761**	**0.1175**	**1.7600e-003**		**0.0223**	**0.0223**		**0.0223**	**0.0223**		**352.5129**	**352.5129**	**6.7600e-003**	**6.4600e-003**	**354.6077**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2.57154	0.0277	0.2370	0.1008	1.5100e-003		0.0192	0.0192		0.0192	0.0192		302.5344	302.5344	5.8000e-003	5.5500e-003	304.3322
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0277**	**0.2370**	**0.1008**	**1.5100e-003**		**0.0192**	**0.0192**		**0.0192**	**0.0192**		**302.5344**	**302.5344**	**5.8000e-003**	**5.5500e-003**	**304.3322**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3919	1.5572	8.7526	9.7700e-003		0.1628	0.1628		0.1628	0.1628	0.0000	1,882.3332	1,882.3332	0.0501	0.0342	1,893.7903
Unmitigated	27.9640	2.1275	57.9681	0.1276		7.5306	7.5306		7.5306	7.5306	917.9580	1,778.5685	2,696.5265	2.7519	0.0623	2,783.8894

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.8727					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	25.6795	2.0333	49.8381	0.1271		7.4861	7.4861		7.4861	7.4861	917.9580	1,764.0000	2,681.9580	2.7375	0.0623	2,768.9629
Landscaping	0.2492	0.0942	8.1300	4.3000e-004		0.0445	0.0445		0.0445	0.0445		14.5685	14.5685	0.0143		14.9264
Total	**27.9640**	**2.1275**	**57.9681**	**0.1276**		**7.5306**	**7.5306**		**7.5306**	**7.5306**	**917.9580**	**1,778.5685**	**2,696.5265**	**2.7519**	**0.0623**	**2,783.8894**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1625					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.8090					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1712	1.4631	0.6226	9.3400e-003		0.1183	0.1183		0.1183	0.1183	0.0000	1,867.7647	1,867.7647	0.0358	0.0342	1,878.8639
Landscaping	0.2492	0.0942	8.1300	4.3000e-004		0.0445	0.0445		0.0445	0.0445		14.5685	14.5685	0.0143		14.9264
Total	**3.3919**	**1.5572**	**8.7526**	**9.7700e-003**		**0.1628**	**0.1628**		**0.1628**	**0.1628**	**0.0000**	**1,882.3332**	**1,882.3332**	**0.0501**	**0.0342**	**1,893.7903**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Fedora Project Site

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	75.00	Dwelling Unit	0.31	71,649.00	215
Enclosed Parking with Elevator	40.53	1000sqft	0.18	40,530.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year is 2019.

Land Use - Fedora Site is approximately 0.49 acres.

Construction Phase - Construction schedule per applicant.

Off-road Equipment -

Off-road Equipment - Grading equipment required.

Off-road Equipment -

Off-road Equipment -

Grading - Fedora Site is approximately 0.49 acres.

Demolition -

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - Project compliance with the LA Green Building Code and CALGreen Code would result in approximately 25 percent energy savings for residential uses. The Project would also include high-efficiency lighting and energy efficient appliances.

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Waste Mitigation - AB 341 sets forth a mandate for California to divert 75% of solid waste from landfills. In response to the City of Los Angeles has achieved a land fill diversion rate of 76.4 percent as of 2013. Therefore, this analysis assumes at least 75% waste will be diverted from landfills.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True

tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	44.00
tblConstructionPhase	NumDays	100.00	326.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	PhaseEndDate	6/29/2018	12/31/2019
tblConstructionPhase	PhaseEndDate	6/29/2018	12/31/2019
tblConstructionPhase	PhaseEndDate	6/29/2018	7/31/2018
tblConstructionPhase	PhaseEndDate	6/29/2018	10/1/2018
tblConstructionPhase	PhaseStartDate	6/30/2018	10/31/2019
tblConstructionPhase	PhaseStartDate	6/30/2018	10/2/2018
tblConstructionPhase	PhaseStartDate	6/30/2018	8/1/2018
tblGrading	AcresOfGrading	16.50	0.49
tblGrading	MaterialExported	0.00	17,378.00
tblLandUse	BuildingSpaceSquareFeet	75,000.00	71,649.00
tblLandUse	LandUseSquareFeet	75,000.00	71,649.00
tblLandUse	LotAcreage	1.97	0.31
tblLandUse	LotAcreage	0.93	0.18
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2019

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.7332	29.4029	12.1292	0.0555	1.8176	0.7289	2.5229	0.6969	0.6711	1.3481	0.0000	5,872.6833	5,872.6833	0.7723	0.0000	5,891.9913
2019	12.0770	13.7400	13.6533	0.0279	1.0461	0.7536	1.7997	0.2796	0.7040	0.9836	0.0000	2,786.8445	2,786.8445	0.4425	0.0000	2,797.9079
Maximum	**12.0770**	**29.4029**	**13.6533**	**0.0555**	**1.8176**	**0.7536**	**2.5229**	**0.6969**	**0.7040**	**1.3481**	**0.0000**	**5,872.6833**	**5,872.6833**	**0.7723**	**0.0000**	**5,891.9913**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.7332	29.4029	12.1292	0.0555	1.3725	0.7289	2.0778	0.4649	0.6711	1.1161	0.0000	5,872.6833	5,872.6833	0.7723	0.0000	5,891.9913
2019	12.0770	13.7400	13.6533	0.0279	1.0461	0.7536	1.7997	0.2796	0.7040	0.9836	0.0000	2,786.8445	2,786.8445	0.4425	0.0000	2,797.9079
Maximum	**12.0770**	**29.4029**	**13.6533**	**0.0555**	**1.3725**	**0.7536**	**2.0778**	**0.4649**	**0.7040**	**1.1161**	**0.0000**	**5,872.6833**	**5,872.6833**	**0.7723**	**0.0000**	**5,891.9913**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**15.54**	**0.00**	**10.30**	**23.76**	**0.00**	**9.95**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	21.4008	1.6282	44.3638	0.0976		5.7632	5.7632		5.7632	5.7632	702.5189	1,361.1503	2,063.6692	2.1060	0.0477	2,130.5286
Energy	0.0247	0.2113	0.0899	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.7803	269.7803	5.1700e-003	4.9500e-003	271.3834
Mobile	1.0186	5.0080	13.7171	0.0445	3.6241	0.0469	3.6710	0.9700	0.0440	1.0140		4,526.4022	4,526.4022	0.2589		4,532.8742
Total	**22.4442**	**6.8475**	**58.1709**	**0.1435**	**3.6241**	**5.8272**	**9.4513**	**0.9700**	**5.8243**	**6.7943**	**702.5189**	**6,157.3328**	**6,859.8516**	**2.3701**	**0.0526**	**6,934.7863**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.6816	1.1918	6.6989	7.4700e-003		0.1246	0.1246		0.1246	0.1246	0.0000	1,440.5621	1,440.5621	0.0384	0.0262	1,449.3303
Energy	0.0212	0.1814	0.0772	1.1600e-003		0.0147	0.0147		0.0147	0.0147		231.5314	231.5314	4.4400e-003	4.2400e-003	232.9073
Mobile	1.0186	5.0080	13.7171	0.0445	3.6241	0.0469	3.6710	0.9700	0.0440	1.0140		4,526.4022	4,526.4022	0.2589		4,532.8742
Total	**3.7215**	**6.3811**	**20.4932**	**0.0532**	**3.6241**	**0.1862**	**3.8103**	**0.9700**	**0.1833**	**1.1533**	**0.0000**	**6,198.4957**	**6,198.4957**	**0.3017**	**0.0305**	**6,215.1119**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**83.42**	**6.81**	**64.77**	**62.95**	**0.00**	**96.81**	**59.68**	**0.00**	**96.85**	**83.03**	**100.00**	**-0.67**	**9.64**	**87.27**	**42.14**	**10.38**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2018	7/31/2018	5	22	1
2	Grading	Grading	8/1/2018	10/1/2018	5	44	2
3	Building Construction	Building Construction	10/2/2018	12/31/2019	5	326	3
4	Architectural Coating	Architectural Coating	10/31/2019	12/31/2019	5	44	4

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.49

Acres of Paving: 0.18

Residential Indoor: 145,089; Residential Outdoor: 48,363; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,432 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Graders	1	6.00	187	0.41
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Excavators	1	6.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	71.00	15.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	55.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,172.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5375	0.0000	0.5375	0.0814	0.0000	0.0814			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.5375**	**0.6228**	**1.1603**	**0.0814**	**0.5943**	**0.6757**		**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0254	0.8187	0.1788	1.9900e-003	0.0437	3.1300e-003	0.0468	0.0120	3.0000e-003	0.0150		215.2408	215.2408	0.0157		215.6322
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0866**	**0.8649**	**0.6761**	**3.1800e-003**	**0.1555**	**4.1300e-003**	**0.1596**	**0.0416**	**3.9200e-003**	**0.0455**		**333.2984**	**333.2984**	**0.0201**		**333.8009**

3.2 Demolition - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2419	0.0000	0.2419	0.0366	0.0000	0.0366			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.2419**	**0.6228**	**0.8646**	**0.0366**	**0.5943**	**0.6309**	**0.0000**	**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0254	0.8187	0.1788	1.9900e-003	0.0437	3.1300e-003	0.0468	0.0120	3.0000e-003	0.0150		215.2408	215.2408	0.0157		215.6322
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0866**	**0.8649**	**0.6761**	**3.1800e-003**	**0.1555**	**4.1300e-003**	**0.1596**	**0.0416**	**3.9200e-003**	**0.0455**		**333.2984**	**333.2984**	**0.0201**		**333.8009**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8092	0.0000	0.8092	0.4218	0.0000	0.4218			0.0000			0.0000
Off-Road	1.1514	13.1768	7.9526	0.0146		0.6422	0.6422		0.5908	0.5908		1,469.1812	1,469.1812	0.4574		1,480.6156
Total	**1.1514**	**13.1768**	**7.9526**	**0.0146**	**0.8092**	**0.6422**	**1.4514**	**0.4218**	**0.5908**	**1.0126**		**1,469.1812**	**1,469.1812**	**0.4574**		**1,480.6156**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5024	16.1660	3.5301	0.0393	0.8630	0.0618	0.9249	0.2366	0.0592	0.2957		4,250.0272	4,250.0272	0.3092		4,257.7565
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.5819**	**16.2261**	**4.1765**	**0.0409**	**1.0083**	**0.0631**	**1.0715**	**0.2751**	**0.0604**	**0.3355**		**4,403.5021**	**4,403.5021**	**0.3150**		**4,411.3757**

3.3 Grading - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3642	0.0000	0.3642	0.1898	0.0000	0.1898			0.0000			0.0000
Off-Road	1.1514	13.1768	7.9526	0.0146		0.6422	0.6422		0.5908	0.5908	0.0000	1,469.1812	1,469.1812	0.4574		1,480.6156
Total	**1.1514**	**13.1768**	**7.9526**	**0.0146**	**0.3642**	**0.6422**	**1.0063**	**0.1898**	**0.5908**	**0.7806**	**0.0000**	**1,469.1812**	**1,469.1812**	**0.4574**		**1,480.6156**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.5024	16.1660	3.5301	0.0393	0.8630	0.0618	0.9249	0.2366	0.0592	0.2957		4,250.0272	4,250.0272	0.3092		4,257.7565
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0795	0.0600	0.6465	1.5400e-003	0.1453	1.3000e-003	0.1466	0.0385	1.1900e-003	0.0397		153.4749	153.4749	5.7800e-003		153.6193
Total	**0.5819**	**16.2261**	**4.1765**	**0.0409**	**1.0083**	**0.0631**	**1.0715**	**0.2751**	**0.0604**	**0.3355**		**4,403.5021**	**4,403.5021**	**0.3150**		**4,411.3757**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0719	1.8425	0.5525	3.8600e-003	0.0960	0.0132	0.1092	0.0277	0.0126	0.0402		411.2248	411.2248	0.0297		411.9666
Worker	0.4342	0.3278	3.5306	8.4200e-003	0.7936	7.0800e-003	0.8007	0.2105	6.5200e-003	0.2170		838.2089	838.2089	0.0316		838.9976
Total	**0.5061**	**2.1703**	**4.0831**	**0.0123**	**0.8896**	**0.0202**	**0.9099**	**0.2381**	**0.0191**	**0.2572**		**1,249.4337**	**1,249.4337**	**0.0612**		**1,250.9641**

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0719	1.8425	0.5525	3.8600e-003	0.0960	0.0132	0.1092	0.0277	0.0126	0.0402		411.2248	411.2248	0.0297		411.9666
Worker	0.4342	0.3278	3.5306	8.4200e-003	0.7936	7.0800e-003	0.8007	0.2105	6.5200e-003	0.2170		838.2089	838.2089	0.0316		838.9976
Total	**0.5061**	**2.1703**	**4.0831**	**0.0123**	**0.8896**	**0.0202**	**0.9099**	**0.2381**	**0.0191**	**0.2572**		**1,249.4337**	**1,249.4337**	**0.0612**		**1,250.9641**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0650	1.7383	0.5077	3.8200e-003	0.0960	0.0113	0.1073	0.0277	0.0108	0.0384		406.9157	406.9157	0.0286		407.6303
Worker	0.3932	0.2887	3.1416	8.1500e-003	0.7936	6.8400e-003	0.8005	0.2105	6.3100e-003	0.2168		810.9129	810.9129	0.0279		811.6103
Total	**0.4582**	**2.0270**	**3.6493**	**0.0120**	**0.8896**	**0.0181**	**0.9077**	**0.2381**	**0.0171**	**0.2552**		**1,217.8285**	**1,217.8285**	**0.0565**		**1,219.2406**

3.4 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0650	1.7383	0.5077	3.8200e-003	0.0960	0.0113	0.1073	0.0277	0.0108	0.0384		406.9157	406.9157	0.0286		407.6303
Worker	0.3932	0.2887	3.1416	8.1500e-003	0.7936	6.8400e-003	0.8005	0.2105	6.3100e-003	0.2168		810.9129	810.9129	0.0279		811.6103
Total	**0.4582**	**2.0270**	**3.6493**	**0.0120**	**0.8896**	**0.0181**	**0.9077**	**0.2381**	**0.0171**	**0.2552**		**1,217.8285**	**1,217.8285**	**0.0565**		**1,219.2406**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3173					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**10.5837**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0775	0.0569	0.6195	1.6100e-003	0.1565	1.3500e-003	0.1578	0.0415	1.2400e-003	0.0427		159.8983	159.8983	5.5000e-003		160.0358
Total	**0.0775**	**0.0569**	**0.6195**	**1.6100e-003**	**0.1565**	**1.3500e-003**	**0.1578**	**0.0415**	**1.2400e-003**	**0.0427**		**159.8983**	**159.8983**	**5.5000e-003**		**160.0358**

3.5 Architectural Coating - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.3173					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**10.5837**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0775	0.0569	0.6195	1.6100e-003	0.1565	1.3500e-003	0.1578	0.0415	1.2400e-003	0.0427		159.8983	159.8983	5.5000e-003		160.0358
Total	**0.0775**	**0.0569**	**0.6195**	**1.6100e-003**	**0.1565**	**1.3500e-003**	**0.1578**	**0.0415**	**1.2400e-003**	**0.0427**		**159.8983**	**159.8983**	**5.5000e-003**		**160.0358**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0186	5.0080	13.7171	0.0445	3.6241	0.0469	3.6710	0.9700	0.0440	1.0140		4,526.4022	4,526.4022	0.2589		4,532.8742
Unmitigated	1.0186	5.0080	13.7171	0.0445	3.6241	0.0469	3.6710	0.9700	0.0440	1.0140		4,526.4022	4,526.4022	0.2589		4,532.8742

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	498.75	479.25	439.50	1,665,862	1,665,862
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	498.75	479.25	439.50	1,665,862	1,665,862

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Enclosed Parking with Elevator	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0212	0.1814	0.0772	1.1600e-003		0.0147	0.0147		0.0147	0.0147		231.5314	231.5314	4.4400e-003	4.2400e-003	232.9073
NaturalGas Unmitigated	0.0247	0.2113	0.0899	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.7803	269.7803	5.1700e-003	4.9500e-003	271.3834

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	2293.13	0.0247	0.2113	0.0899	1.3500e-003		0.0171	0.0171		0.0171	0.0171		269.7803	269.7803	5.1700e-003	4.9500e-003	271.3834
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0247**	**0.2113**	**0.0899**	**1.3500e-003**		**0.0171**	**0.0171**		**0.0171**	**0.0171**		**269.7803**	**269.7803**	**5.1700e-003**	**4.9500e-003**	**271.3834**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.96802	0.0212	0.1814	0.0772	1.1600e-003		0.0147	0.0147		0.0147	0.0147		231.5314	231.5314	4.4400e-003	4.2400e-003	232.9073
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0212**	**0.1814**	**0.0772**	**1.1600e-003**		**0.0147**	**0.0147**		**0.0147**	**0.0147**		**231.5314**	**231.5314**	**4.4400e-003**	**4.2400e-003**	**232.9073**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.6816	1.1918	6.6989	7.4700e-003		0.1246	0.1246		0.1246	0.1246	0.0000	1,440.5621	1,440.5621	0.0384	0.0262	1,449.3303
Unmitigated	21.4008	1.6282	44.3638	0.0976		5.7632	5.7632		5.7632	5.7632	702.5189	1,361.1503	2,063.6692	2.1060	0.0477	2,130.5286

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4330					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	19.6527	1.5561	38.1414	0.0973		5.7291	5.7291		5.7291	5.7291	702.5189	1,350.0000	2,052.5189	2.0951	0.0477	2,119.1043
Landscaping	0.1907	0.0721	6.2224	3.3000e-004		0.0341	0.0341		0.0341	0.0341		11.1503	11.1503	0.0110		11.4243
Total	**21.4008**	**1.6282**	**44.3638**	**0.0976**		**5.7632**	**5.7632**		**5.7632**	**5.7632**	**702.5189**	**1,361.1503**	**2,063.6692**	**2.1060**	**0.0477**	**2,130.5286**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2355					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1310	1.1197	0.4765	7.1500e-003		0.0905	0.0905		0.0905	0.0905	0.0000	1,429.4118	1,429.4118	0.0274	0.0262	1,437.9060
Landscaping	0.1907	0.0721	6.2224	3.3000e-004		0.0341	0.0341		0.0341	0.0341		11.1503	11.1503	0.0110		11.4243
Total	**2.6816**	**1.1918**	**6.6989**	**7.4800e-003**		**0.1246**	**0.1246**		**0.1246**	**0.1246**	**0.0000**	**1,440.5621**	**1,440.5621**	**0.0384**	**0.0262**	**1,449.3303**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Greenhouse Gas Calculations

Greenhouse Gas Emissions

Existing Project Site

Mariposa Site - Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	16.00	Dwelling Unit	0.58	18,014.00	46

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Mariposa Site is approximately 0.58 acres.

Construction Phase - Existing only.

Off-road Equipment -

Vehicle Trips - Based on DOT MOU.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use - Existing uses built between 1920's-1940's.

Construction Off-road Equipment Mitigation -

Area Mitigation -

Mariposa Site - Existing - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	NT24E	2,630.88	3,418.36
tblEnergyUse	NT24NG	2,578.64	4,831.00
tblEnergyUse	Refrigerator	712.50	643.00
tblEnergyUse	T24E	170.99	159.21
tblEnergyUse	T24NG	11,673.00	13,398.37
tblLandUse	BuildingSpaceSquareFeet	16,000.00	18,014.00
tblLandUse	LandUseSquareFeet	16,000.00	18,014.00
tblLandUse	LotAcreage	1.00	0.58
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	7.16	6.63
tblVehicleTrips	WD_TR	6.59	6.63

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1283	6.0900e-003	0.2684	2.7000e-004		0.0162	0.0162		0.0162	0.0162	1.6995	3.5354	5.2349	5.3400e-003	1.2000e-004	5.4027
Energy	1.5700e-003	0.0134	5.7200e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	54.6672	54.6672	1.2200e-003	4.8000e-004	54.8397
Mobile	0.0517	0.2455	0.7210	1.8600e-003	0.1359	2.5400e-003	0.1384	0.0364	2.4000e-003	0.0388	0.0000	171.1186	171.1186	0.0113	0.0000	171.4001
Waste						0.0000	0.0000		0.0000	0.0000	1.4940	0.0000	1.4940	0.0883	0.0000	3.7014
Water						0.0000	0.0000		0.0000	0.0000	0.3307	11.6268	11.9576	0.0342	8.6000e-004	13.0696
Total	**0.1816**	**0.2650**	**0.9951**	**2.2200e-003**	**0.1359**	**0.0198**	**0.1557**	**0.0364**	**0.0197**	**0.0561**	**3.5243**	**240.9479**	**244.4722**	**0.1404**	**1.4600e-003**	**248.4134**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0763	4.9300e-003	0.1679	3.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	3.7275	3.7275	3.4000e-004	6.0000e-005	3.7548
Energy	1.5700e-003	0.0134	5.7200e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	54.6672	54.6672	1.2200e-003	4.8000e-004	54.8397
Mobile	0.0517	0.2455	0.7210	1.8600e-003	0.1359	2.5400e-003	0.1384	0.0364	2.4000e-003	0.0388	0.0000	171.1186	171.1186	0.0113	0.0000	171.4001
Waste						0.0000	0.0000		0.0000	0.0000	1.4940	0.0000	1.4940	0.0883	0.0000	3.7014
Water						0.0000	0.0000		0.0000	0.0000	0.3307	11.6268	11.9576	0.0342	8.6000e-004	13.0696
Total	**0.1295**	**0.2639**	**0.8947**	**1.9800e-003**	**0.1359**	**4.7800e-003**	**0.1407**	**0.0364**	**4.6400e-003**	**0.0411**	**1.8247**	**241.1401**	**242.9648**	**0.1354**	**1.4000e-003**	**246.7655**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**28.67**	**0.44**	**10.09**	**10.81**	**0.00**	**75.87**	**9.65**	**0.00**	**76.41**	**26.79**	**48.22**	**-0.08**	**0.62**	**3.56**	**4.11**	**0.66**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/19/2017	9/18/2017	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0517	0.2455	0.7210	1.8600e-003	0.1359	2.5400e-003	0.1384	0.0364	2.4000e-003	0.0388	0.0000	171.1186	171.1186	0.0113	0.0000	171.4001
Unmitigated	0.0517	0.2455	0.7210	1.8600e-003	0.1359	2.5400e-003	0.1384	0.0364	2.4000e-003	0.0388	0.0000	171.1186	171.1186	0.0113	0.0000	171.4001

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	106.00	106.00	97.12	357,883	357,883
Total	106.00	106.00	97.12	357,883	357,883

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	39.1025	39.1025	9.2000e-004	1.9000e-004	39.1826
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	39.1025	39.1025	9.2000e-004	1.9000e-004	39.1826
NaturalGas Mitigated	1.5700e-003	0.0134	5.7200e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.5646	15.5646	3.0000e-004	2.9000e-004	15.6571
NaturalGas Unmitigated	1.5700e-003	0.0134	5.7200e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.5646	15.5646	3.0000e-004	2.9000e-004	15.6571

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	291670	1.5700e-003	0.0134	5.7200e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.5646	15.5646	3.0000e-004	2.9000e-004	15.6571
Total		**1.5700e-003**	**0.0134**	**5.7200e-003**	**9.0000e-005**		**1.0900e-003**	**1.0900e-003**		**1.0900e-003**	**1.0900e-003**	**0.0000**	**15.5646**	**15.5646**	**3.0000e-004**	**2.9000e-004**	**15.6571**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	291670	1.5700e-003	0.0134	5.7200e-003	9.0000e-005		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	15.5646	15.5646	3.0000e-004	2.9000e-004	15.6571
Total		**1.5700e-003**	**0.0134**	**5.7200e-003**	**9.0000e-005**		**1.0900e-003**	**1.0900e-003**		**1.0900e-003**	**1.0900e-003**	**0.0000**	**15.5646**	**15.5646**	**3.0000e-004**	**2.9000e-004**	**15.6571**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	70206.9	39.1025	9.2000e-004	1.9000e-004	39.1826
Total		**39.1025**	**9.2000e-004**	**1.9000e-004**	**39.1826**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	70206.9	39.1025	9.2000e-004	1.9000e-004	39.1826
Total		**39.1025**	**9.2000e-004**	**1.9000e-004**	**39.1826**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0763	4.9300e-003	0.1679	3.0000e-005		1.1500e-003	1.1500e-003		1.1500e-003	1.1500e-003	0.0000	3.7275	3.7275	3.4000e-004	6.0000e-005	3.7548
Unmitigated	0.1283	6.0900e-003	0.2684	2.7000e-004		0.0162	0.0162		0.0162	0.0162	1.6995	3.5354	5.2349	5.3400e-003	1.2000e-004	5.4027

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0651					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0524	4.1500e-003	0.1017	2.6000e-004		0.0153	0.0153		0.0153	0.0153	1.6995	3.2659	4.9654	5.0700e-003	1.2000e-004	5.1265
Landscaping	5.1900e-003	1.9400e-003	0.1667	1.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	0.2695	0.2695	2.7000e-004	0.0000	0.2763
Total	**0.1283**	**6.0900e-003**	**0.2684**	**2.7000e-004**		**0.0162**	**0.0162**		**0.0162**	**0.0162**	**1.6995**	**3.5354**	**5.2349**	**5.3400e-003**	**1.2000e-004**	**5.4027**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.6400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0651					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	3.5000e-004	2.9900e-003	1.2700e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004	0.0000	3.4580	3.4580	7.0000e-005	6.0000e-005	3.4785
Landscaping	5.1900e-003	1.9400e-003	0.1667	1.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	0.2695	0.2695	2.7000e-004	0.0000	0.2763
Total	**0.0763**	**4.9300e-003**	**0.1679**	**3.0000e-005**		**1.1400e-003**	**1.1400e-003**		**1.1400e-003**	**1.1400e-003**	**0.0000**	**3.7275**	**3.7275**	**3.4000e-004**	**6.0000e-005**	**3.7548**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.9576	0.0342	8.6000e-004	13.0696
Unmitigated	11.9576	0.0342	8.6000e-004	13.0696

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.04246 / 0.657206	11.9576	0.0342	8.6000e-004	13.0696
Total		**11.9576**	**0.0342**	**8.6000e-004**	**13.0696**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.04246 / 0.657206	11.9576	0.0342	8.6000e-004	13.0696
Total		**11.9576**	**0.0342**	**8.6000e-004**	**13.0696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.4940	0.0883	0.0000	3.7014
Unmitigated	1.4940	0.0883	0.0000	3.7014

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	7.36	1.4940	0.0883	0.0000	3.7014
Total		**1.4940**	**0.0883**	**0.0000**	**3.7014**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	7.36	1.4940	0.0883	0.0000	3.7014
Total		**1.4940**	**0.0883**	**0.0000**	**3.7014**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Fedora Site - Existing

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	10.00	Dwelling Unit	0.49	12,013.00	29

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2017
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Fedora Site is approximately 0.49 acres.

Construction Phase - Existing only.

Off-road Equipment -

Vehicle Trips - Based on DOT MOU.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use - Existing uses built between 1910's-1920's.

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblConstructionPhase	NumDays	10.00	0.00
tblEnergyUse	NT24E	2,630.88	3,418.36
tblEnergyUse	NT24NG	2,578.64	4,831.00
tblEnergyUse	T24E	170.99	159.21
tblEnergyUse	T24NG	11,673.00	13,398.37
tblLandUse	BuildingSpaceSquareFeet	10,000.00	12,013.00
tblLandUse	LandUseSquareFeet	10,000.00	12,013.00
tblLandUse	LotAcreage	0.63	0.49
tblProjectCharacteristics	OperationalYear	2018	2017
tblVehicleTrips	ST_TR	7.16	6.70
tblVehicleTrips	WD_TR	6.59	6.70

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0832	3.8100e-003	0.1677	1.7000e-004		0.0101	0.0101		0.0101	0.0101	1.0622	2.2096	3.2718	3.3400e-003	7.0000e-005	3.3767
Energy	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	34.1670	34.1670	7.6000e-004	3.0000e-004	34.2748
Mobile	0.0326	0.1549	0.4551	1.1800e-003	0.0858	1.6000e-003	0.0874	0.0230	1.5100e-003	0.0245	0.0000	107.9995	107.9995	7.1100e-003	0.0000	108.1771
Waste						0.0000	0.0000		0.0000	0.0000	0.9338	0.0000	0.9338	0.0552	0.0000	2.3134
Water						0.0000	0.0000		0.0000	0.0000	0.2067	7.2668	7.4735	0.0214	5.4000e-004	8.1685
Total	**0.1168**	**0.1671**	**0.6264**	**1.4000e-003**	**0.0858**	**0.0124**	**0.0982**	**0.0230**	**0.0123**	**0.0353**	**2.2027**	**151.6428**	**153.8455**	**0.0878**	**9.1000e-004**	**156.3105**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0506	3.0800e-003	0.1050	2.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000	2.3297	2.3297	2.1000e-004	4.0000e-005	2.3468
Energy	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	34.1670	34.1670	7.6000e-004	3.0000e-004	34.2748
Mobile	0.0326	0.1549	0.4551	1.1800e-003	0.0858	1.6000e-003	0.0874	0.0230	1.5100e-003	0.0245	0.0000	107.9995	107.9995	7.1100e-003	0.0000	108.1771
Waste						0.0000	0.0000		0.0000	0.0000	0.9338	0.0000	0.9338	0.0552	0.0000	2.3134
Water						0.0000	0.0000		0.0000	0.0000	0.2067	7.2668	7.4735	0.0214	5.4000e-004	8.1685
Total	**0.0842**	**0.1664**	**0.5636**	**1.2500e-003**	**0.0858**	**3.0000e-003**	**0.0888**	**0.0230**	**2.9100e-003**	**0.0259**	**1.1405**	**151.7629**	**152.9034**	**0.0847**	**8.8000e-004**	**155.2805**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.87**	**0.44**	**10.02**	**10.71**	**0.00**	**75.79**	**9.57**	**0.00**	**76.34**	**26.60**	**48.22**	**-0.08**	**0.61**	**3.57**	**3.30**	**0.66**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/19/2017	9/18/2017	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0326	0.1549	0.4551	1.1800e-003	0.0858	1.6000e-003	0.0874	0.0230	1.5100e-003	0.0245	0.0000	107.9995	107.9995	7.1100e-003	0.0000	108.1771
Unmitigated	0.0326	0.1549	0.4551	1.1800e-003	0.0858	1.6000e-003	0.0874	0.0230	1.5100e-003	0.0245	0.0000	107.9995	107.9995	7.1100e-003	0.0000	108.1771

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	67.00	67.00	60.70	225,874	225,874
Total	67.00	67.00	60.70	225,874	225,874

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547512	0.046663	0.198227	0.127154	0.018333	0.005870	0.017956	0.026928	0.002295	0.002753	0.004678	0.000662	0.000968

5.0 Energy Detail

Historical Energy Use: Y

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24.4391	24.4391	5.8000e-004	1.2000e-004	24.4891
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	24.4391	24.4391	5.8000e-004	1.2000e-004	24.4891
NaturalGas Mitigated	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
NaturalGas Unmitigated	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	182294	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
Total		**9.8000e-004**	**8.4000e-003**	**3.5700e-003**	**5.0000e-005**		**6.8000e-004**	**6.8000e-004**		**6.8000e-004**	**6.8000e-004**	**0.0000**	**9.7279**	**9.7279**	**1.9000e-004**	**1.8000e-004**	**9.7857**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	182294	9.8000e-004	8.4000e-003	3.5700e-003	5.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	9.7279	9.7279	1.9000e-004	1.8000e-004	9.7857
Total		**9.8000e-004**	**8.4000e-003**	**3.5700e-003**	**5.0000e-005**		**6.8000e-004**	**6.8000e-004**		**6.8000e-004**	**6.8000e-004**	**0.0000**	**9.7279**	**9.7279**	**1.9000e-004**	**1.8000e-004**	**9.7857**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	43879.3	24.4391	5.8000e-004	1.2000e-004	24.4891
Total		**24.4391**	**5.8000e-004**	**1.2000e-004**	**24.4891**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	43879.3	24.4391	5.8000e-004	1.2000e-004	24.4891
Total		**24.4391**	**5.8000e-004**	**1.2000e-004**	**24.4891**

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0506	3.0800e-003	0.1050	2.0000e-005		7.2000e-004	7.2000e-004		7.2000e-004	7.2000e-004	0.0000	2.3297	2.3297	2.1000e-004	4.0000e-005	2.3468
Unmitigated	0.0832	3.8100e-003	0.1677	1.7000e-004		0.0101	0.0101		0.0101	0.0101	1.0622	2.2096	3.2718	3.3400e-003	7.0000e-005	3.3767

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0434					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0328	2.5900e-003	0.0636	1.6000e-004		9.5500e-003	9.5500e-003		9.5500e-003	9.5500e-003	1.0622	2.0412	3.1034	3.1700e-003	7.0000e-005	3.2040
Landscaping	3.2400e-003	1.2100e-003	0.1042	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1685	0.1685	1.7000e-004	0.0000	0.1727
Total	**0.0832**	**3.8000e-003**	**0.1677**	**1.7000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**1.0622**	**2.2096**	**3.2718**	**3.3400e-003**	**7.0000e-005**	**3.3767**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.7600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0434					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2000e-004	1.8700e-003	7.9000e-004	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.1612	2.1612	4.0000e-005	4.0000e-005	2.1741
Landscaping	3.2400e-003	1.2100e-003	0.1042	1.0000e-005		5.7000e-004	5.7000e-004		5.7000e-004	5.7000e-004	0.0000	0.1685	0.1685	1.7000e-004	0.0000	0.1727
Total	**0.0506**	**3.0800e-003**	**0.1050**	**2.0000e-005**		**7.2000e-004**	**7.2000e-004**		**7.2000e-004**	**7.2000e-004**	**0.0000**	**2.3297**	**2.3297**	**2.1000e-004**	**4.0000e-005**	**2.3468**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.4735	0.0214	5.4000e-004	8.1685
Unmitigated	7.4735	0.0214	5.4000e-004	8.1685

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.65154 / 0.410754	7.4735	0.0214	5.4000e-004	8.1685
Total		**7.4735**	**0.0214**	**5.4000e-004**	**8.1685**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.65154 / 0.410754	7.4735	0.0214	5.4000e-004	8.1685
Total		**7.4735**	**0.0214**	**5.4000e-004**	**8.1685**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.9338	0.0552	0.0000	2.3134
Unmitigated	0.9338	0.0552	0.0000	2.3134

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4.6	0.9338	0.0552	0.0000	2.3134
Total		**0.9338**	**0.0552**	**0.0000**	**2.3134**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4.6	0.9338	0.0552	0.0000	2.3134
Total		**0.9338**	**0.0552**	**0.0000**	**2.3134**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Greenhouse Gas Emissions

Project Construction and Operation

Mariposa Project Site

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	47.28	1000sqft	0.19	47,284.00	0
Apartments Mid Rise	98.00	Dwelling Unit	0.39	93,737.00	280

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year is 2019.

Land Use - Mariposa Site is approximately 0.58 acres.

Construction Phase - Construction schedule per applicant.

Off-road Equipment -

Off-road Equipment - Grading equipment required.

Demolition -

Grading - Mariposa Site is approximately 0.58 acres.

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - Project compliance with the LA Green Building Code and CALGreen Code would result in approximately 25 percent energy savings for residential uses. The Project would also include high-efficiency lighting and energy efficient appliances.

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	44.00
tblConstructionPhase	NumDays	100.00	326.00
tblConstructionPhase	NumDays	10.00	22.00

tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	PhaseEndDate	3/2/2020	12/31/2019
tblConstructionPhase	PhaseStartDate	1/1/2020	10/31/2019
tblFleetMix	FleetMixLandUseSubType	Enclosed Parking with Elevator	Apartments Mid Rise
tblFleetMix	FleetMixLandUseSubType	Apartments Mid Rise	Enclosed Parking with Elevator
tblGrading	AcresOfGrading	16.50	0.58
tblGrading	MaterialExported	0.00	20,350.00
tblLandUse	BuildingSpaceSquareFeet	47,280.00	47,284.00
tblLandUse	BuildingSpaceSquareFeet	98,000.00	93,737.00
tblLandUse	LandUseSquareFeet	47,280.00	47,284.00
tblLandUse	LandUseSquareFeet	98,000.00	93,737.00
tblLandUse	LotAcreage	1.09	0.19
tblLandUse	LotAcreage	2.58	0.39
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2019

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1066	1.2798	0.7926	2.4300e-003	0.0895	0.0465	0.1360	0.0276	0.0431	0.0707	0.0000	229.2920	229.2920	0.0316	0.0000	230.0814
2019	0.4981	1.6501	1.6520	3.5700e-003	0.1478	0.0848	0.2326	0.0396	0.0783	0.1179	0.0000	325.7475	325.7475	0.0510	0.0000	327.0233
Maximum	**0.4981**	**1.6501**	**1.6520**	**3.5700e-003**	**0.1478**	**0.0848**	**0.2326**	**0.0396**	**0.0783**	**0.1179**	**0.0000**	**325.7475**	**325.7475**	**0.0510**	**0.0000**	**327.0233**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1066	1.2798	0.7926	2.4300e-003	0.0747	0.0465	0.1212	0.0217	0.0431	0.0648	0.0000	229.2919	229.2919	0.0316	0.0000	230.0813
2019	0.4981	1.6501	1.6520	3.5700e-003	0.1478	0.0848	0.2326	0.0396	0.0783	0.1179	0.0000	325.7474	325.7474	0.0510	0.0000	327.0232
Maximum	**0.4981**	**1.6501**	**1.6520**	**3.5700e-003**	**0.1478**	**0.0848**	**0.2326**	**0.0396**	**0.0783**	**0.1179**	**0.0000**	**325.7474**	**325.7474**	**0.0510**	**0.0000**	**327.0232**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.23**	**0.00**	**4.01**	**8.72**	**0.00**	**3.11**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2018	9-30-2018	0.8654	0.8654
2	10-1-2018	12-31-2018	0.5120	0.5120
3	1-1-2019	3-31-2019	0.4438	0.4438
4	4-1-2019	6-30-2019	0.4458	0.4458
5	7-1-2019	9-30-2019	0.4507	0.4507
		Highest	0.8654	0.8654

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7236	0.0372	1.6392	1.6400e-003		0.0991	0.0991		0.0991	0.0991	10.4095	21.6555	32.0649	0.0327	7.1000e-004	33.0921
Energy	5.9000e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	465.7927	465.7927	0.0107	3.0600e-003	466.9733
Mobile	0.2534	1.2985	3.5353	0.0108	0.8262	0.0126	0.8388	0.2215	0.0118	0.2334	0.0000	993.2965	993.2965	0.0583	0.0000	994.7541
Waste						0.0000	0.0000		0.0000	0.0000	9.1508	0.0000	9.1508	0.5408	0.0000	22.6708
Water						0.0000	0.0000		0.0000	0.0000	2.0257	71.2144	73.2401	0.2097	5.2600e-003	80.0513
Total	**0.9829**	**1.3860**	**5.1960**	**0.0127**	**0.8262**	**0.1158**	**0.9420**	**0.2215**	**0.1151**	**0.3366**	**21.5860**	**1,551.9590**	**1,573.5450**	**0.8523**	**9.0300e-003**	**1,597.5416**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4047	0.0301	1.0240	1.7000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	22.8321	22.8321	2.0300e-003	3.9000e-004	22.9986
Energy	5.0600e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	395.8345	395.8345	9.1300e-003	2.6100e-003	396.8398
Mobile	0.2534	1.2985	3.5353	0.0108	0.8262	0.0126	0.8388	0.2215	0.0118	0.2334	0.0000	993.2965	993.2965	0.0583	0.0000	994.7541
Waste						0.0000	0.0000		0.0000	0.0000	2.2877	0.0000	2.2877	0.1352	0.0000	5.6677
Water						0.0000	0.0000		0.0000	0.0000	1.6206	56.9715	58.5921	0.1678	4.2100e-003	64.0410
Total	**0.6632**	**1.3718**	**4.5778**	**0.0112**	**0.8262**	**0.0231**	**0.8494**	**0.2215**	**0.0224**	**0.2439**	**3.9083**	**1,468.9347**	**1,472.8429**	**0.3725**	**7.2100e-003**	**1,484.3012**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**32.53**	**1.03**	**11.90**	**11.85**	**0.00**	**80.02**	**9.84**	**0.00**	**80.54**	**27.53**	**81.89**	**5.35**	**6.40**	**56.30**	**20.16**	**7.09**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2018	7/31/2018	5	22	1
2	Grading	Grading	8/1/2018	10/1/2018	5	44	2
3	Building Construction	Building Construction	10/2/2018	12/31/2019	5	326	3
4	Architectural Coating	Architectural Coating	10/31/2019	12/31/2019	5	44	4

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.58

Acres of Paving: 0.19

Residential Indoor: 189,817; Residential Outdoor: 63,272; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,837 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Grading	Excavators	1	6.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	82.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,544.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	90.00	18.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.8700e-003	0.0000	8.8700e-003	1.3400e-003	0.0000	1.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1037	0.0855	1.3000e-004		6.8500e-003	6.8500e-003		6.5400e-003	6.5400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
Total	**0.0117**	**0.1037**	**0.0855**	**1.3000e-004**	**8.8700e-003**	**6.8500e-003**	**0.0157**	**1.3400e-003**	**6.5400e-003**	**7.8800e-003**	**0.0000**	**11.6690**	**11.6690**	**2.2500e-003**	**0.0000**	**11.7252**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.1000e-004	0.0137	2.8200e-003	3.0000e-005	7.0000e-004	5.0000e-005	7.6000e-004	1.9000e-004	5.0000e-005	2.4000e-004	0.0000	3.2339	3.2339	2.3000e-004	0.0000	3.2396
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	**1.0200e-003**	**0.0142**	**8.4300e-003**	**4.0000e-005**	**1.9100e-003**	**6.0000e-005**	**1.9800e-003**	**5.1000e-004**	**6.0000e-005**	**5.7000e-004**	**0.0000**	**4.4316**	**4.4316**	**2.8000e-004**	**0.0000**	**4.4384**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.9900e-003	0.0000	3.9900e-003	6.0000e-004	0.0000	6.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1037	0.0855	1.3000e-004		6.8500e-003	6.8500e-003		6.5400e-003	6.5400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
Total	**0.0117**	**0.1037**	**0.0855**	**1.3000e-004**	**3.9900e-003**	**6.8500e-003**	**0.0108**	**6.0000e-004**	**6.5400e-003**	**7.1400e-003**	**0.0000**	**11.6690**	**11.6690**	**2.2500e-003**	**0.0000**	**11.7252**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.1000e-004	0.0137	2.8200e-003	3.0000e-005	7.0000e-004	5.0000e-005	7.6000e-004	1.9000e-004	5.0000e-005	2.4000e-004	0.0000	3.2339	3.2339	2.3000e-004	0.0000	3.2396
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	**1.0200e-003**	**0.0142**	**8.4300e-003**	**4.0000e-005**	**1.9100e-003**	**6.0000e-005**	**1.9800e-003**	**5.1000e-004**	**6.0000e-005**	**5.7000e-004**	**0.0000**	**4.4316**	**4.4316**	**2.8000e-004**	**0.0000**	**4.4384**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0180	0.0000	0.0180	9.3100e-003	0.0000	9.3100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0253	0.2900	0.1748	3.2000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	29.3149	29.3149	9.1300e-003	0.0000	29.5431
Total	**0.0253**	**0.2900**	**0.1748**	**3.2000e-004**	**0.0180**	**0.0141**	**0.0322**	**9.3100e-003**	**0.0130**	**0.0223**	**0.0000**	**29.3149**	**29.3149**	**9.1300e-003**	**0.0000**	**29.5431**

3.3 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0128	0.4248	0.0876	1.0200e-003	0.0219	1.5800e-003	0.0234	6.0000e-003	1.5100e-003	7.5100e-003	0.0000	100.3305	100.3305	7.0800e-003	0.0000	100.5074
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5800e-003	1.3600e-003	0.0146	3.0000e-005	3.1300e-003	3.0000e-005	3.1600e-003	8.3000e-004	3.0000e-005	8.6000e-004	0.0000	3.1140	3.1140	1.2000e-004	0.0000	3.1169
Total	**0.0143**	**0.4262**	**0.1022**	**1.0500e-003**	**0.0250**	**1.6100e-003**	**0.0266**	**6.8300e-003**	**1.5400e-003**	**8.3700e-003**	**0.0000**	**103.4444**	**103.4444**	**7.2000e-003**	**0.0000**	**103.6243**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1100e-003	0.0000	8.1100e-003	4.1900e-003	0.0000	4.1900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0253	0.2900	0.1748	3.2000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	29.3149	29.3149	9.1300e-003	0.0000	29.5430
Total	**0.0253**	**0.2900**	**0.1748**	**3.2000e-004**	**8.1100e-003**	**0.0141**	**0.0222**	**4.1900e-003**	**0.0130**	**0.0172**	**0.0000**	**29.3149**	**29.3149**	**9.1300e-003**	**0.0000**	**29.5430**

3.3 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0128	0.4248	0.0876	1.0200e-003	0.0219	1.5800e-003	0.0234	6.0000e-003	1.5100e-003	7.5100e-003	0.0000	100.3305	100.3305	7.0800e-003	0.0000	100.5074
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5800e-003	1.3600e-003	0.0146	3.0000e-005	3.1300e-003	3.0000e-005	3.1600e-003	8.3000e-004	3.0000e-005	8.6000e-004	0.0000	3.1140	3.1140	1.2000e-004	0.0000	3.1169
Total	**0.0143**	**0.4262**	**0.1022**	**1.0500e-003**	**0.0250**	**1.6100e-003**	**0.0266**	**6.8300e-003**	**1.5400e-003**	**8.3700e-003**	**0.0000**	**103.4444**	**103.4444**	**7.2000e-003**	**0.0000**	**103.6243**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0353	0.3585	0.2519	3.7000e-004		0.0230	0.0230		0.0212	0.0212	0.0000	33.8038	33.8038	0.0105	0.0000	34.0669
Total	**0.0353**	**0.3585**	**0.2519**	**3.7000e-004**		**0.0230**	**0.0230**		**0.0212**	**0.0212**	**0.0000**	**33.8038**	**33.8038**	**0.0105**	**0.0000**	**34.0669**

3.4 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7400e-003	0.0733	0.0206	1.5000e-004	3.6800e-003	5.1000e-004	4.1900e-003	1.0600e-003	4.9000e-004	1.5500e-003	0.0000	14.7810	14.7810	1.0100e-003	0.0000	14.8063
Worker	0.0162	0.0139	0.1491	3.5000e-004	0.0321	2.9000e-004	0.0323	8.5100e-003	2.7000e-004	8.7800e-003	0.0000	31.8472	31.8472	1.2000e-003	0.0000	31.8772
Total	**0.0190**	**0.0871**	**0.1697**	**5.0000e-004**	**0.0357**	**8.0000e-004**	**0.0365**	**9.5700e-003**	**7.6000e-004**	**0.0103**	**0.0000**	**46.6282**	**46.6282**	**2.2100e-003**	**0.0000**	**46.6835**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0353	0.3585	0.2519	3.7000e-004		0.0230	0.0230		0.0212	0.0212	0.0000	33.8038	33.8038	0.0105	0.0000	34.0668
Total	**0.0353**	**0.3585**	**0.2519**	**3.7000e-004**		**0.0230**	**0.0230**		**0.0212**	**0.0212**	**0.0000**	**33.8038**	**33.8038**	**0.0105**	**0.0000**	**34.0668**

3.4 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7400e-003	0.0733	0.0206	1.5000e-004	3.6800e-003	5.1000e-004	4.1900e-003	1.0600e-003	4.9000e-004	1.5500e-003	0.0000	14.7810	14.7810	1.0100e-003	0.0000	14.8063
Worker	0.0162	0.0139	0.1491	3.5000e-004	0.0321	2.9000e-004	0.0323	8.5100e-003	2.7000e-004	8.7800e-003	0.0000	31.8472	31.8472	1.2000e-003	0.0000	31.8772
Total	**0.0190**	**0.0871**	**0.1697**	**5.0000e-004**	**0.0357**	**8.0000e-004**	**0.0365**	**9.5700e-003**	**7.6000e-004**	**0.0103**	**0.0000**	**46.6282**	**46.6282**	**2.2100e-003**	**0.0000**	**46.6835**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5021	133.5021	0.0422	0.0000	134.5581
Total	**0.1250**	**1.2816**	**0.9844**	**1.4900e-003**		**0.0790**	**0.0790**		**0.0727**	**0.0727**	**0.0000**	**133.5021**	**133.5021**	**0.0422**	**0.0000**	**134.5581**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.9400e-003	0.2775	0.0759	6.1000e-004	0.0148	1.7500e-003	0.0165	4.2700e-003	1.6700e-003	5.9400e-003	0.0000	58.7402	58.7402	3.9200e-003	0.0000	58.8382
Worker	0.0588	0.0490	0.5332	1.3700e-003	0.1287	1.1300e-003	0.1298	0.0342	1.0400e-003	0.0352	0.0000	123.7168	123.7168	4.2500e-003	0.0000	123.8232
Total	**0.0688**	**0.3265**	**0.6091**	**1.9800e-003**	**0.1435**	**2.8800e-003**	**0.1464**	**0.0385**	**2.7100e-003**	**0.0412**	**0.0000**	**182.4570**	**182.4570**	**8.1700e-003**	**0.0000**	**182.6614**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5020	133.5020	0.0422	0.0000	134.5579
Total	**0.1250**	**1.2816**	**0.9844**	**1.4900e-003**		**0.0790**	**0.0790**		**0.0727**	**0.0727**	**0.0000**	**133.5020**	**133.5020**	**0.0422**	**0.0000**	**134.5579**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.9400e-003	0.2775	0.0759	6.1000e-004	0.0148	1.7500e-003	0.0165	4.2700e-003	1.6700e-003	5.9400e-003	0.0000	58.7402	58.7402	3.9200e-003	0.0000	58.8382
Worker	0.0588	0.0490	0.5332	1.3700e-003	0.1287	1.1300e-003	0.1298	0.0342	1.0400e-003	0.0352	0.0000	123.7168	123.7168	4.2500e-003	0.0000	123.8232
Total	**0.0688**	**0.3265**	**0.6091**	**1.9800e-003**	**0.1435**	**2.8800e-003**	**0.1464**	**0.0385**	**2.7100e-003**	**0.0412**	**0.0000**	**182.4570**	**182.4570**	**8.1700e-003**	**0.0000**	**182.6614**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8600e-003	0.0404	0.0405	7.0000e-005		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	5.6172	5.6172	4.7000e-004	0.0000	5.6290
Total	**0.3024**	**0.0404**	**0.0405**	**7.0000e-005**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**	**0.0000**	**5.6172**	**5.6172**	**4.7000e-004**	**0.0000**	**5.6290**

3.5 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9800e-003	1.6500e-003	0.0180	5.0000e-005	4.3400e-003	4.0000e-005	4.3800e-003	1.1500e-003	4.0000e-005	1.1900e-003	0.0000	4.1713	4.1713	1.4000e-004	0.0000	4.1749
Total	**1.9800e-003**	**1.6500e-003**	**0.0180**	**5.0000e-005**	**4.3400e-003**	**4.0000e-005**	**4.3800e-003**	**1.1500e-003**	**4.0000e-005**	**1.1900e-003**	**0.0000**	**4.1713**	**4.1713**	**1.4000e-004**	**0.0000**	**4.1749**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2966					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8600e-003	0.0404	0.0405	7.0000e-005		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	5.6172	5.6172	4.7000e-004	0.0000	5.6290
Total	**0.3024**	**0.0404**	**0.0405**	**7.0000e-005**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**	**0.0000**	**5.6172**	**5.6172**	**4.7000e-004**	**0.0000**	**5.6290**

3.5 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9800e-003	1.6500e-003	0.0180	5.0000e-005	4.3400e-003	4.0000e-005	4.3800e-003	1.1500e-003	4.0000e-005	1.1900e-003	0.0000	4.1713	4.1713	1.4000e-004	0.0000	4.1749
Total	**1.9800e-003**	**1.6500e-003**	**0.0180**	**5.0000e-005**	**4.3400e-003**	**4.0000e-005**	**4.3800e-003**	**1.1500e-003**	**4.0000e-005**	**1.1900e-003**	**0.0000**	**4.1713**	**4.1713**	**1.4000e-004**	**0.0000**	**4.1749**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2534	1.2985	3.5353	0.0108	0.8262	0.0126	0.8388	0.2215	0.0118	0.2334	0.0000	993.2965	993.2965	0.0583	0.0000	994.7541
Unmitigated	0.2534	1.2985	3.5353	0.0108	0.8262	0.0126	0.8388	0.2215	0.0118	0.2334	0.0000	993.2965	993.2965	0.0583	0.0000	994.7541

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	651.70	626.22	574.28	2,176,726	2,176,726
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	651.70	626.22	574.28	2,176,726	2,176,726

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Enclosed Parking with Elevator	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	345.7466	345.7466	8.1700e-003	1.6900e-003	346.4542
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	407.4302	407.4302	9.6200e-003	1.9900e-003	408.2641
NaturalGas Mitigated	5.0600e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	50.0880	50.0880	9.6000e-004	9.2000e-004	50.3856
NaturalGas Unmitigated	5.9000e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3625	58.3625	1.1200e-003	1.0700e-003	58.7093

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.09367e+006	5.9000e-003	0.0504	0.0214	3.2000e-004		4.0700e-003	4.0700e-003		4.0700e-003	4.0700e-003	0.0000	58.3625	58.3625	1.1200e-003	1.0700e-003	58.7093
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.9000e-003**	**0.0504**	**0.0214**	**3.2000e-004**		**4.0700e-003**	**4.0700e-003**		**4.0700e-003**	**4.0700e-003**	**0.0000**	**58.3625**	**58.3625**	**1.1200e-003**	**1.0700e-003**	**58.7093**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	938613	5.0600e-003	0.0433	0.0184	2.8000e-004		3.5000e-003	3.5000e-003		3.5000e-003	3.5000e-003	0.0000	50.0880	50.0880	9.6000e-004	9.2000e-004	50.3856
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**5.0600e-003**	**0.0433**	**0.0184**	**2.8000e-004**		**3.5000e-003**	**3.5000e-003**		**3.5000e-003**	**3.5000e-003**	**0.0000**	**50.0880**	**50.0880**	**9.6000e-004**	**9.2000e-004**	**50.3856**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	412829	229.9298	5.4300e-003	1.1200e-003	230.4004
Enclosed Parking with Elevator	318694	177.5004	4.1900e-003	8.7000e-004	177.8637
Total		**407.4302**	**9.6200e-003**	**1.9900e-003**	**408.2641**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	379506	211.3703	4.9900e-003	1.0300e-003	211.8029
Enclosed Parking with Elevator	241267	134.3762	3.1700e-003	6.6000e-004	134.6512
Total		**345.7466**	**8.1600e-003**	**1.6900e-003**	**346.4542**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4047	0.0301	1.0240	1.7000e-004		7.0500e-003	7.0500e-003		7.0500e-003	7.0500e-003	0.0000	22.8321	22.8321	2.0300e-003	3.9000e-004	22.9986
Unmitigated	0.7236	0.0372	1.6392	1.6400e-003		0.0991	0.0991		0.0991	0.0991	10.4095	21.6555	32.0649	0.0327	7.1000e-004	33.0921

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0297					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.3210	0.0254	0.6230	1.5900e-003		0.0936	0.0936		0.0936	0.0936	10.4095	20.0034	30.4129	0.0310	7.1000e-004	31.3995
Landscaping	0.0312	0.0118	1.0163	5.0000e-005		5.5700e-003	5.5700e-003		5.5700e-003	5.5700e-003	0.0000	1.6520	1.6520	1.6200e-003	0.0000	1.6926
Total	**0.7236**	**0.0372**	**1.6392**	**1.6400e-003**		**0.0992**	**0.0992**		**0.0992**	**0.0992**	**10.4095**	**21.6555**	**32.0649**	**0.0327**	**7.1000e-004**	**33.0921**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0297					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3418					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.1400e-003	0.0183	7.7800e-003	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1801	21.1801	4.1000e-004	3.9000e-004	21.3060
Landscaping	0.0312	0.0118	1.0163	5.0000e-005		5.5700e-003	5.5700e-003		5.5700e-003	5.5700e-003	0.0000	1.6520	1.6520	1.6200e-003	0.0000	1.6926
Total	**0.4047**	**0.0301**	**1.0240**	**1.7000e-004**		**7.0500e-003**	**7.0500e-003**		**7.0500e-003**	**7.0500e-003**	**0.0000**	**22.8321**	**22.8321**	**2.0300e-003**	**3.9000e-004**	**22.9986**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	58.5921	0.1678	4.2100e-003	64.0410
Unmitigated	73.2401	0.2097	5.2600e-003	80.0513

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.38509 / 4.02539	73.2401	0.2097	5.2600e-003	80.0513
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**73.2401**	**0.2097**	**5.2600e-003**	**80.0513**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	5.10808 / 3.22031	58.5921	0.1678	4.2100e-003	64.0410
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**58.5921**	**0.1678**	**4.2100e-003**	**64.0410**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.2877	0.1352	0.0000	5.6677
Unmitigated	9.1508	0.5408	0.0000	22.6708

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	45.08	9.1508	0.5408	0.0000	22.6708
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**9.1508**	**0.5408**	**0.0000**	**22.6708**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	11.27	2.2877	0.1352	0.0000	5.6677
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**2.2877**	**0.1352**	**0.0000**	**5.6677**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Fedora Project Site

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	75.00	Dwelling Unit	0.31	71,649.00	215
Enclosed Parking with Elevator	40.53	1000sqft	0.18	40,530.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year is 2019.

Land Use - Fedora Site is approximately 0.49 acres.

Construction Phase - Construction schedule per applicant.

Off-road Equipment -

Off-road Equipment - Grading equipment required.

Off-road Equipment -

Off-road Equipment -

Grading - Fedora Site is approximately 0.49 acres.

Demolition -

Architectural Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Area Coating - Consistent with SCAQMD Rule 1113 assumed VOC content of 50 grams per liter for architectural coatings.

Energy Use -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - Project compliance with the LA Green Building Code and CALGreen Code would result in approximately 25 percent energy savings for residential uses. The Project would also include high-efficiency lighting and energy efficient appliances.

Water Mitigation - Project compliance with the LA Green Building Code results in a 20% reduction in both indoor and outdoor water use.

Waste Mitigation - AB 341 sets forth a mandate for California to divert 75% of solid waste from landfills. In response to the City of Los Angeles has achieved a land fill diversion rate of 76.4 percent as of 2013. Therefore, this analysis assumes at least 75% waste will be diverted from landfills.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00
tblArchitecturalCoating	EF_Parking	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	100	50
tblAreaCoating	Area_EF_Nonresidential_Interior	100	50
tblAreaCoating	Area_EF_Parking	100	50
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True

tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	44.00
tblConstructionPhase	NumDays	100.00	326.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	PhaseEndDate	6/29/2018	12/31/2019
tblConstructionPhase	PhaseEndDate	6/29/2018	12/31/2019
tblConstructionPhase	PhaseEndDate	6/29/2018	7/31/2018
tblConstructionPhase	PhaseEndDate	6/29/2018	10/1/2018
tblConstructionPhase	PhaseStartDate	6/30/2018	10/31/2019
tblConstructionPhase	PhaseStartDate	6/30/2018	10/2/2018
tblConstructionPhase	PhaseStartDate	6/30/2018	8/1/2018
tblGrading	AcresOfGrading	16.50	0.49
tblGrading	MaterialExported	0.00	17,378.00
tblLandUse	BuildingSpaceSquareFeet	75,000.00	71,649.00
tblLandUse	LandUseSquareFeet	75,000.00	71,649.00
tblLandUse	LotAcreage	1.97	0.31
tblLandUse	LotAcreage	0.93	0.18
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblProjectCharacteristics	OperationalYear	2018	2019

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1007	1.1979	0.7441	2.1700e-003	0.0756	0.0461	0.1216	0.0242	0.0427	0.0669	0.0000	204.3765	204.3765	0.0301	0.0000	205.1276
2019	0.4140	1.5932	1.5228	3.1700e-003	0.1172	0.0842	0.2015	0.0314	0.0778	0.1092	0.0000	288.9126	288.9126	0.0495	0.0000	290.1488
Maximum	**0.4140**	**1.5932**	**1.5228**	**3.1700e-003**	**0.1172**	**0.0842**	**0.2015**	**0.0314**	**0.0778**	**0.1092**	**0.0000**	**288.9126**	**288.9126**	**0.0495**	**0.0000**	**290.1488**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	0.1007	1.1979	0.7441	2.1700e-003	0.0625	0.0461	0.1086	0.0186	0.0427	0.0613	0.0000	204.3764	204.3764	0.0301	0.0000	205.1275
2019	0.4140	1.5932	1.5228	3.1700e-003	0.1172	0.0842	0.2015	0.0314	0.0778	0.1092	0.0000	288.9124	288.9124	0.0495	0.0000	290.1486
Maximum	**0.4140**	**1.5932**	**1.5228**	**3.1700e-003**	**0.1172**	**0.0842**	**0.2015**	**0.0314**	**0.0778**	**0.1092**	**0.0000**	**288.9124**	**288.9124**	**0.0495**	**0.0000**	**290.1486**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**6.77**	**0.00**	**4.04**	**10.05**	**0.00**	**3.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2018	9-30-2018	0.7995	0.7995
2	10-1-2018	12-31-2018	0.4919	0.4919
3	1-1-2019	3-31-2019	0.4263	0.4263
4	4-1-2019	6-30-2019	0.4287	0.4287
5	7-1-2019	9-30-2019	0.4334	0.4334
		Highest	0.7995	0.7995

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5537	0.0285	1.2546	1.2600e-003		0.0759	0.0759		0.0759	0.0759	7.9664	16.5732	24.5396	0.0250	5.4000e-004	25.3257
Energy	4.5100e-003	0.0386	0.0164	2.5000e-004		3.1200e-003	3.1200e-003		3.1200e-003	3.1200e-003	0.0000	372.7783	372.7783	8.6100e-003	2.4200e-003	373.7152
Mobile	0.1771	0.9078	2.4755	8.0300e-003	0.6323	8.3100e-003	0.6406	0.1695	7.7900e-003	0.1773	0.0000	740.7150	740.7150	0.0417	0.0000	741.7567
Waste						0.0000	0.0000		0.0000	0.0000	7.0032	0.0000	7.0032	0.4139	0.0000	17.3501
Water						0.0000	0.0000		0.0000	0.0000	1.5503	54.5008	56.0511	0.1605	4.0300e-003	61.2638
Total	**0.7353**	**0.9748**	**3.7465**	**9.5400e-003**	**0.6323**	**0.0873**	**0.7196**	**0.1695**	**0.0868**	**0.2563**	**16.5199**	**1,184.5672**	**1,201.0871**	**0.6497**	**6.9900e-003**	**1,219.4114**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.3097	0.0230	0.7838	1.3000e-004		5.3900e-003	5.3900e-003		5.3900e-003	5.3900e-003	0.0000	17.4737	17.4737	1.5500e-003	3.0000e-004	17.6011
Energy	3.8700e-003	0.0331	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	315.2777	315.2777	7.2800e-003	2.0600e-003	316.0723
Mobile	0.1771	0.9078	2.4755	8.0300e-003	0.6323	8.3100e-003	0.6406	0.1695	7.7900e-003	0.1773	0.0000	740.7150	740.7150	0.0417	0.0000	741.7567
Waste						0.0000	0.0000		0.0000	0.0000	1.7508	0.0000	1.7508	0.1035	0.0000	4.3375
Water						0.0000	0.0000		0.0000	0.0000	1.2402	43.6007	44.8409	0.1284	3.2200e-003	49.0110
Total	**0.4906**	**0.9639**	**3.2734**	**8.3700e-003**	**0.6323**	**0.0164**	**0.6487**	**0.1695**	**0.0159**	**0.1854**	**2.9910**	**1,117.0670**	**1,120.0580**	**0.2824**	**5.5800e-003**	**1,128.7785**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**33.27**	**1.12**	**12.63**	**12.26**	**0.00**	**81.24**	**9.86**	**0.00**	**81.72**	**27.67**	**81.89**	**5.70**	**6.75**	**56.54**	**20.17**	**7.43**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2018	7/31/2018	5	22	1
2	Grading	Grading	8/1/2018	10/1/2018	5	44	2
3	Building Construction	Building Construction	10/2/2018	12/31/2019	5	326	3
4	Architectural Coating	Architectural Coating	10/31/2019	12/31/2019	5	44	4

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.49

Acres of Paving: 0.18

Residential Indoor: 145,089; Residential Outdoor: 48,363; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,432 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Grading	Graders	1	6.00	187	0.41
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Excavators	1	6.00	158	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	14.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	71.00	15.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	55.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	0.00	2,172.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.9100e-003	0.0000	5.9100e-003	9.0000e-004	0.0000	9.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1037	0.0855	1.3000e-004		6.8500e-003	6.8500e-003		6.5400e-003	6.5400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
Total	**0.0117**	**0.1037**	**0.0855**	**1.3000e-004**	**5.9100e-003**	**6.8500e-003**	**0.0128**	**9.0000e-004**	**6.5400e-003**	**7.4400e-003**	**0.0000**	**11.6690**	**11.6690**	**2.2500e-003**	**0.0000**	**11.7252**

3.2 Demolition - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	9.1800e-003	1.8900e-003	2.0000e-005	4.7000e-004	3.0000e-005	5.1000e-004	1.3000e-004	3.0000e-005	1.6000e-004	0.0000	2.1691	2.1691	1.5000e-004	0.0000	2.1729
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	**8.9000e-004**	**9.7000e-003**	**7.5000e-003**	**3.0000e-005**	**1.6800e-003**	**4.0000e-005**	**1.7300e-003**	**4.5000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**3.3668**	**3.3668**	**2.0000e-004**	**0.0000**	**3.3717**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.6600e-003	0.0000	2.6600e-003	4.0000e-004	0.0000	4.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0117	0.1037	0.0855	1.3000e-004		6.8500e-003	6.8500e-003		6.5400e-003	6.5400e-003	0.0000	11.6690	11.6690	2.2500e-003	0.0000	11.7252
Total	**0.0117**	**0.1037**	**0.0855**	**1.3000e-004**	**2.6600e-003**	**6.8500e-003**	**9.5100e-003**	**4.0000e-004**	**6.5400e-003**	**6.9400e-003**	**0.0000**	**11.6690**	**11.6690**	**2.2500e-003**	**0.0000**	**11.7252**

3.2 Demolition - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	9.1800e-003	1.8900e-003	2.0000e-005	4.7000e-004	3.0000e-005	5.1000e-004	1.3000e-004	3.0000e-005	1.6000e-004	0.0000	2.1691	2.1691	1.5000e-004	0.0000	2.1729
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.1000e-004	5.2000e-004	5.6100e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1977	1.1977	5.0000e-005	0.0000	1.1988
Total	**8.9000e-004**	**9.7000e-003**	**7.5000e-003**	**3.0000e-005**	**1.6800e-003**	**4.0000e-005**	**1.7300e-003**	**4.5000e-004**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**3.3668**	**3.3668**	**2.0000e-004**	**0.0000**	**3.3717**

3.3 Grading - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0178	0.0000	0.0178	9.2800e-003	0.0000	9.2800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0253	0.2899	0.1750	3.2000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	29.3220	29.3220	9.1300e-003	0.0000	29.5502
Total	**0.0253**	**0.2899**	**0.1750**	**3.2000e-004**	**0.0178**	**0.0141**	**0.0319**	**9.2800e-003**	**0.0130**	**0.0223**	**0.0000**	**29.3220**	**29.3220**	**9.1300e-003**	**0.0000**	**29.5502**

3.3 Grading - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0109	0.3627	0.0748	8.7000e-004	0.0187	1.3500e-003	0.0200	5.1200e-003	1.2900e-003	6.4100e-003	0.0000	85.6595	85.6595	6.0400e-003	0.0000	85.8106
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5800e-003	1.3600e-003	0.0146	3.0000e-005	3.1300e-003	3.0000e-005	3.1600e-003	8.3000e-004	3.0000e-005	8.6000e-004	0.0000	3.1140	3.1140	1.2000e-004	0.0000	3.1169
Total	**0.0125**	**0.3641**	**0.0894**	**9.0000e-004**	**0.0218**	**1.3800e-003**	**0.0232**	**5.9500e-003**	**1.3200e-003**	**7.2700e-003**	**0.0000**	**88.7735**	**88.7735**	**6.1600e-003**	**0.0000**	**88.9274**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.0100e-003	0.0000	8.0100e-003	4.1800e-003	0.0000	4.1800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0253	0.2899	0.1750	3.2000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	29.3220	29.3220	9.1300e-003	0.0000	29.5502
Total	**0.0253**	**0.2899**	**0.1750**	**3.2000e-004**	**8.0100e-003**	**0.0141**	**0.0221**	**4.1800e-003**	**0.0130**	**0.0172**	**0.0000**	**29.3220**	**29.3220**	**9.1300e-003**	**0.0000**	**29.5502**

3.3 Grading - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0109	0.3627	0.0748	8.7000e-004	0.0187	1.3500e-003	0.0200	5.1200e-003	1.2900e-003	6.4100e-003	0.0000	85.6595	85.6595	6.0400e-003	0.0000	85.8106
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5800e-003	1.3600e-003	0.0146	3.0000e-005	3.1300e-003	3.0000e-005	3.1600e-003	8.3000e-004	3.0000e-005	8.6000e-004	0.0000	3.1140	3.1140	1.2000e-004	0.0000	3.1169
Total	**0.0125**	**0.3641**	**0.0894**	**9.0000e-004**	**0.0218**	**1.3800e-003**	**0.0232**	**5.9500e-003**	**1.3200e-003**	**7.2700e-003**	**0.0000**	**88.7735**	**88.7735**	**6.1600e-003**	**0.0000**	**88.9274**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0353	0.3585	0.2519	3.7000e-004		0.0230	0.0230		0.0212	0.0212	0.0000	33.8038	33.8038	0.0105	0.0000	34.0669
Total	**0.0353**	**0.3585**	**0.2519**	**3.7000e-004**		**0.0230**	**0.0230**		**0.0212**	**0.0212**	**0.0000**	**33.8038**	**33.8038**	**0.0105**	**0.0000**	**34.0669**

3.4 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2800e-003	0.0611	0.0172	1.3000e-004	3.0700e-003	4.2000e-004	3.4900e-003	8.9000e-004	4.1000e-004	1.2900e-003	0.0000	12.3175	12.3175	8.4000e-004	0.0000	12.3386
Worker	0.0128	0.0109	0.1176	2.8000e-004	0.0253	2.3000e-004	0.0255	6.7200e-003	2.1000e-004	6.9300e-003	0.0000	25.1239	25.1239	9.4000e-004	0.0000	25.1476
Total	**0.0151**	**0.0720**	**0.1348**	**4.1000e-004**	**0.0284**	**6.5000e-004**	**0.0290**	**7.6100e-003**	**6.2000e-004**	**8.2200e-003**	**0.0000**	**37.4414**	**37.4414**	**1.7800e-003**	**0.0000**	**37.4862**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0353	0.3585	0.2519	3.7000e-004		0.0230	0.0230		0.0212	0.0212	0.0000	33.8038	33.8038	0.0105	0.0000	34.0668
Total	**0.0353**	**0.3585**	**0.2519**	**3.7000e-004**		**0.0230**	**0.0230**		**0.0212**	**0.0212**	**0.0000**	**33.8038**	**33.8038**	**0.0105**	**0.0000**	**34.0668**

3.4 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2800e-003	0.0611	0.0172	1.3000e-004	3.0700e-003	4.2000e-004	3.4900e-003	8.9000e-004	4.1000e-004	1.2900e-003	0.0000	12.3175	12.3175	8.4000e-004	0.0000	12.3386
Worker	0.0128	0.0109	0.1176	2.8000e-004	0.0253	2.3000e-004	0.0255	6.7200e-003	2.1000e-004	6.9300e-003	0.0000	25.1239	25.1239	9.4000e-004	0.0000	25.1476
Total	**0.0151**	**0.0720**	**0.1348**	**4.1000e-004**	**0.0284**	**6.5000e-004**	**0.0290**	**7.6100e-003**	**6.2000e-004**	**8.2200e-003**	**0.0000**	**37.4414**	**37.4414**	**1.7800e-003**	**0.0000**	**37.4862**

3.4 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5021	133.5021	0.0422	0.0000	134.5581
Total	**0.1250**	**1.2816**	**0.9844**	**1.4900e-003**		**0.0790**	**0.0790**		**0.0727**	**0.0727**	**0.0000**	**133.5021**	**133.5021**	**0.0422**	**0.0000**	**134.5581**

3.4 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2900e-003	0.2312	0.0632	5.1000e-004	0.0123	1.4500e-003	0.0138	3.5600e-003	1.3900e-003	4.9500e-003	0.0000	48.9501	48.9501	3.2700e-003	0.0000	49.0318
Worker	0.0464	0.0387	0.4207	1.0800e-003	0.1015	8.9000e-004	0.1024	0.0270	8.2000e-004	0.0278	0.0000	97.5988	97.5988	3.3600e-003	0.0000	97.6827
Total	**0.0547**	**0.2699**	**0.4839**	**1.5900e-003**	**0.1139**	**2.3400e-003**	**0.1162**	**0.0305**	**2.2100e-003**	**0.0327**	**0.0000**	**146.5490**	**146.5490**	**6.6300e-003**	**0.0000**	**146.7145**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1250	1.2816	0.9844	1.4900e-003		0.0790	0.0790		0.0727	0.0727	0.0000	133.5020	133.5020	0.0422	0.0000	134.5579
Total	**0.1250**	**1.2816**	**0.9844**	**1.4900e-003**		**0.0790**	**0.0790**		**0.0727**	**0.0727**	**0.0000**	**133.5020**	**133.5020**	**0.0422**	**0.0000**	**134.5579**

3.4 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2900e-003	0.2312	0.0632	5.1000e-004	0.0123	1.4500e-003	0.0138	3.5600e-003	1.3900e-003	4.9500e-003	0.0000	48.9501	48.9501	3.2700e-003	0.0000	49.0318
Worker	0.0464	0.0387	0.4207	1.0800e-003	0.1015	8.9000e-004	0.1024	0.0270	8.2000e-004	0.0278	0.0000	97.5988	97.5988	3.3600e-003	0.0000	97.6827
Total	**0.0547**	**0.2699**	**0.4839**	**1.5900e-003**	**0.1139**	**2.3400e-003**	**0.1162**	**0.0305**	**2.2100e-003**	**0.0327**	**0.0000**	**146.5490**	**146.5490**	**6.6300e-003**	**0.0000**	**146.7145**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2270					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8600e-003	0.0404	0.0405	7.0000e-005		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	5.6172	5.6172	4.7000e-004	0.0000	5.6290
Total	**0.2328**	**0.0404**	**0.0405**	**7.0000e-005**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**	**0.0000**	**5.6172**	**5.6172**	**4.7000e-004**	**0.0000**	**5.6290**

3.5 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5400e-003	1.2900e-003	0.0140	4.0000e-005	3.3800e-003	3.0000e-005	3.4000e-003	9.0000e-004	3.0000e-005	9.2000e-004	0.0000	3.2443	3.2443	1.1000e-004	0.0000	3.2471
Total	**1.5400e-003**	**1.2900e-003**	**0.0140**	**4.0000e-005**	**3.3800e-003**	**3.0000e-005**	**3.4000e-003**	**9.0000e-004**	**3.0000e-005**	**9.2000e-004**	**0.0000**	**3.2443**	**3.2443**	**1.1000e-004**	**0.0000**	**3.2471**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2270					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8600e-003	0.0404	0.0405	7.0000e-005		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	5.6172	5.6172	4.7000e-004	0.0000	5.6290
Total	**0.2328**	**0.0404**	**0.0405**	**7.0000e-005**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**	**0.0000**	**5.6172**	**5.6172**	**4.7000e-004**	**0.0000**	**5.6290**

3.5 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5400e-003	1.2900e-003	0.0140	4.0000e-005	3.3800e-003	3.0000e-005	3.4000e-003	9.0000e-004	3.0000e-005	9.2000e-004	0.0000	3.2443	3.2443	1.1000e-004	0.0000	3.2471
Total	**1.5400e-003**	**1.2900e-003**	**0.0140**	**4.0000e-005**	**3.3800e-003**	**3.0000e-005**	**3.4000e-003**	**9.0000e-004**	**3.0000e-005**	**9.2000e-004**	**0.0000**	**3.2443**	**3.2443**	**1.1000e-004**	**0.0000**	**3.2471**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1771	0.9078	2.4755	8.0300e-003	0.6323	8.3100e-003	0.6406	0.1695	7.7900e-003	0.1773	0.0000	740.7150	740.7150	0.0417	0.0000	741.7567
Unmitigated	0.1771	0.9078	2.4755	8.0300e-003	0.6323	8.3100e-003	0.6406	0.1695	7.7900e-003	0.1773	0.0000	740.7150	740.7150	0.0417	0.0000	741.7567

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	498.75	479.25	439.50	1,665,862	1,665,862
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	498.75	479.25	439.50	1,665,862	1,665,862

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Enclosed Parking with Elevator	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	276.9451	276.9451	6.5400e-003	1.3500e-003	277.5119
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	328.1131	328.1131	7.7500e-003	1.6000e-003	328.7846
NaturalGas Mitigated	3.8700e-003	0.0331	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	38.3326	38.3326	7.3000e-004	7.0000e-004	38.5604
NaturalGas Unmitigated	4.5100e-003	0.0386	0.0164	2.5000e-004		3.1200e-003	3.1200e-003		3.1200e-003	3.1200e-003	0.0000	44.6652	44.6652	8.6000e-004	8.2000e-004	44.9306

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	836993	4.5100e-003	0.0386	0.0164	2.5000e-004		3.1200e-003	3.1200e-003		3.1200e-003	3.1200e-003	0.0000	44.6652	44.6652	8.6000e-004	8.2000e-004	44.9306
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.5100e-003**	**0.0386**	**0.0164**	**2.5000e-004**		**3.1200e-003**	**3.1200e-003**		**3.1200e-003**	**3.1200e-003**	**0.0000**	**44.6652**	**44.6652**	**8.6000e-004**	**8.2000e-004**	**44.9306**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	718326	3.8700e-003	0.0331	0.0141	2.1000e-004		2.6800e-003	2.6800e-003		2.6800e-003	2.6800e-003	0.0000	38.3326	38.3326	7.3000e-004	7.0000e-004	38.5604
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.8700e-003**	**0.0331**	**0.0141**	**2.1000e-004**		**2.6800e-003**	**2.6800e-003**		**2.6800e-003**	**2.6800e-003**	**0.0000**	**38.3326**	**38.3326**	**7.3000e-004**	**7.0000e-004**	**38.5604**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	315941	175.9667	4.1600e-003	8.6000e-004	176.3268
Enclosed Parking with Elevator	273172	152.1464	3.5900e-003	7.4000e-004	152.4578
Total		**328.1131**	**7.7500e-003**	**1.6000e-003**	**328.7846**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	290438	161.7630	3.8200e-003	7.9000e-004	162.0941
Enclosed Parking with Elevator	206804	115.1821	2.7200e-003	5.6000e-004	115.4178
Total		**276.9451**	**6.5400e-003**	**1.3500e-003**	**277.5119**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use only Natural Gas Hearths

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3097	0.0230	0.7838	1.3000e-004		5.3900e-003	5.3900e-003		5.3900e-003	5.3900e-003	0.0000	17.4737	17.4737	1.5500e-003	3.0000e-004	17.6011
Unmitigated	0.5537	0.0285	1.2546	1.2600e-003		0.0759	0.0759		0.0759	0.0759	7.9664	16.5732	24.5396	0.0250	5.4000e-004	25.3257

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0227					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2615					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.2457	0.0195	0.4768	1.2200e-003		0.0716	0.0716		0.0716	0.0716	7.9664	15.3087	23.2752	0.0238	5.4000e-004	24.0302
Landscaping	0.0238	9.0100e-003	0.7778	4.0000e-005		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	1.2644	1.2644	1.2400e-003	0.0000	1.2955
Total	**0.5537**	**0.0285**	**1.2546**	**1.2600e-003**		**0.0759**	**0.0759**		**0.0759**	**0.0759**	**7.9664**	**16.5732**	**24.5396**	**0.0250**	**5.4000e-004**	**25.3257**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0227					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2615					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.6400e-003	0.0140	5.9600e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.2093	16.2093	3.1000e-004	3.0000e-004	16.3056
Landscaping	0.0238	9.0100e-003	0.7778	4.0000e-005		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	1.2644	1.2644	1.2400e-003	0.0000	1.2955
Total	**0.3097**	**0.0230**	**0.7838**	**1.3000e-004**		**5.3900e-003**	**5.3900e-003**		**5.3900e-003**	**5.3900e-003**	**0.0000**	**17.4737**	**17.4737**	**1.5500e-003**	**3.0000e-004**	**17.6011**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	44.8409	0.1284	3.2200e-003	49.0110
Unmitigated	56.0511	0.1605	4.0300e-003	61.2638

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.88655 / 3.08065	56.0511	0.1605	4.0300e-003	61.2638
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**56.0511**	**0.1605**	**4.0300e-003**	**61.2638**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.90924 / 2.46452	44.8409	0.1284	3.2200e-003	49.0110
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**44.8409**	**0.1284**	**3.2200e-003**	**49.0110**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.7508	0.1035	0.0000	4.3375
Unmitigated	7.0032	0.4139	0.0000	17.3501

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.5	7.0032	0.4139	0.0000	17.3501
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**7.0032**	**0.4139**	**0.0000**	**17.3501**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	8.625	1.7508	0.1035	0.0000	4.3375
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**1.7508**	**0.1035**	**0.0000**	**4.3375**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

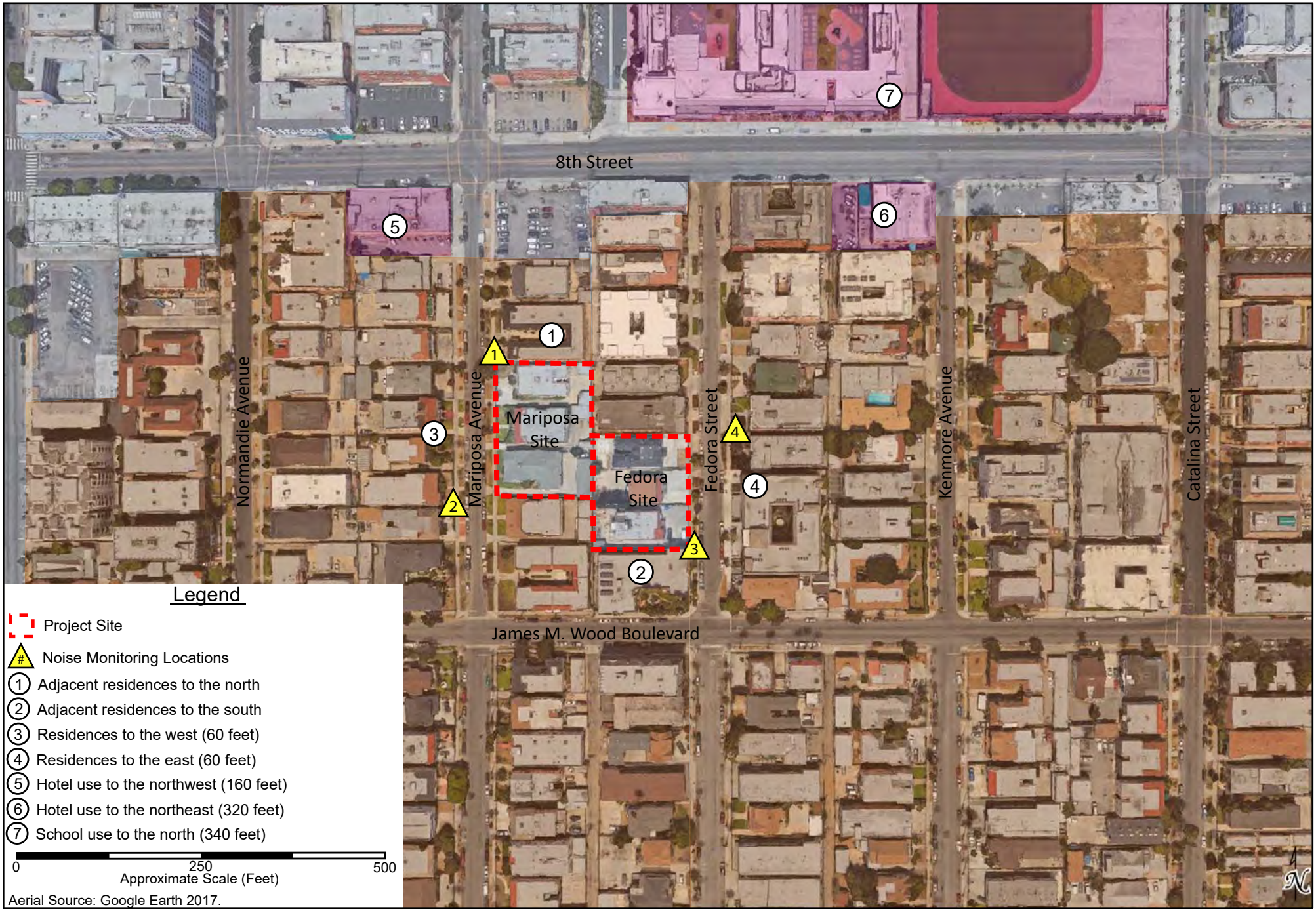
User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix C

Noise Monitoring Data



POMEROY ENVIRONMENTAL SERVICES

Noise Monitoring and
Sensitive Receptor Location Map

Mariposa and Fedora 1

Information Panel

Name	Mariposa and Fedora 1
Start Time	8/9/2017 12:51:50 PM
Stop Time	8/9/2017 1:06:50 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

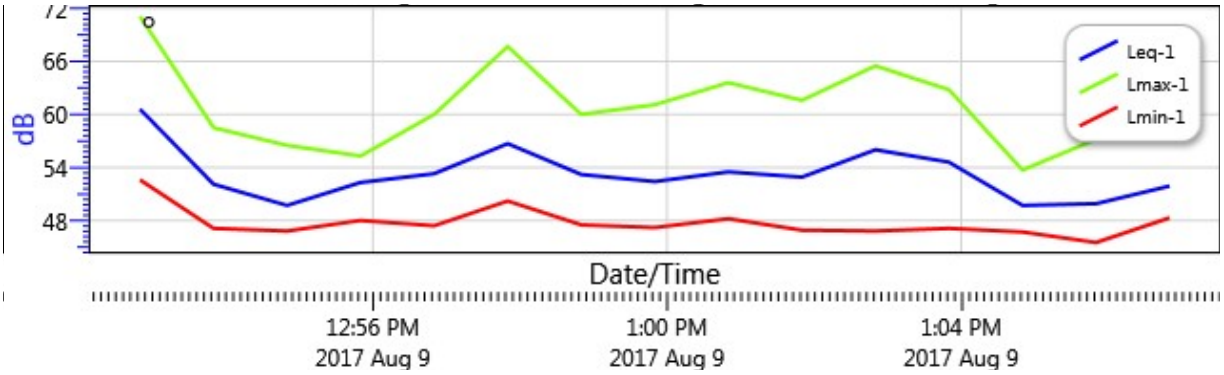
Description	Meter	Value	Description	Meter	Value
Lmin	1	45.5 dB	Lmax	1	71.1 dB
Leq	1	54.3 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
8/9/2017 12:52:50 PM	60.6	71.1	52.6
12:53:50 PM	52.1	58.5	47.1
12:54:50 PM	49.7	56.5	46.8
12:55:50 PM	52.3	55.3	48
12:56:50 PM	53.3	60	47.4
12:57:50 PM	56.7	67.7	50.2
12:58:50 PM	53.2	60	47.5
12:59:50 PM	52.4	61.1	47.2
1:00:50 PM	53.5	63.6	48.2
1:01:50 PM	52.9	61.6	46.9
1:02:50 PM	56	65.5	46.8
1:03:50 PM	54.6	62.8	47.1
1:04:50 PM	49.7	53.7	46.7
1:05:50 PM	49.9	57.2	45.5
1:06:50 PM	51.9	57.3	48.3

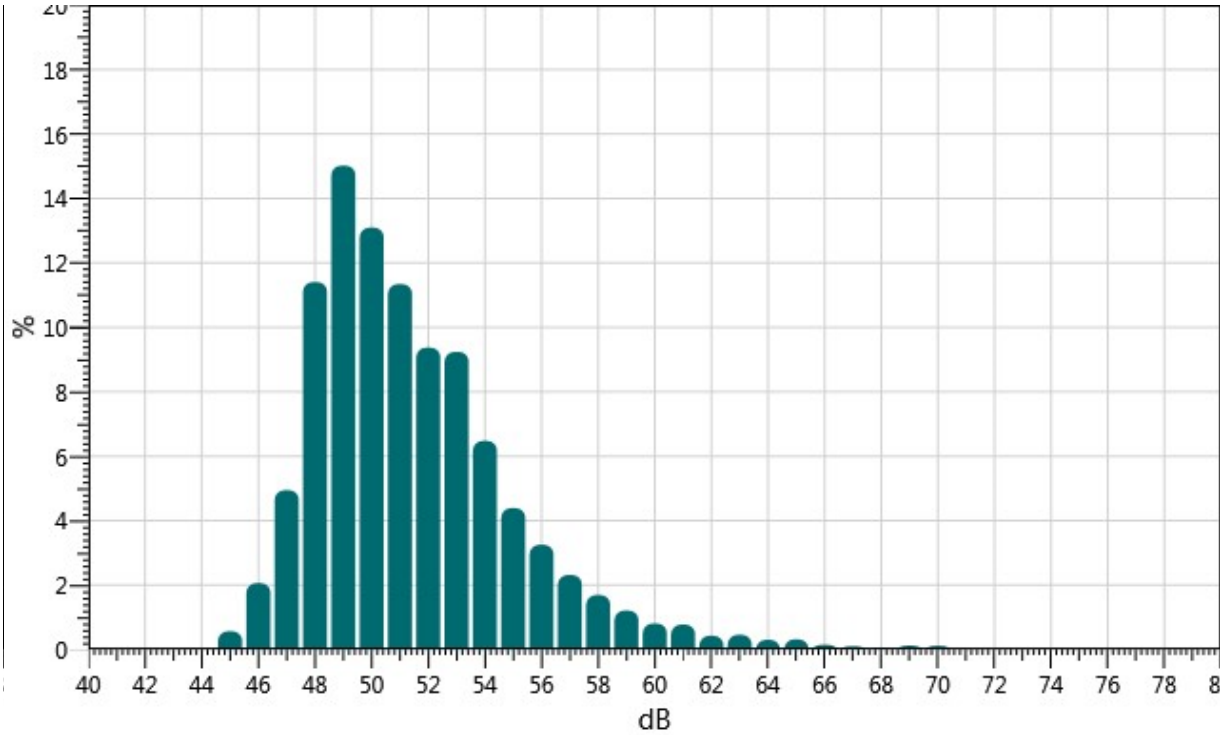
Logged Data Chart

Mariposa and Fedora 1: Logged Data Chart



Statistics Chart

Mariposa and Fedora 1: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
8/9/2017 12:50:22 PM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Mariposa and Fedora

Monitoring Address: 830 S. Mariposa Ave

Date: 8/9/17 Site Number: 1

Measured By: Holly Galbreath

Weather Conditions: 82°, Sunny, 0% cloud

Wind Speed: 6 mph Wind Direction: From WSW

Measurement Start Time: 12:51 pm

Measurement End Time: 1:06 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S018

Primary Noise Sources: Pedestrian/Residential, Parking, Traffic-Mariposa

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	54.3
L_{max}	71.1
L_{min}	45.5

Other Noise Sources During Monitoring

1. _____ Time: _____
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

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Mariposa and Fedora 2

Information Panel

Name	Mariposa and Fedora 2
Start Time	8/9/2017 1:11:48 PM
Stop Time	8/9/2017 1:26:48 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

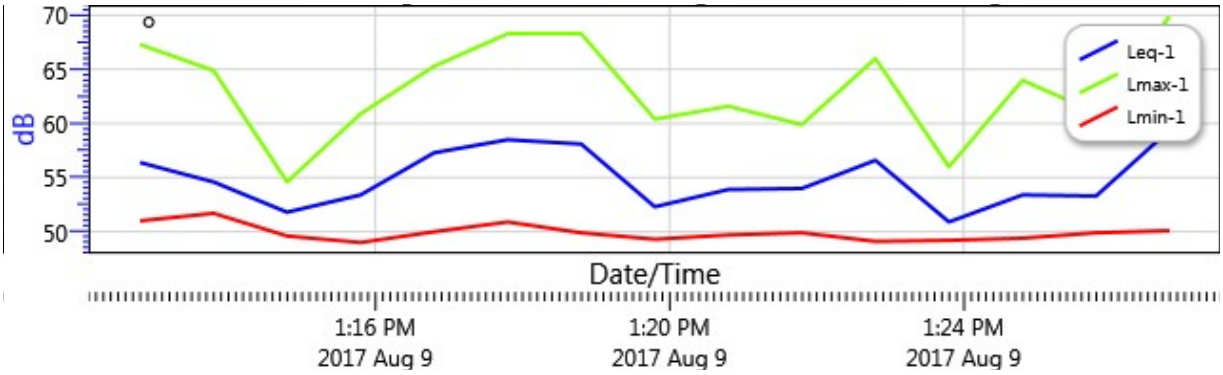
Description	Meter	Value	Description	Meter	Value
Lmin	1	49 dB	Lmax	1	69.9 dB
Leq	1	55.6 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
8/9/2017 1:12:48 PM	56.4	67.3	51
1:13:48 PM	54.6	64.9	51.7
1:14:48 PM	51.8	54.6	49.6
1:15:48 PM	53.4	60.9	49
1:16:48 PM	57.3	65.3	50
1:17:48 PM	58.5	68.3	50.9
1:18:48 PM	58.1	68.3	49.9
1:19:48 PM	52.3	60.4	49.3
1:20:48 PM	53.9	61.6	49.7
1:21:48 PM	54	59.9	49.9
1:22:48 PM	56.6	66	49.1
1:23:48 PM	50.9	56	49.2
1:24:48 PM	53.4	64	49.4
1:25:48 PM	53.3	61	49.9
1:26:48 PM	59.4	69.9	50.1

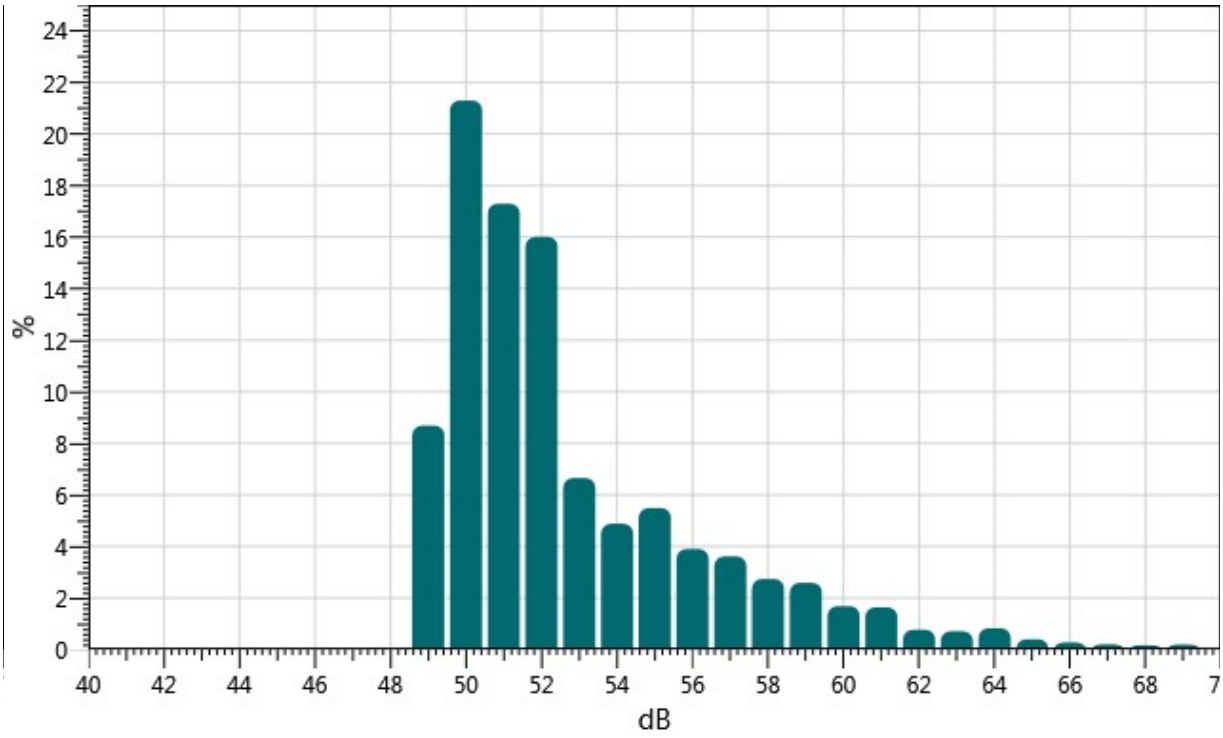
Logged Data Chart

Mariposa and Fedora 2: Logged Data Chart



Statistics Chart

Mariposa and Fedora 2: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
8/9/2017 1:11:21 PM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Mariposa and Fedora

Monitoring Address: 830 S. Mariposa Ave

Date: 8/9/17 Site Number: 2

Measured By: Holly Galbreath

Weather Conditions: 81°, Sunny, 0% cloud

Wind Speed: 3 mph Wind Direction: From SW

Measurement Start Time: 1:10 pm

Measurement End Time: 1:25 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S019

Primary Noise Sources: Pedestrian/Residential, Traffic - Mariposa

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	55.6
L_{max}	69.9
L_{min}	49.9

Other Noise Sources During Monitoring

1. Gate open/close Time: 1:18
2. Car w/ loud music Time: 1:23
3. Helicopter Time: 1:25
4. Time:
5. Time:

Additional Notes:

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Mariposa and Fedora 3

Information Panel

Name	Mariposa and Fedora 3
Start Time	8/9/2017 1:33:46 PM
Stop Time	8/9/2017 1:48:46 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

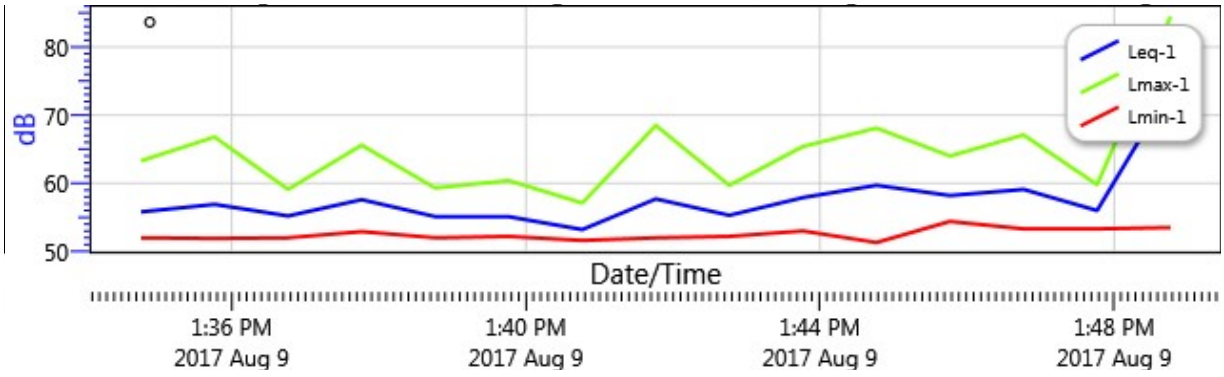
Description	Meter	Value	Description	Meter	Value
Lmin	1	51.3 dB	Lmax	1	84.5 dB
Leq	1	63.3 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
8/9/2017 1:34:46 PM	55.8	63.3	52
1:35:46 PM	56.9	66.8	51.9
1:36:46 PM	55.2	59.1	52
1:37:46 PM	57.6	65.6	52.9
1:38:46 PM	55.1	59.3	52
1:39:46 PM	55.1	60.4	52.2
1:40:46 PM	53.2	57.1	51.6
1:41:46 PM	57.7	68.5	52
1:42:46 PM	55.3	59.7	52.2
1:43:46 PM	57.9	65.4	53
1:44:46 PM	59.7	68.1	51.3
1:45:46 PM	58.2	64	54.4
1:46:46 PM	59.1	67.1	53.3
1:47:46 PM	56	59.8	53.3
1:48:46 PM	74	84.5	53.5

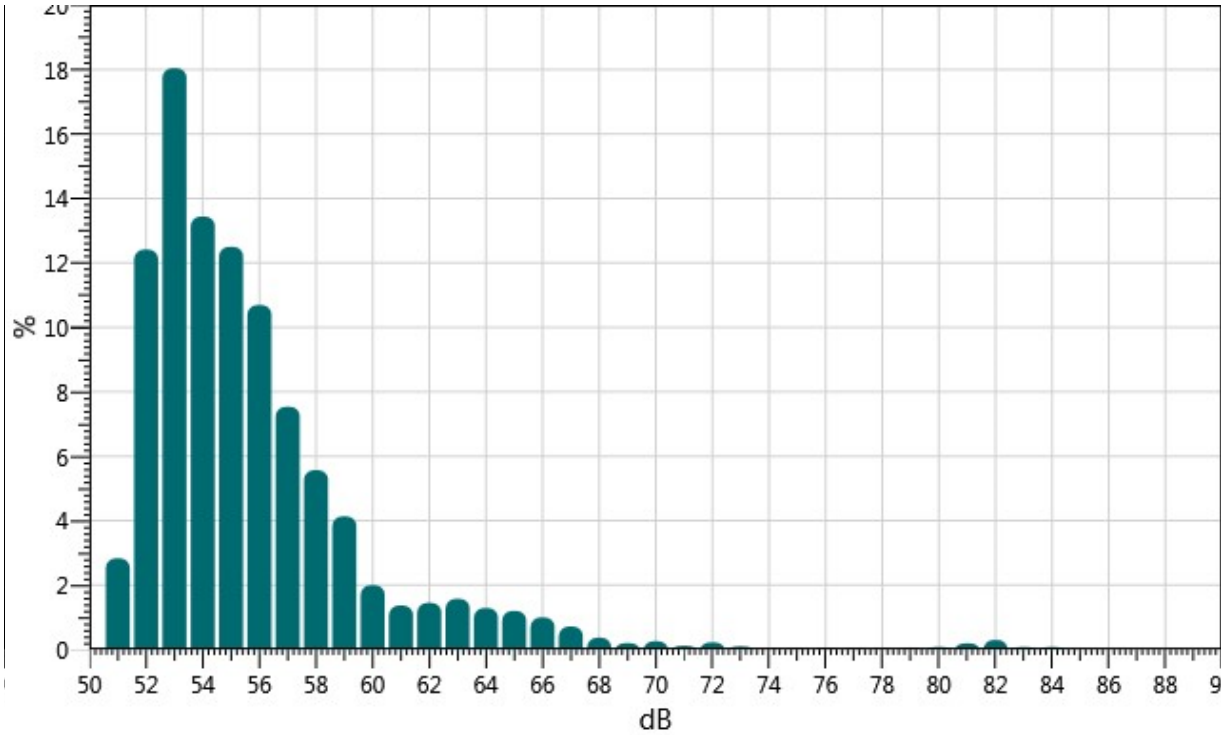
Logged Data Chart

Mariposa and Fedora 3: Logged Data Chart



Statistics Chart

Mariposa and Fedora 3: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
8/9/2017 1:33:11 PM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Mariposa and Fedora

Monitoring Address: 830 S. Mariposa Ave

Date: 8/9/17 Site Number: 3

Measured By: Holly Galbreath

Weather Conditions: 81°, Sunny, 0% cloud

Wind Speed: 3 mph Wind Direction: From SW

Measurement Start Time: 1:33 pm

Measurement End Time: 1:48 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S020

Primary Noise Sources: Traffic, Pedestrian/Residential - Fedora, James W.

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	63.3
L_{max}	84.5
L_{min}	51.3

Other Noise Sources During Monitoring

1. Motorcycle-set off car alarm Time: 1:47
2. _____ Time: _____
3. _____ Time: _____
4. _____ Time: _____
5. _____ Time: _____

Additional Notes:

POMEROY ENVIRONMENTAL SERVICES

25101 The Old Road, Suite 246
Santa Clarita, CA 91381
(661)-388-2422

Mariposa and Fedora 4

Information Panel

Name	Mariposa and Fedora 4
Start Time	8/9/2017 1:53:56 PM
Stop Time	8/9/2017 2:08:56 PM
Model Type	SoundPro DL
Run Time	00:15:00

Summary Data Panel

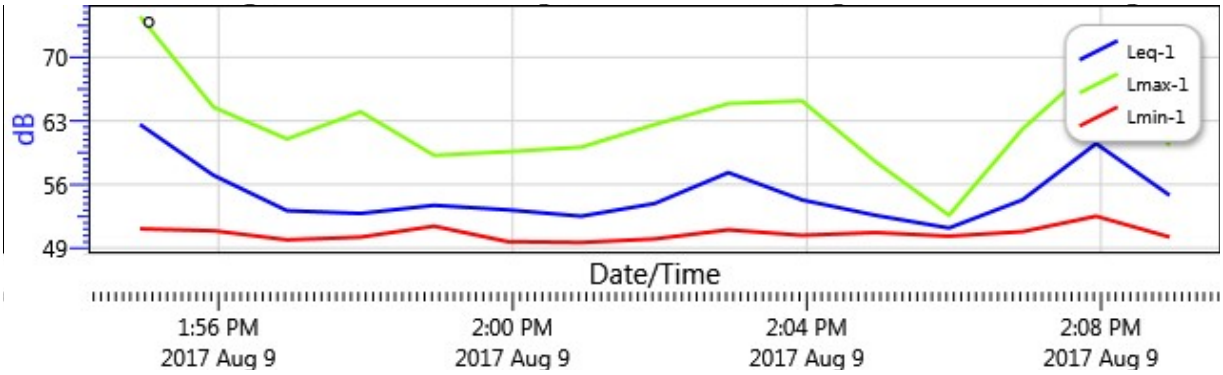
Description	Meter	Value	Description	Meter	Value
Lmin	1	49.6 dB	Lmax	1	74.5 dB
Leq	1	56.3 dB			
Exchange Rate	1	3 dB	Log Rate	1	60 s
Weighting	1	A	Response	1	SLOW

Logged Data Table

Date/Time	Leq-1	Lmax-1	Lmin-1
8/9/2017 1:54:56 PM	62.6	74.5	51.1
1:55:56 PM	57	64.5	50.9
1:56:56 PM	53.1	61	49.9
1:57:56 PM	52.8	64	50.2
1:58:56 PM	53.7	59.2	51.4
1:59:56 PM	53.2	59.6	49.7
2:00:56 PM	52.5	60.1	49.6
2:01:56 PM	53.9	62.6	50
2:02:56 PM	57.3	64.9	51
2:03:56 PM	54.3	65.2	50.4
2:04:56 PM	52.6	58.5	50.7
2:05:56 PM	51.2	52.6	50.3
2:06:56 PM	54.3	62.1	50.8
2:07:56 PM	60.5	69.3	52.5
2:08:56 PM	54.8	60.3	50.2

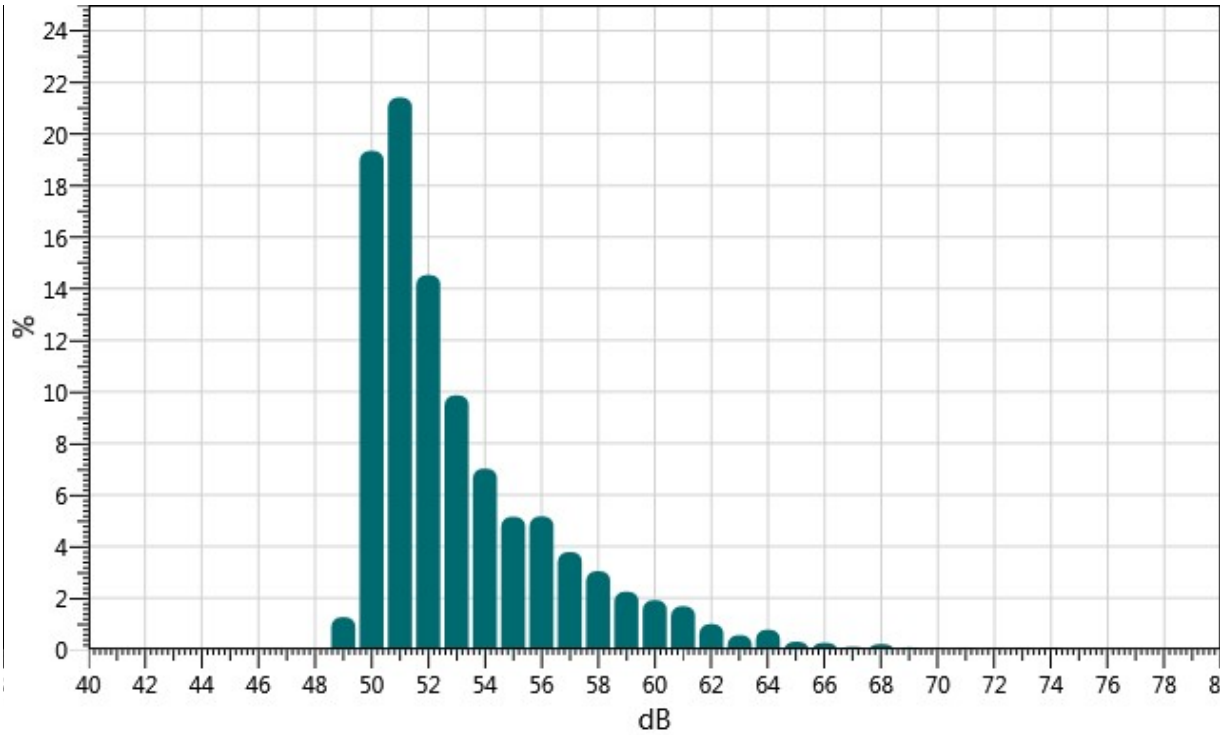
Logged Data Chart

Mariposa and Fedora 4: Logged Data Chart



Statistics Chart

Mariposa and Fedora 4: Statistics Chart



Calibration History

Date	Calibration Action	Level	Cal. Model Type	Serial Number	Cert. Due Date
8/9/2017 1:53:03 PM	Calibration	114.0			

NOISE MONITORING FIELD REPORT

Site Map

Project Name: Mariposa and Fedora

Monitoring Address: 830 S. Mariposa Ave

Date: 8/9/17 Site Number: 4

Measured By: Holly Galbreath

Weather Conditions: 81°, Sunny, 0% cloud

Wind Speed: 3 mph Wind Direction: From SW

Measurement Start Time: 1:53 pm

Measurement End Time: 2:08 pm Total Measurement Time: 15 min

Noise Meter Model: 3M SoundPro SP DL-1 Calibration: 114.0 (dBA)

Meter Setting: A-Weighted Sound Level (SLOW) Session File Name: S021

Primary Noise Sources: Traffic, Pedestrian / Residential - Fedora

Data Summary

Noise Scale	Noise Level (dBA)
L_{eq}	56.3
L_{max}	74.5
L_{min}	56.3

Other Noise Sources During Monitoring

1. Semi-truck drive by - Fedora Time: 2:07
2. Time:
3. Time:
4. Time:
5. Time:

Additional Notes:

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Santa Clarita, CA 91381
(661)-388-2422

Overland Traffic Consultants, Inc.

TECHNICAL TRAFFIC ANALYSIS FOR FEDORA RESIDENTAIL PROJECT

Located at 837, 841 & 849 Fedora Street
in the City of Los Angeles

&

TRAFFIC IMPACT ANALYSIS FOR MARIPOSA RESIDENTAIL PROJECT

Located at 826, 834 & 840 Mariposa Street
in the City of Los Angeles

Prepared by:
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100
Manhattan Beach, California 90266
(310) 545-1235

November 2017

TRAFFIC IMPACT ANALYSIS FOR TWO PROJECTS

Mariposa Residential at 826, 834, 840 Mariposa Avenue
Project I – Requiring a Full Traffic Impact Study

&

Fedora Residential at 837, 841 & 849 Fedora Street
Project II – Requiring a Technical Memorandum/Focused Study

(CEN 17-46320)

Prepared by:

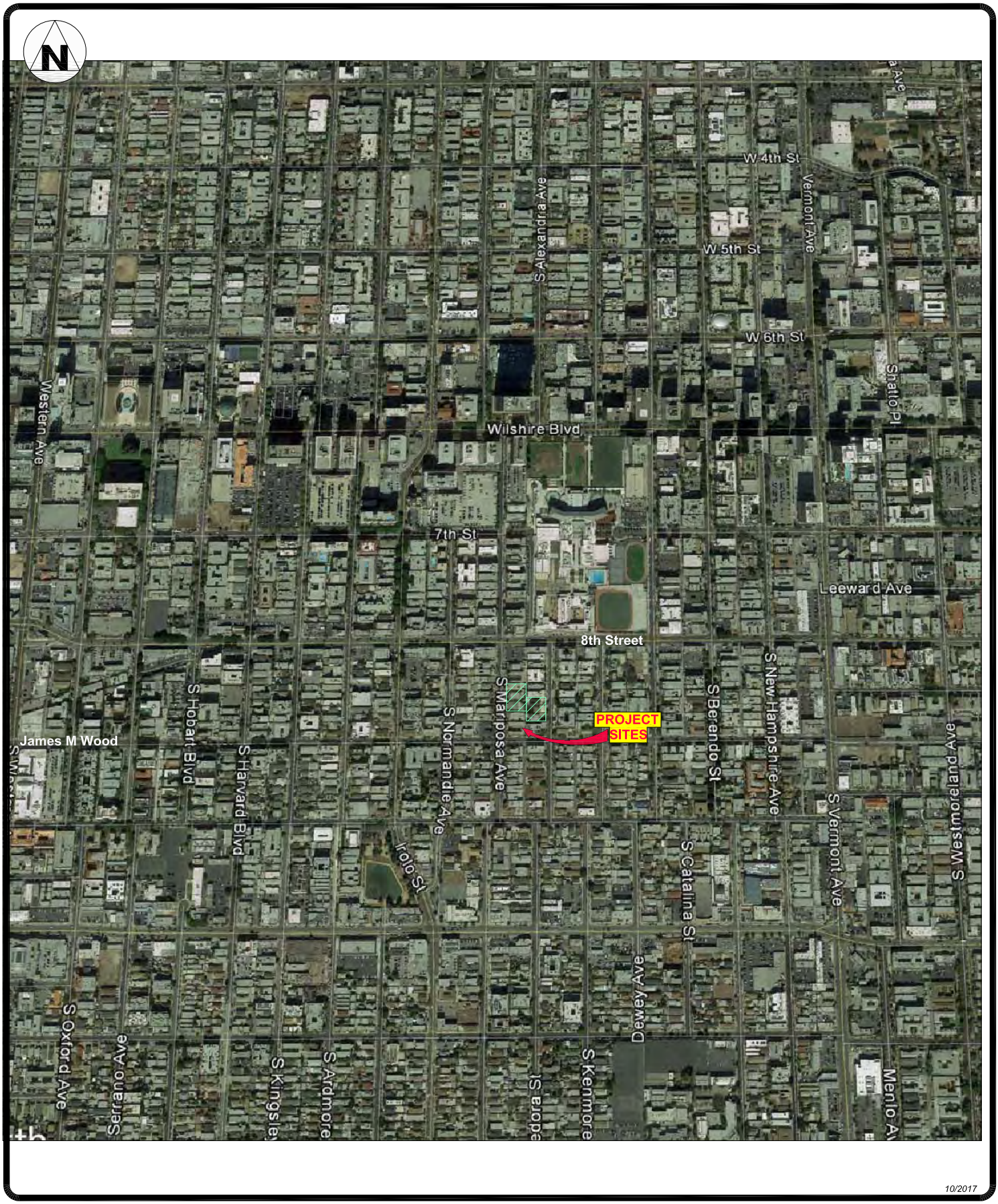
Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 545 – 1235

November 2017

INTRODUCTION

Two projects are presented in this report. The first project (Project I) is located at 826, 834, 840 Mariposa Avenue in the City of Los Angeles. This Project proposes 98 residential apartment units to replace 16 units. This project creates over 43 peak hour trips and requires a full Traffic Impact Study. The second project (Project II) is located at 837, 841 & 849 Fedora Street. This Project proposes 75 residential apartment units to replace 10 existing units. This project creates between 25 and 42 peak hour trips and requires a Technical Memorandum. Project I fronts on Mariposa Avenue with a portion of the backyard abutting Project II. Project II fronts on Fedora Avenue with a portion of the backyard abutting Project II. Due to the close proximity of the two projects, they have been presented here in this single document. First will be the full study for Project I – Mariposa Residential, followed by the technical memorandum in the form of a focused study for Project II – Fedora Residential. Each project is a related project of the other in the future without project and future with project analysis.

An aerial view of the two project locations is presented on the following page.



10/2017

PROJECT SETTING

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

FULL TRAFFIC IMPACT STUDY FOR
Mariposa Residential – Project I
(CEN 17-46320)

Located at 826, 834, 840 Mariposa Avenue
in the
City of Los Angeles

Prepared by:

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl., Suite 100
Manhattan Beach, California 90266
(310) 545 – 1235

November 2017

EXECUTIVE SUMMARY

This report documents the results of a study evaluating the potential traffic impacts created by the replacement of 16 existing residential apartment units with up to 98 residential apartment units at 826, 834 and 840 Mariposa Avenue. An aerial view of the project area is provided previously on page iii and is denoted as Project I.

The Mariposa Project proposes a garage entry from Mariposa Avenue near the south side of the site. A total of 98 vehicle parking spaces will be provided to meet City of Los Angeles Municipal Code Requirements. A total of

Trip Generation

It is estimated that the development project will be completed in 2019 and will generate an increase of up to 546 daily trips with 42 trips during the am peak hour and 51 trips during the pm peak hour after credits for the existing 10 apartments on the site.

The trip generation and traffic study locations were determined based upon discussions with the Los Angeles Department of Transportation (LADOT) for the study parameters. A formal Memorandum of Understanding was approved by LADOT for the traffic study and is attached in Appendix A.

Project's Potential Traffic Impacts

The focus of the traffic study is to evaluate the potential traffic impact created by the development of this Project. This study provides two baseline scenarios to evaluate the project's traffic impacts: (1) existing 2017 traffic conditions plus the project traffic volume (Existing+Project) and (2) future 2019 cumulative traffic conditions plus the project traffic volume (Future with Project).

Using the criteria established by the LADOT and detailed in their Transportation Impact Study Guidelines, December 2016 it has been determined that the added traffic volume generated by the development Project will not significantly impact any of the six study intersections.

Potential Roadway Requirements Along the Project Frontage

Mariposa Avenue is designated as a Local Street and provides the western boundary of the Project site. The current right-of-way along the Project frontage is 60 feet in width.

The Mobility Plan 2035 requires 60 feet of right-of-way with a 36-foot roadway and 12-foot sidewalks. The Project will not need to dedicate along the Mariposa Avenue frontage.

Parking - No parking impacts are anticipated with the Project. It is anticipated that City of Los Angeles code required vehicle and bicycle parking will be provided.

No transit, construction, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the Project.

TABLE OF CONTENTS

LIST OF FIGURES

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CHAPTER 1 INTRODUCTION

As part of the Project's environmental review, an evaluation of the proposed development's potential traffic impacts on the surrounding area is required. The traffic impact analysis in this traffic study has been conducted using the procedures adopted by the City of Los Angeles Department of Transportation (LADOT) Transportation Impact Study Guidelines, December 2016 to analyze the potential traffic impacts of new development projects. The six study intersections were evaluated using the LADOT Critical Movement Analysis (CMA) method. The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis method.

Potential traffic impacts caused by a development project that exceeds limits established and identified by the LADOT Traffic Study Policies and Procedures. Any potentially significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the existing and future traffic volume estimate:

(a) Traffic counts were conducted on September 27, 2017;

(b) Traffic in (a) + the net Project traffic (existing + Project);

(c) Traffic in (b) + proposed traffic mitigation, if necessary

(d) Existing + ambient growth to 2019 (added additional 1% per year);

(e) Traffic in (d) + related projects (future "without Project" scenario);

(f) Traffic in (e) with the proposed Project traffic (future "with Project" scenario);

(g) Traffic in (f) + the proposed traffic mitigation, if necessary.

A CMA analysis of the existing and future traffic conditions has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at six (6) key intersections. Neighborhood traffic impact analysis is based upon the potential impact of commercial only project trips being added to the neighborhood streets. This project has no traffic commercial traffic volume to necessitate street segment analysis. A memorandum of understanding (MOU) was prepared and approved by the City of Los Angeles to detail the parameters of the study. A copy of the approved MOU is provided in Appendix A. It should be noted that future traffic conditions include the potential construction of 101 other land development projects (related projects) in the general vicinity of the Project site.

The intersections analyzed in this study are:

1. Irolo Street & 8th Street;
2. Irolo Street & James M. Wood Boulevard;
3. Mariposa Avenue & 8th Street;
4. Fedora Street & Olympic Boulevard;
5. Catalina Street & James M. Wood Boulevard; and
6. Vermont Avenue & James M. Wood Boulevard.

CHAPTER 2 PROJECT DESCRIPTION

The Project will construct a new seven story building with two subterranean parking levels up to 98 residential units. Fifteen studio, 44 one-bedroom and 39 two-bedroom units are proposed. The new development will replace 10 existing apartment units. The existing structures will be removed to construct the new Project.

The Project site is located on the east side of Mariposa Avenue south of 8th Street and north of James M. Wood Boulevard. The Project has frontage along Mariposa Avenue only. The property is a rectangular shaped lot. The location of the proposed Project is depicted on Figure 1.

The Project proposes to provide, at a minimum, sufficient vehicle parking spaces to meet and City of Los Angeles Municipal Code Requirements, with density bonus SB1818 credits. A total of 98 vehicle parking spaces will be provided on two subterranean levels.

The Project will provide one two-way driveway off of Mariposa Avenue. The driveway is proposed near the south end of the Project site. The project will provide sufficient bicycle parking spaces to meet City Code Requirements. Figure 2 illustrates the Project site plan.

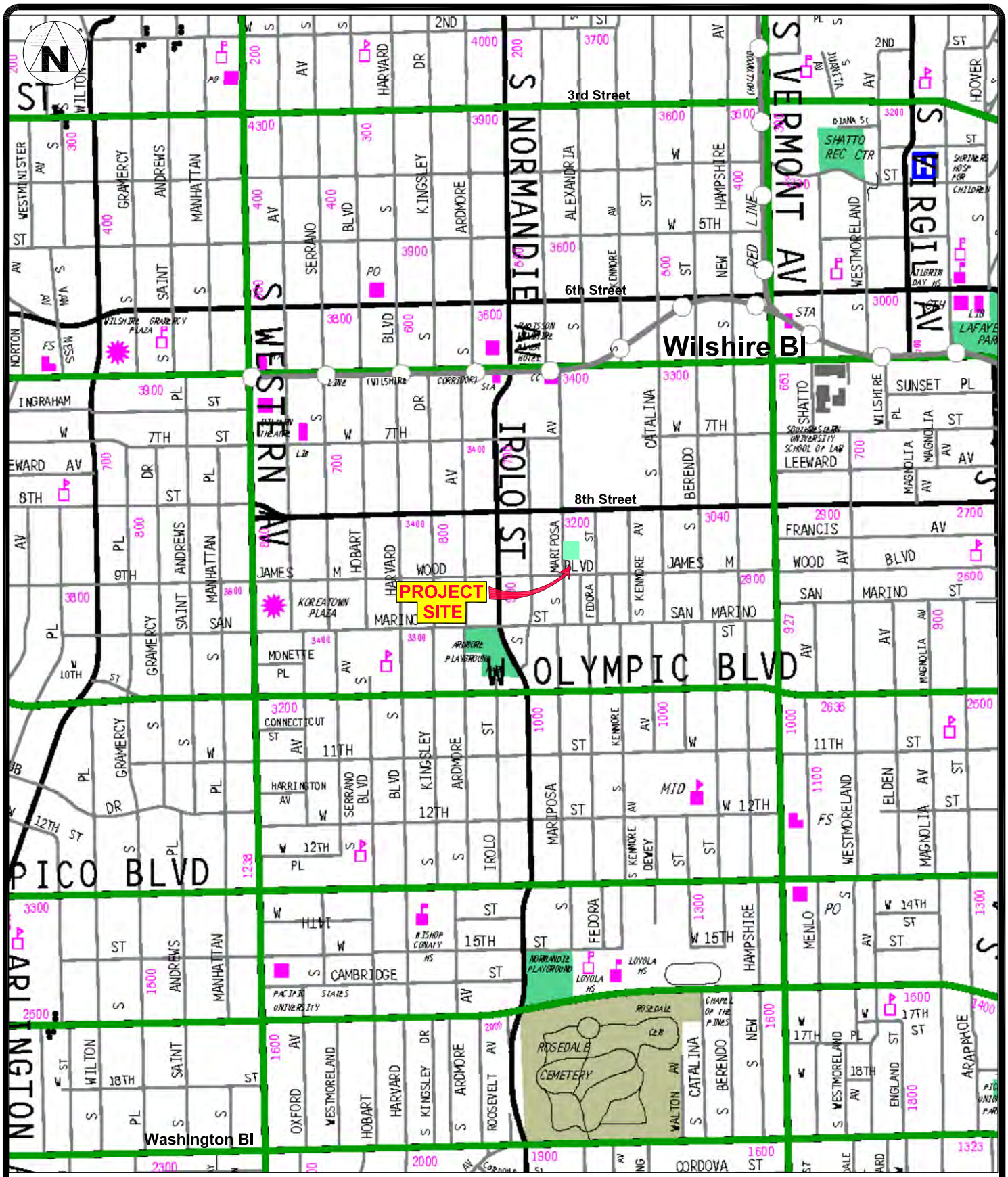

FIGURE 1

10/2017

PROJECT LOCATION

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

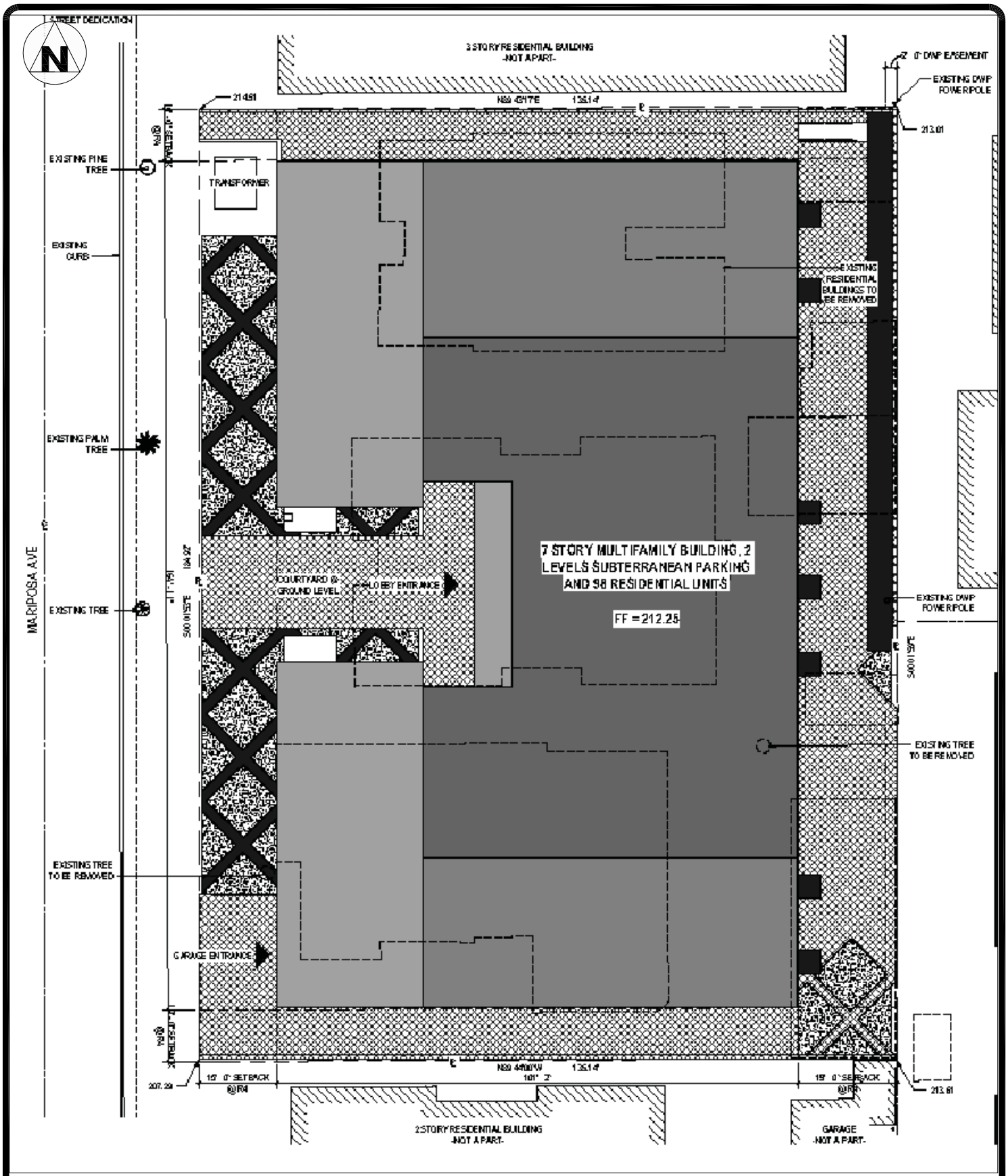

FIGURE 2

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PROJECT SITE PLAN

Overland Traffic Consultants, Inc.
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(310) 545-1235 phone, liz@overlandtraffic.com

Land Use

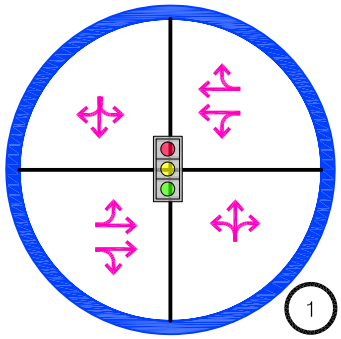
The Project is located in the Wilshire Community Plan area. The current land use map for the study area is provided in Appendix B. The Wilshire Community Plan area has a mix of uses. The predominant land use is residential with the majority of the commercial uses situated along major highways. The land uses within the Wilshire plan area (8,962 acres) includes 23.3% single family residences, 31.1% multiple family residences, 13.6% commercial, 0.4% industrial, 4.6% open space/public facilities, and 27% streets. The summary of land use details is provided in Appendix B.

The City of Los Angeles Mobility Plan 2035 (Mobility Plan) was approved by the City Planning Commission on June 23, 2016 and adopted by City Council on September 7, 2016. The Mobility Plan dictates the street standards and designations within the plan area. The proposed Project will be subject to the Mobility Plan 2035. These elements are provided in Appendix C.

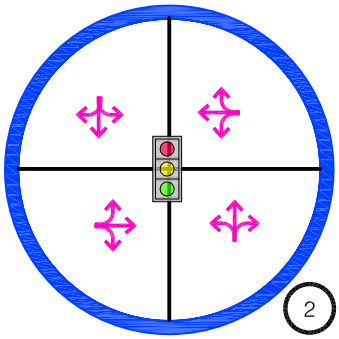
In addition to collecting traffic volume data for this analysis, field surveys were conducted in the study area to determine the current roadway and intersection geometry and traffic signal operations. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations for the Project impact analysis. A brief description of the effected roadway facilities is provided.

Transportation Facilities

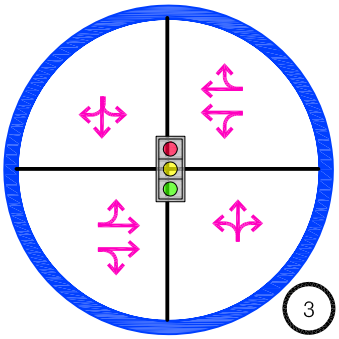
The nearest regional freeway serving the study area is the east-west Santa Monica Freeway (Interstate 10), which is located to the south of the Project site. This east-west freeway provides four to five mixed-flow lanes in each direction in the area. Average daily traffic volume on the I-10 Freeway between Normandie Avenue and Vermont Avenue is approximately 344,000 vehicles per day (ADT) with 24,000 vehicles during the peak hour. Access to the Santa Monica Freeway for the study area is at Normandie Avenue and Vermont Avenue ramps.



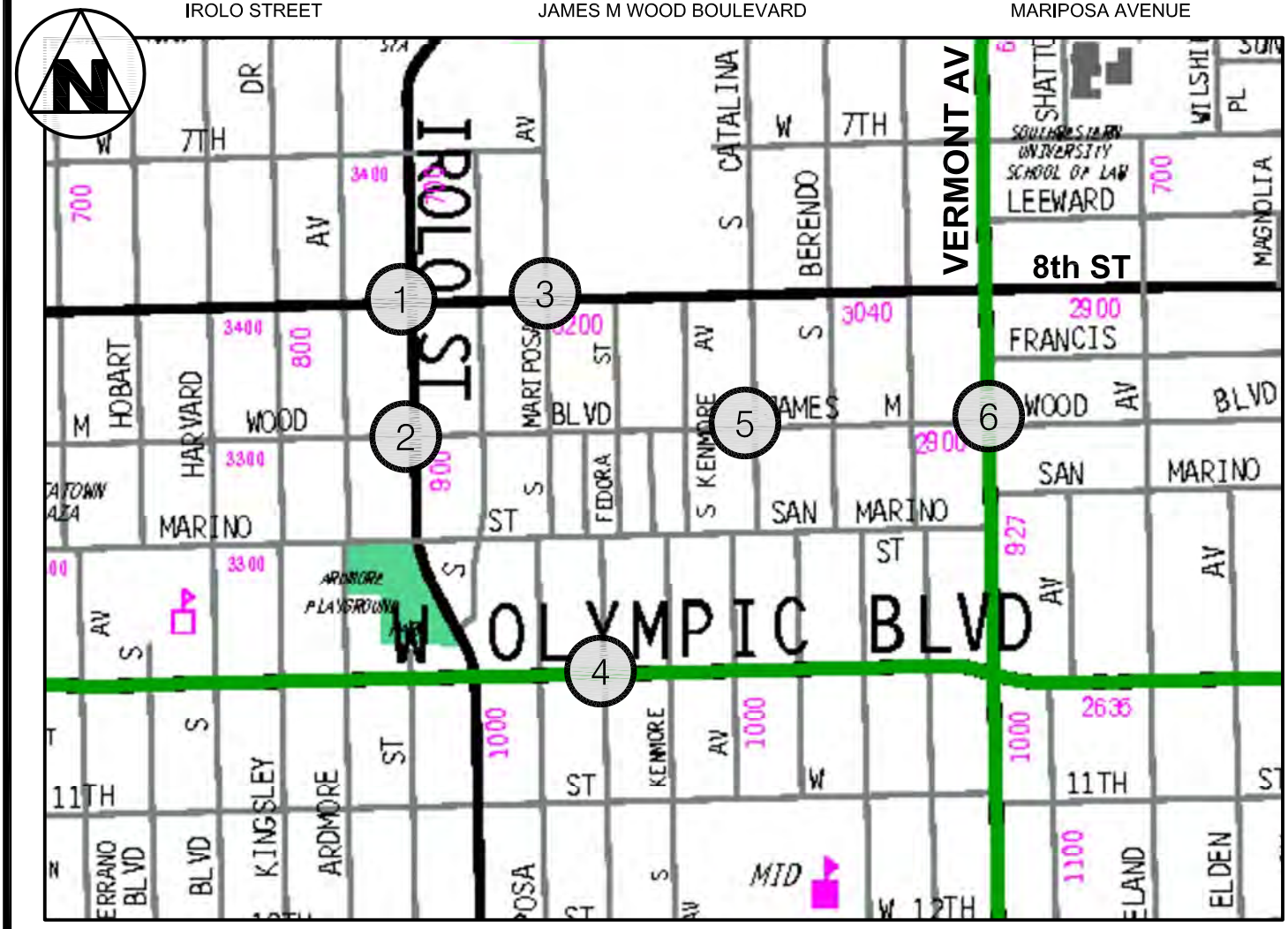
8TH STREET &
IROLO STREET

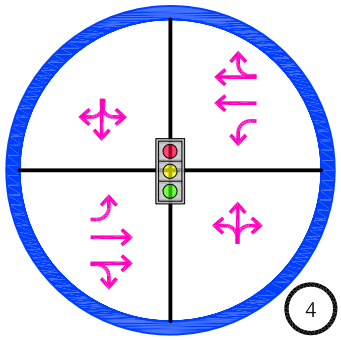


IROLO STREET &
JAMES M WOOD BOULEVARD

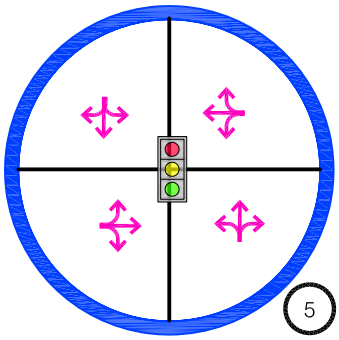


8TH STREET &
MARIPOSA AVENUE

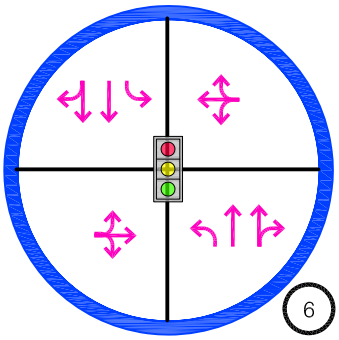




FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD



JAMES M WOOD BOULEVARD &
VERMONT AVENUE

11/2017

FIGURE 3

STUDY INTERSECTION CHARACTERISTICS

Overland Traffic Consultants, Inc.
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Major roadways generally follow a grid pattern. Major east-west streets providing access to the project area include Eighth Street, James M Wood Boulevard and Olympic Boulevard. Key north-south streets serving the study area include Irolo Street/Normandie Avenue and Vermont Avenue.

Eight Street is an east-west roadway designated as an Avenue II in the City of Los Angeles Mobility Plan 2035. The roadway provides two lanes in each direction without left turn lanes at intersecting streets in the immediate Project area. Some on-street time limited metered parking is provided on 8th Street in the Project area.

Irolo Street is a north-south roadway designated as an Avenue III in the City of Los Angeles Mobility Plan 2035. Irolo Street provides one lane in each direction in the Project area and on-street parking is permitted.

James M Wood Boulevard is an east-west roadway designated as a Collector street in the City of Los Angeles Mobility Plan 2035. James M Wood Boulevard provides one lane in each direction in the Project area. Parking is permitted on James M Wood Boulevard in the Project area apart from street sweeping time periods.

Olympic Boulevard is an east-west roadway designated as an Boulevard II in the City of Los Angeles Mobility Plan 2035. Within the study area, Olympic Boulevard provides for two lanes in each direction and left turn lanes at its intersection with Fedora Street. On street parking is permitted outside of the peak travel time periods of 7 to 9 AM and 3 to 7 PM.

Vermont Avenue is a north-south roadway designated as an Avenue I in the City of Los Angeles Mobility Plan 2035. Within the study area, Vermont Avenue provides for three lanes in each direction and left turn lanes. Time limited metered parking is available along some stretches in the Project area.

Mariposa Avenue, Fedora Street and Catalina Avenue are designated as local roadways in the study area in the City of Los Angeles Mobility Plan 2035. One lane in each direction is provided on each. Parking is generally permitted in the Project area.

The roadway designations and aerial plans of the Project study intersections are provided in Appendix C.

Transit Service

Public transportation through the study area is provided by the Metropolitan Transit Authority (Metro). Near the project site, bus stops at James M Wood Boulevard at Fedora Street serves LADOT DASH Wilshire Center/Koreatown and Metro Route 66 on 8th Street at Mariposa Avenue.

Metro Route 66 operates along 8th Street in the Project area. The route provides service between Century City and Downtown Los Angeles. The bus stop is approximately 400 feet from the Project site at 8th Street and Mariposa Avenue.

DASH Wilshire Center/Koreatown is a low-cost circulator route along, essentially, Vermont Avenue, James M. Wood Boulevard, Western Avenue, Third Street, Normandie Avenue, and First Street. The bus stop is located at James M Wood and Fedora Street approximately 500 feet from the Project site.

Metro Rapid Route 728 operate along Olympic Boulevard in the Project area. Metro Rapid Route 728 provide service between downtown Los Angeles, Koreatown, Miracle Mile and Century City. The bus stop for this route is located at Olympic Boulevard and Normandie Avenue approximately 1,800 feet from the Project site.

Metro Route 204 and Rapid Route 754 operates along Vermont Avenue. These routes provide service between Hollywood, Koreatown, Exposition and Athens. This bus stop is approximately ½ mile from the Project site at Vermont Avenue and James M Wood Boulevard.

Transfer opportunities are available to/from the Project area from the local and regional lines. The transit and metro lines are illustrated in Appendix D.

Project Traffic Generation

Traffic-generating characteristics of many land uses including the existing and proposed residential apartments Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. There is an updated Trip Generation Manual 10th Edition. However, the MOU for this project was approved prior to the release of this manual. The daily trips are slight higher in the 10th Edition (7.32 trips per unit), but the peak hour trip generation is higher in the 9th Edition. (0.46 per unit for the AM Peak Hour 0.56 per unit for the PM Peak Hour). The 9th Edition rates were retained for this analysis because of the approved MOU and the slightly higher peak hour rates. The trip generation rates differ from ITE edition to edition for some land uses because additional data is incorporated into the rate determination.

The ITE studies indicate that the use and the size associated with the proposed Project and existing uses generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
Traffic Generation Rates (ITE 9th Edition)

	ITE	Daily	AM Peak Hour			PM Peak Hour		
Description	Code	Traffic	Total	In	Out	Total	In	Out
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%

The trip generation rates are general in application and are established without regard for the nature of a specific project's vicinity in terms of transit and walking. Considering the transit opportunities in the area, walkability and expanding cycling infrastructure in the City and the Project site's vicinity, it is anticipated that some residents will make use of these options instead of single occupant vehicles. A transit trip reduction was not incorporated into this analysis to present a conservative estimate of Project impacts.

It is estimated that the Project will conservatively generate a net increase of 546 daily trips with 42 trips during the AM peak hour and 51 trips during the PM peak hour after credits for the existing apartments. Table 2 displays the estimated Project trip generation.

Table 2
Estimated Project Traffic Generation

Description	Size		Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
PROPOSED									
Apartment	98	units	652	50	10	40	61	40	21
REMOVAL OF EXISTING									
Apartment	16	units	106	8	2	6	10	6	4
NET Project (Proposed - Existing)			**546**	**42**	**8**	**34**	**51**	**34**	**17**

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the spatial distribution between destination points which would generate Project trip origins and destinations. The estimated Project directional trip distribution is also based on the study area roadway network, freeway locations, traffic flow patterns in and out of this area of the City of Los Angeles and consistency with previously approved traffic studies for this area of Los Angeles.

The proposed project site is located near 8th Street and Olympic Boulevard which are major east-west roadways. It is also in close proximity to the north-south major roadways of Irolo Street and Vermont Avenue. These facilities provide good access to/from the project area. In addition, the Santa Monica Freeway is to the south of the Project. This freeway provides good regional access to and from potential destination points. Figure 4 illustrates the estimated area wide Project traffic distribution percentages. Figure 5 shows the estimated Project traffic percentages detailed at each of the selected study intersections. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in the Table 2, the development's peak hour traffic volumes at each study location have been calculated and are shown in Figure 6. This estimated assignment of the Project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the Project at the study intersections.

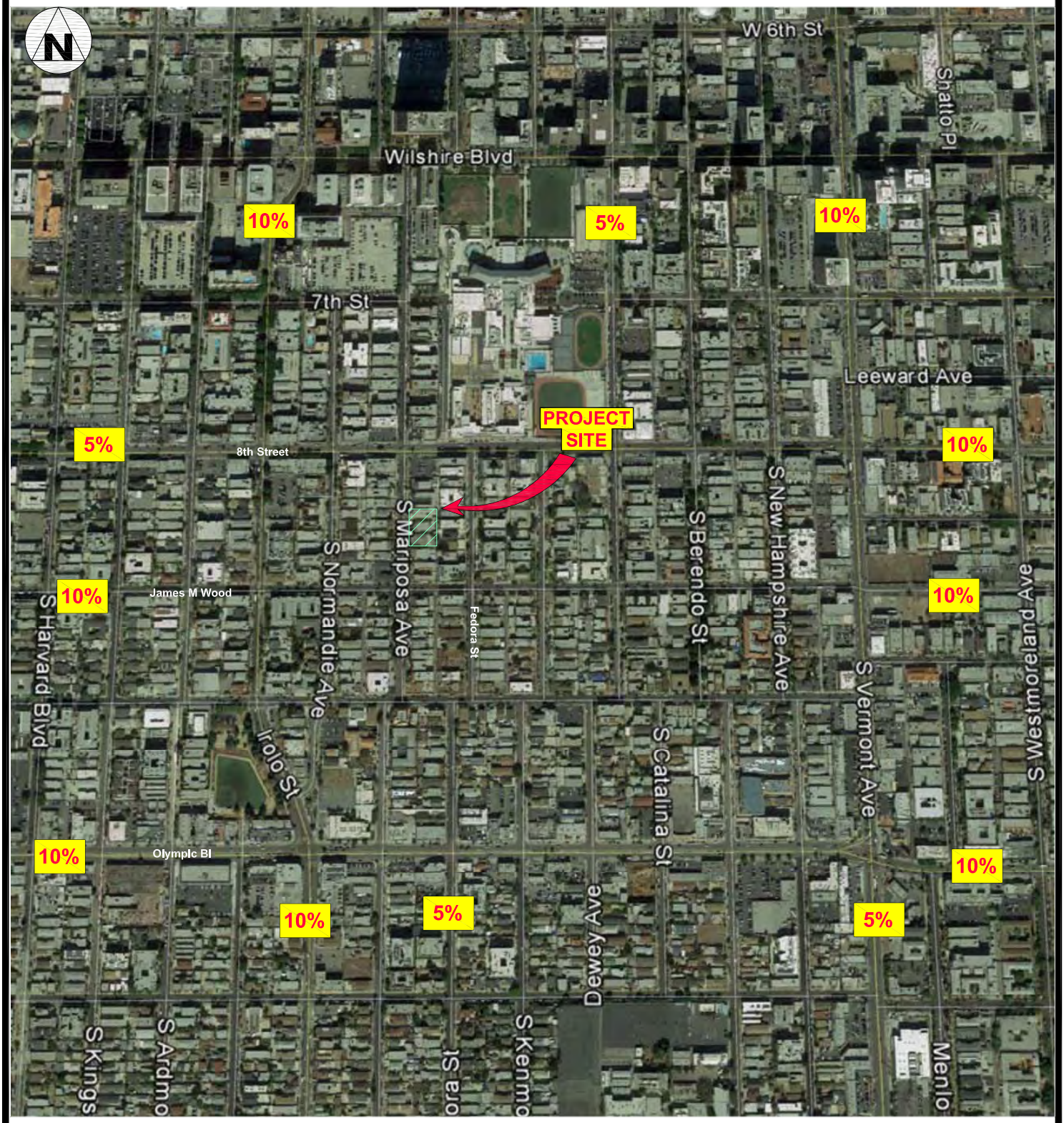

FIGURE 4

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OVERALL PROJECT DISTRIBUTION

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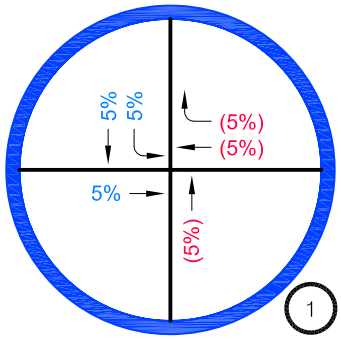
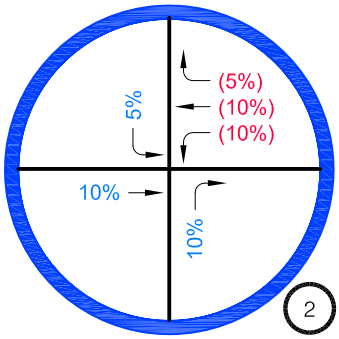
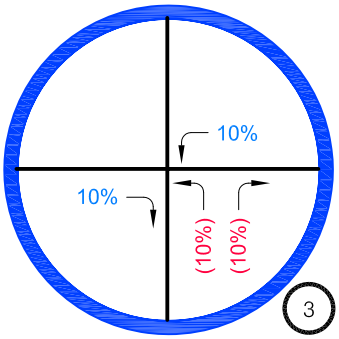


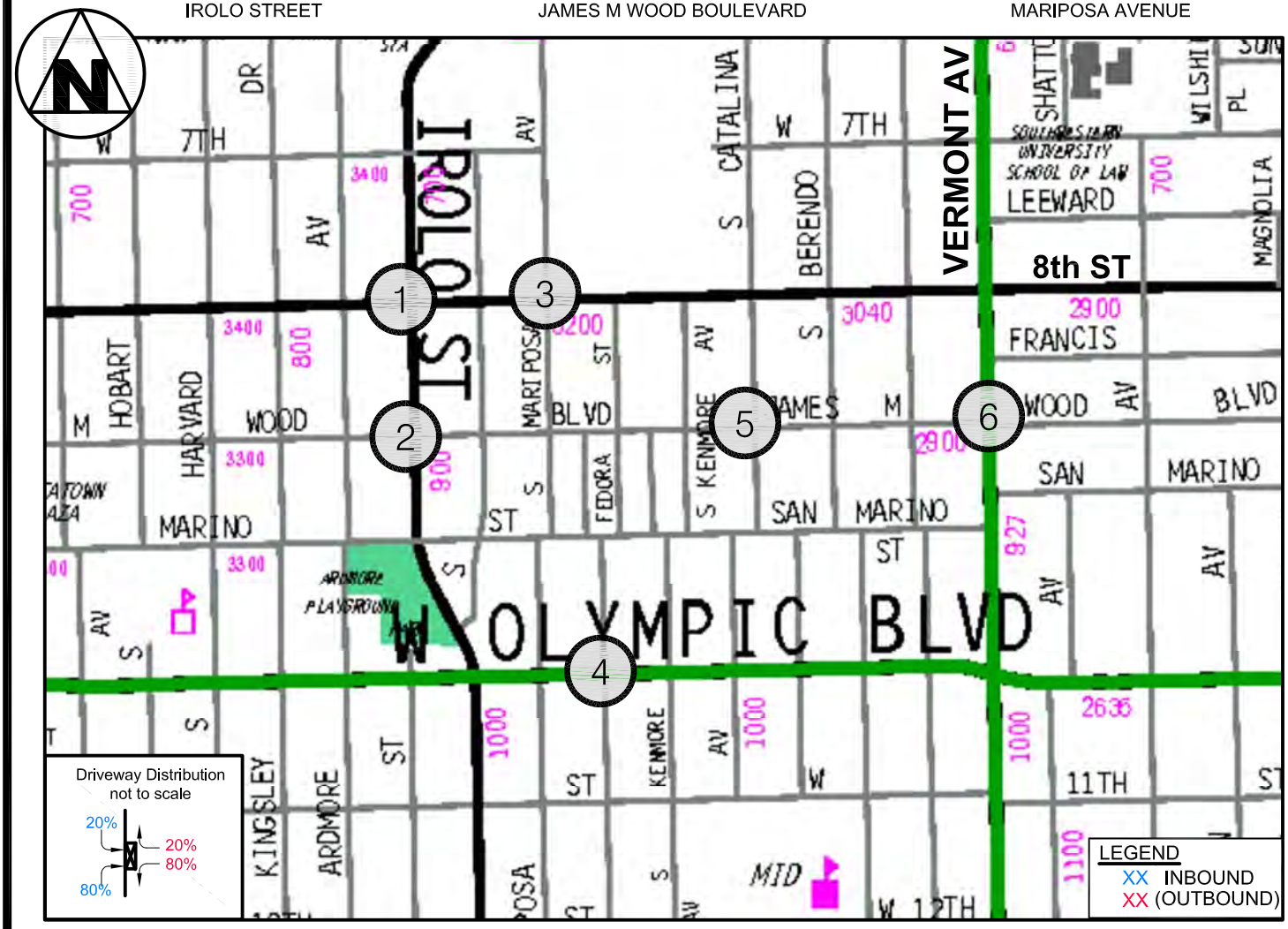
8TH STREET &
IROLO STREET

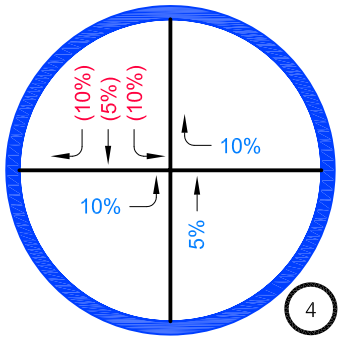


IROLO STREET &
JAMES M WOOD BOULEVARD

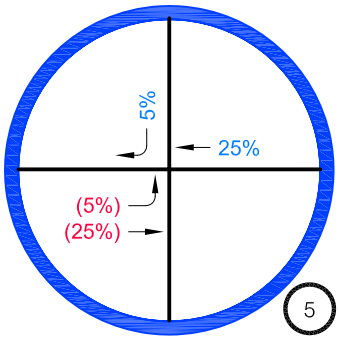


8TH STREET &
MARIPOSA AVENUE





FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD

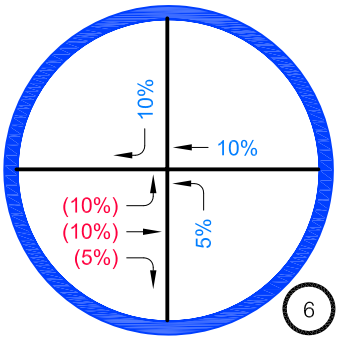


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FIGURE 5

STUDY INTERSECTION
PROJECT TRIP DISTRIBUTION

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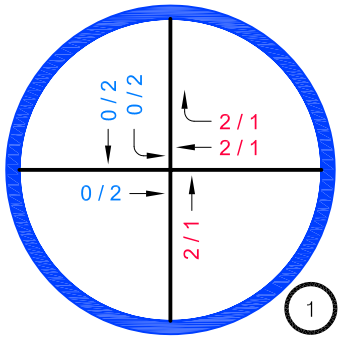
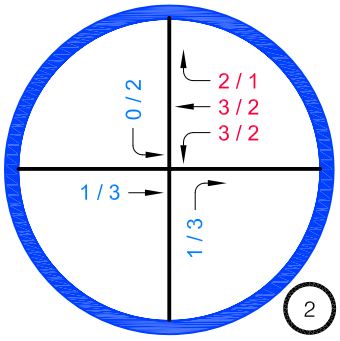
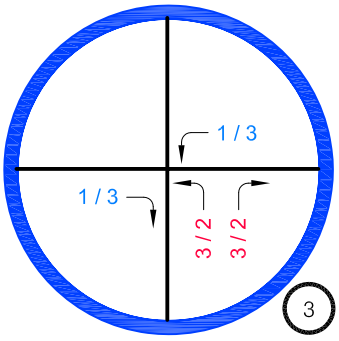


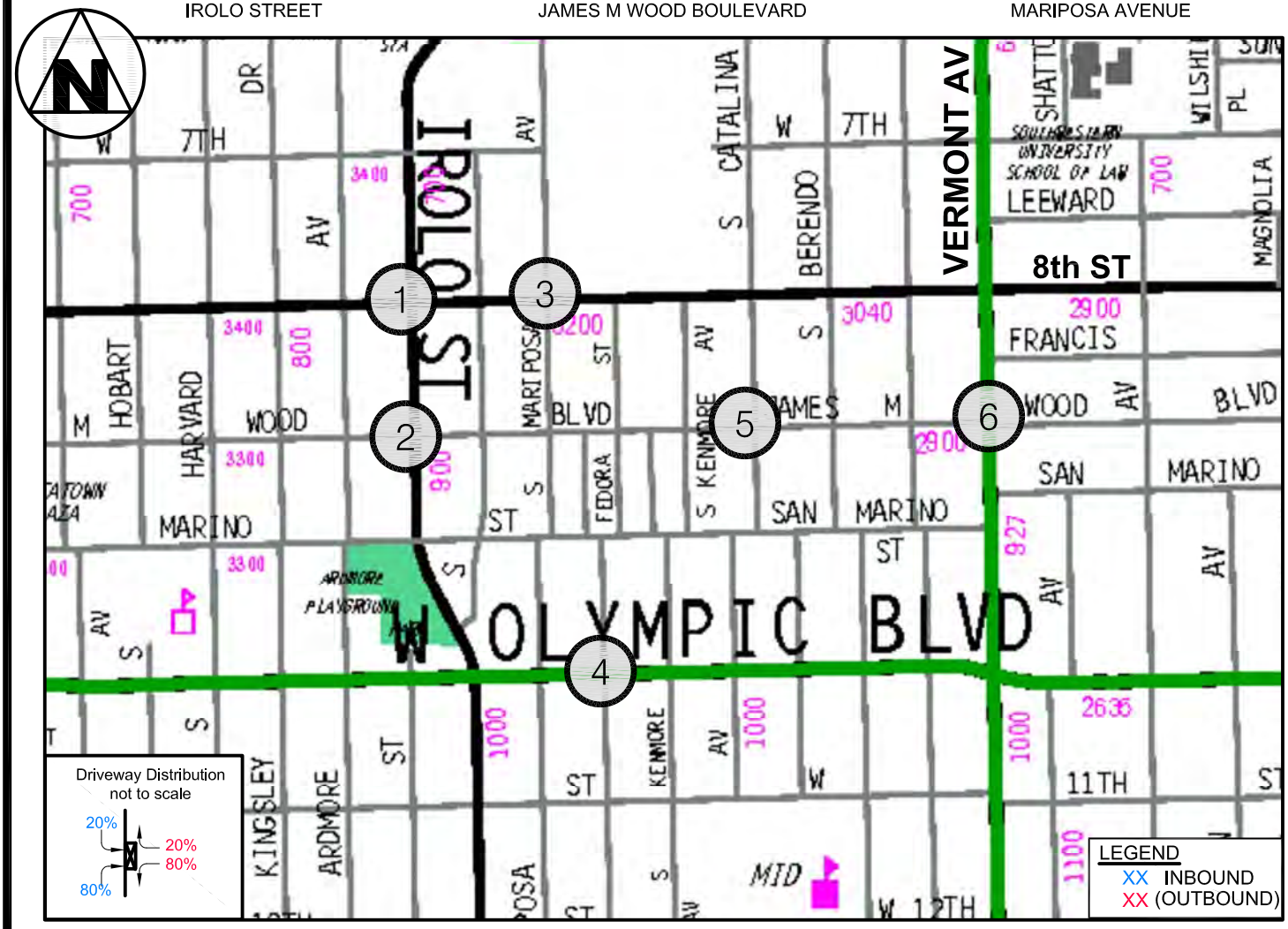
8TH STREET &
IROLO STREET

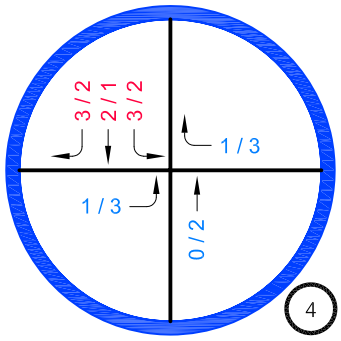


IROLO STREET &
JAMES M WOOD BOULEVARD

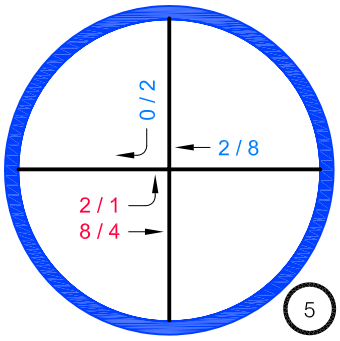


8TH STREET &
MARIPOSA AVENUE

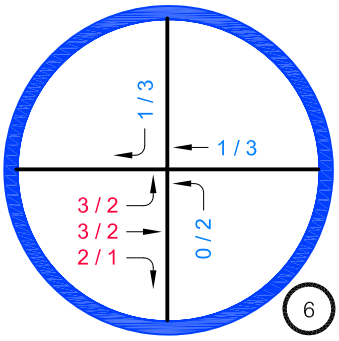




FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD



JAMES M WOOD BOULEVARD &
VERMONT AVENUE

10/2017

FIGURE 6

PROJECT ONLY
TRAFFIC VOLUMES
AM PEAK HOUR / PM PEAK HOUR

Overland Traffic Consultants, Inc.
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(661)312-2694, liz@overlandtraffic.com

Parking, Access & Circulation

The Project developer proposes one driveway off of Mariposa Avenue. This two-way driveway will be located towards the south end of the property. The project proposes to provide, at a minimum, a sufficient number of parking spaces to meet code requirements.

The applicable City of Los Angeles Municipal Code (Section 12.21.A4) for the residential units are based on the number of habitable rooms. When providing low income residential units, an option to reduce parking is available per Senate Bill SB-1818. Residential parking would require one space per studio unit, one space per one-bedroom unit and one spaces per two-bedroom unit. Table 3 displays the parking requirements for project's parking.

Table 3
Los Angeles Municipal Code 12.21.A4/SB 1818
Required Vehicle Parking for Project

Land Use	Size	Requirement	Number of Spaces Required	Number of Spaces Provided
Apartments				
Studio	15 units	One per unit	15	15
One Bedroom	44 units	One per unit	44	44
Two Bedroom	39 units	One per unit	39	39
TOTAL	98 units		98	98

The Project will provide, at a minimum, 98 vehicle parking spaces. The Project is currently proposing 46 residential vehicle parking spaces on the first subterranean level of parking and 52 residential vehicle parking spaces on the second subterranean level.

With code required parking provided, transit opportunities in the area, and bicycle parking provided by the project, no parking impacts are anticipated in association with this Project.

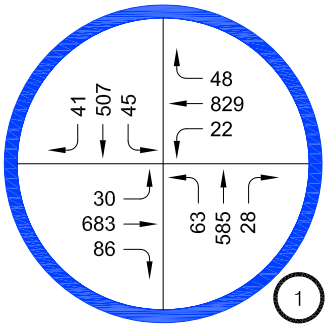
Analysis of Existing Traffic Conditions

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by National Data Systems, an independent traffic data collection company. Traffic counts were conducted on Wednesday September 27, 2017. This was a typical weekday when there were no holidays, no rain and schools were in session. Traffic counts were conducted during the morning peak (7AM to 10 AM) and evening peak hours (3PM to 6PM). The highest single hour during each of the peak periods was used in this analysis. Data collection worksheets for the peak hour counts are contained in Appendix E. Existing 2017 traffic count data are provided on the following pages in Figure 7 and 8 for the AM and PM peak hours respectively.

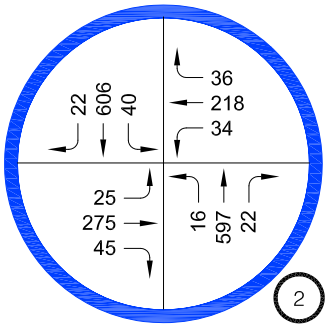
The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The study intersections were evaluated using this methodology pursuant to the criteria established by the City of Los Angeles Department of Transportation for signalized intersections. The existing peak hour traffic counts were used along with intersection lane configurations and traffic controls to determine an intersection's current operating condition.

The CMA procedure uses a ratio of an intersection's traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles that have a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

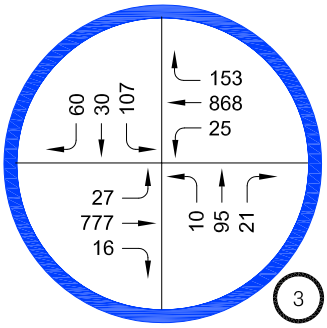
The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity (V/C) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming full capacity. V/C ratios provide an ideal means for quantifying intersection operating characteristics. For



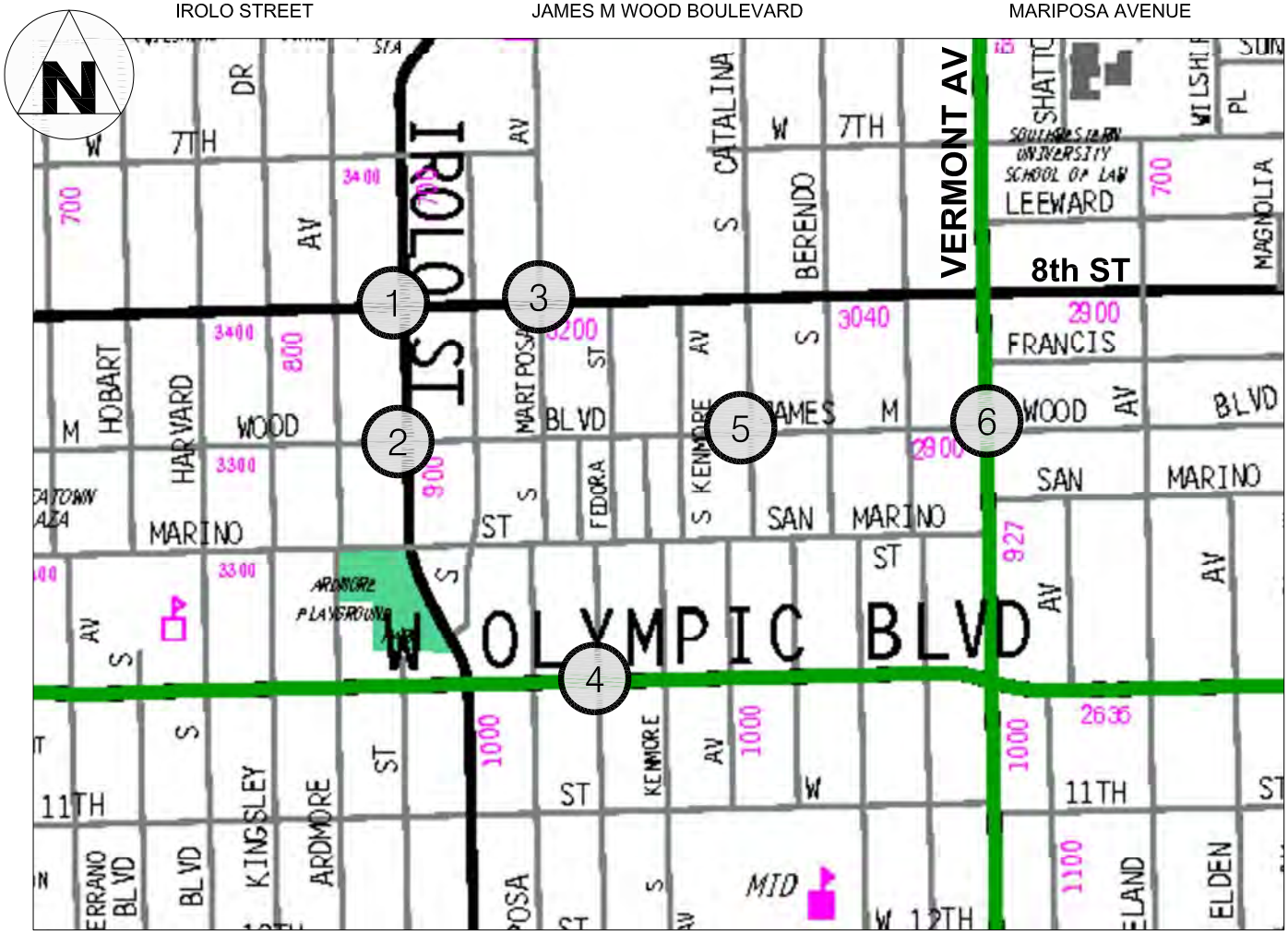
8TH STREET &
IROLO STREET

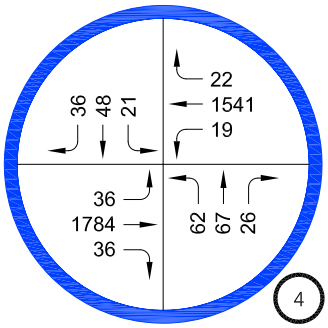


IROLO STREET &
JAMES M WOOD BOULEVARD

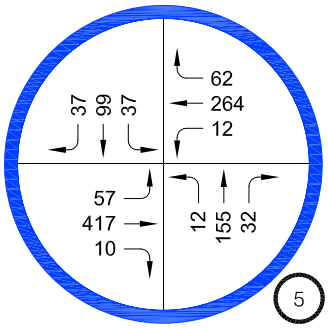


8TH STREET &
MARIPOSA AVENUE





FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD

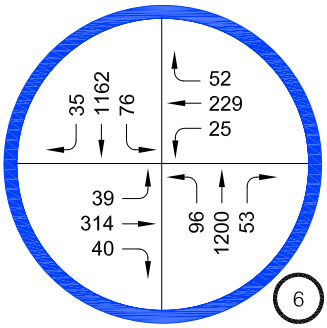


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FIGURE 7

EXISTING (2017) TRAFFIC VOLUMES
AM PEAK HOUR

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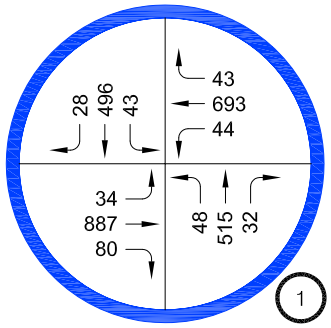
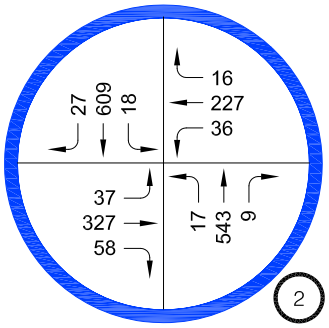


8TH STREET &
IROLO STREET



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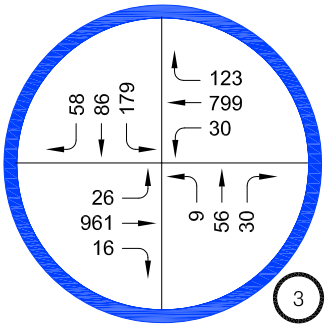
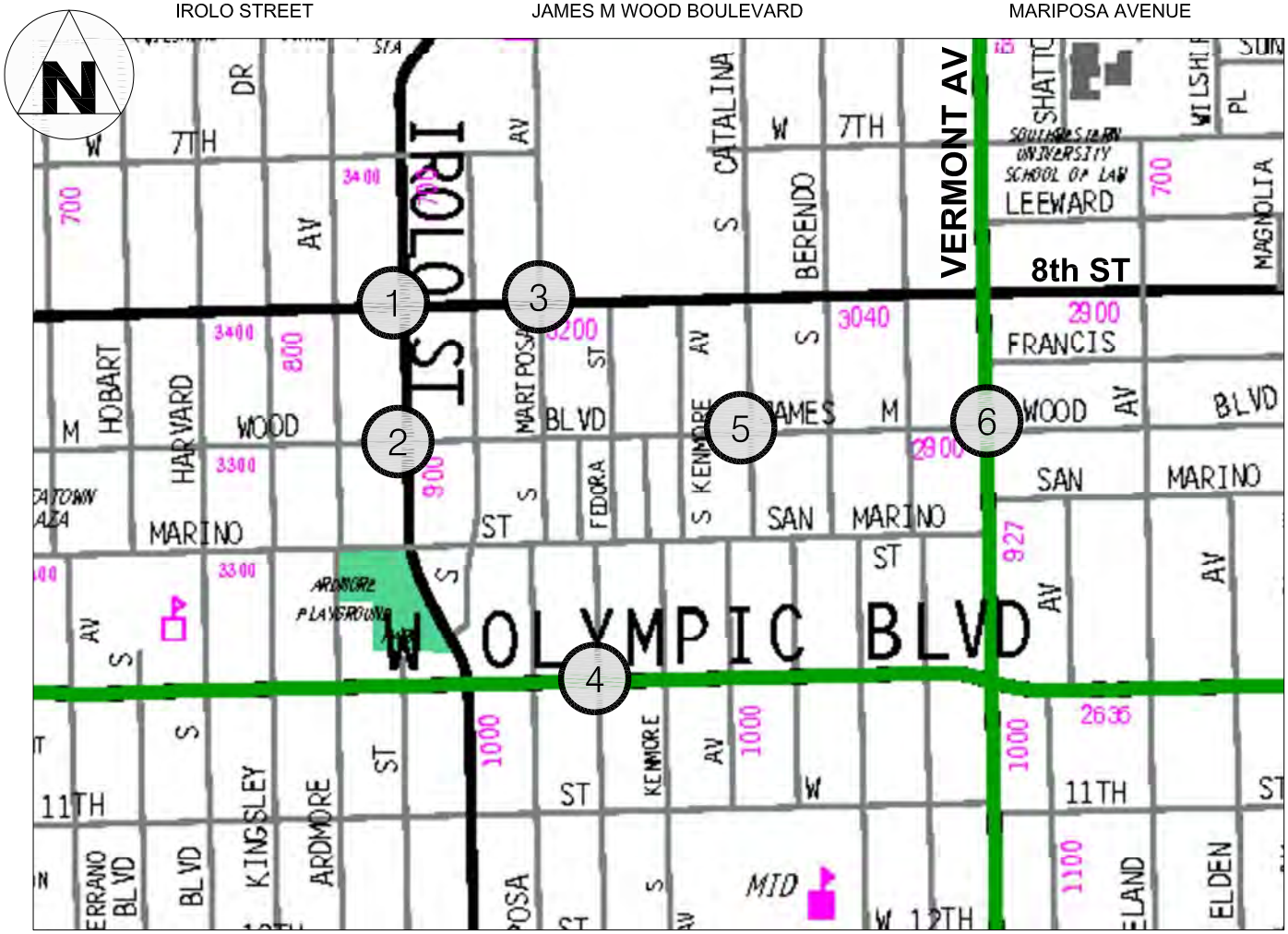
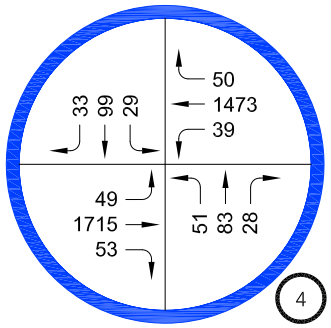
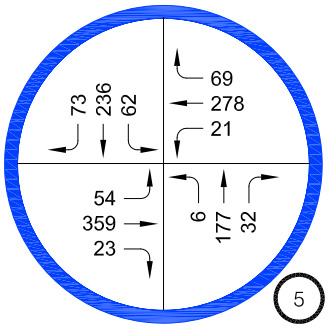


8TH STREET &
MARIPOSA AVENUE





FEDORA STREET &
OLYMPIC BOULEVARD



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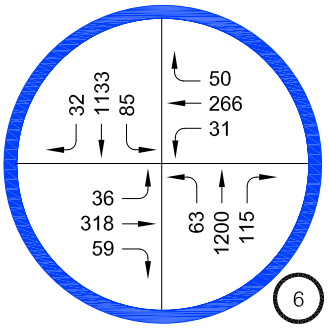

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FIGURE 8

EXISTING (2017) TRAFFIC VOLUMES
PM PEAK HOUR

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example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 4 on page 22.

Reductions for traffic signal improvements in the area are included in the analysis. The area currently has Automated Traffic Surveillance and Control (ATSAC) systems improvements which increase capacity at the intersection through computer aided signal progression. The City of Los Angeles has determined that this type of improvement increases capacity by approximately 7%. The City has supplemented the signal systems in the area around the Project with an upgrade which includes advance loop detection at the intersections and system wide progression computer programming with system wide interaction between the traffic signals. This system is known as the Adaptive Traffic Control System (ATCS) system. An additional 3% capacity increase is estimated with this signal system. According to LADOT, the Project area has been improved with signal improvements at the study intersections with ATSAC capabilities. The existing conditions include the ATSAC improvements; the future without Project and future with Project conditions include ATSAC and ATCS improvements at the study intersections within the City of Los Angeles.

This area of the City of Los Angeles has been observed to experience vehicle delays at some intersection due to high volumes of pedestrian traffic. In order to account for the delay phenomenon at the study intersections, the study intersection 3% increases in capacity credits for signal improvements have been removed during time periods of high pedestrian volumes. The installed ATCS credit was not taken, demonstrating a 3% decrease in capacity at:

Irolo Street & 8th Street – AM & PM Peak Hours
Mariposa Avenue & 8th Street – AM & PM Peak Hours
Vermont Avenue and 8th Street – PM Peak Hour

Table 4
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.

By applying the CMA procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing traffic conditions were determined at the study intersections. The LOS values for the intersections are summarized in Table 5. Supporting capacity worksheets are contained in Appendix H of this report.

Table 5
Level of Service for Existing Conditions

No.	Intersection	Peak Hour	Existing (2017) CMA	Existing (2017) LOS
1	8th Street &	AM	0.753	C
	Irolo Street	PM	0.753	C
2	Irolo Street &	AM	0.609	B
	James M Wood Boulevard	PM	0.653	B
3	8th Street &	AM	0.477	A
	Mariposa Avenue	PM	0.532	A
4	Fedora Street &	AM	0.637	B
	Olympic Boulevard	PM	0.657	B
5	Catalina Avenue &	AM	0.388	A
	James M Wood Boulevard	PM	0.456	A
6	James M Wood Boulevard	AM	0.647	B
	& Vemont Avenue	PM	0.721	C

Analysis of Existing + Project Conditions

An evaluation has been conducted to evaluate potential Project impacts to the existing conditions. According to the standards adopted by LADOT and described in the Transportation Impact Study Guidelines, December 2016, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the Table 6.

Table 6
Significant Impact Criteria
City of Los Angeles

LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.

The potential impact for existing plus Project was conducted by adding the Project traffic to the existing traffic. The existing and existing + Project traffic conditions were compared to determine if the thresholds of significance in Table 6 were exceeded. As noted in Table 7, no significant traffic impacts are identified.

Table 7
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing (2017) CMA	Existing (2017) LOS	Existing +Project CMA	Existing +Project LOS	Impact	Significant Impact
1	8th Street &	AM	0.753	C	0.755	C	+ 0.002	NO
	Irolo Street	PM	0.753	C	0.755	C	+ 0.002	NO
2	Irolo Street &	AM	0.609	B	0.611	B	+ 0.002	NO
	James M Wood Boulevard	PM	0.653	B	0.657	B	+ 0.004	NO
3	8th Street &	AM	0.477	A	0.483	A	+ 0.006	NO
	Mariposa Avenue	PM	0.532	A	0.536	A	+ 0.004	NO
4	Fedora Street &	AM	0.637	B	0.639	B	+ 0.002	NO
	Olympic Boulevard	PM	0.657	B	0.660	B	+ 0.003	NO
5	Catalina Avenue &	AM	0.388	A	0.395	A	+ 0.007	NO
	James M Wood Boulevard	PM	0.456	A	0.461	A	+ 0.005	NO
6	James M Wood Boulevard	AM	0.647	B	0.653	B	+ 0.006	NO
	& Vemont Avenue	PM	0.721	C	0.725	C	+ 0.004	NO

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed Project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

(a) Existing traffic 2017 conditions;

(b) Traffic in (a) + ambient growth (1 % per year increase)

(c) Traffic in (b) + related projects (without Project scenario);

(d) Traffic in (c) with the proposed Project traffic (with Project scenario);

(e) Traffic in (d) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other reasonably foreseeable development projects located within the study area that are either under construction or brought to the attention of the City as planned for future development. As part of this analysis, the related project information was obtained from the City of Los Angeles Department of Transportation[1] and City of Los Angeles Department of City Planning. It should be noted that this Project or any actions taken by the City regarding this Project, does not have a direct bearing on the other proposed related projects. The adjacent Fedora Residential Project is presented as related Project number 101B and is included in the future without Project traffic conditions. Project 101A is this Mariposa Residential Project and is included in the future without Project for the Fedora Street analysis. The locations of the related projects are shown in Figure 9 and described in Table 8. The number of trips added to the area by the related projects alone is displayed in Figure 10.

To evaluate future traffic conditions with the related project, estimates of the peak hour trips generated were developed. The potential net increase in traffic from the related projects is shown in Appendix F.

The potential traffic growth in the future at the study intersections has been determined by adding the existing traffic volume, ambient traffic growth of 1% per year and traffic from the other related development projects. Future cumulative “without project” peak hour traffic volume estimates are shown in Figure 11 for the AM Peak Hour and Figure 12 for the PM Peak Hour.

[1] Data obtained for related projects during August 2017.

Table 8
Related Projects Descriptions

	Project	Size		Location
1	Condominiums	208	units	3323 W Olympic Boulevard
	Retail	3,500	sf	
2	Apartments	378	units	3670 Wilshire Boulevard
	Retail	8,000	sf	
3	Retail	130,500	sf	450 S Western Avennue
4	Retail	109,000	sf	3060 W. Olympic Boulevard
5	Condominiums	224	units	805 S. Catalina Street
	Retail	7,000	sf	
6	Apartments	136	units	688 S Berendo St
7	Apartments	165	units	621 S. Catalina Street
	Retail	8,000	sf	
	Lounge/Restr/Ntclb	15,000	sf	
	Restaurant	1,547	sf	
8	Apartments	98	units	100 N. Western Avenue
	Retail	30,000	sf	
9	Office	55,380	sf	3663 W. Wilshire Boulevard
	Nursery School	216	students	Wilshire Temple Master Plan
	Elementary	420	students	
10	Charter School	696	students	3400 W. 3rd Street
11	Hotel	125	rooms	2250 W Pico Boulevard
12	Apartments	174	units	680 S. Berendo Street
13	Apartments	177	units	685 S. New Hampshire Avenue
14	Hotel	86	rooms	1020 S. Fedora Street
15	Apartments	209	units	3640 W. Wilshire Boulevard
16	Church	85,308	sf	968 S. Berendo Street
17	Restaurant	11,904	sf	135 N. Western Avenue
18	Apartments	81	units	940 S. Western Avenue
	Retail	8,000	sf	
19	Apartments	411	units	864 S. Vermont Avenue
	Retail	43,800	sf	
20	Apartments	85	units	535 S. Kingsley Drive
21	Apartments	131	units	800 S. Harvard Boulevard
	Retail	7,000	sf	
22	Hotel	173	rooms	4110 W. 3rd. Street
	Retail	2,780	sf	
23	Apartments	91	units	1011 S. Serrano Avenue
24	Apartments	32	units	3200 W Beverly Boulevard

Table 8 (continued)
Related Projects Descriptions

	Project	Size		Location
24	Apartments	32	units	3200 W Beverly Boulevard
	Retail	5,870	sf	
25	Apartments	226	units	3076 W. Olympic Boulevard
	Retail	16,000	sf	
26	Apartments	120	units	3350 W. Wilshire Boulevard
27	Apartments	425	units	3545 W. Wilshire Boulevard
	Retail	36,676	sf	
28	Apartments	103	units	605 S. Vermont Avenue
	Museum	30,937	sf	
29	Apartments	179	units	627 S. Vermont Avenue
	Retail	12,000	sf	
30	Retail	20,607	sf	2789 W. Olympic Boulevard
	Office	2,780	sf	
31	Apartments	304	units	2972 W. 7th Street
	Retail	9,735	sf	
32	Apartments	100	units	3100 W. 8th Street
	Retail	9,496	sf	
33	Apartments	79	units	1017 S. Mariposa Avenue
34	Apartments	85	units	427 S. Berendo Street
35	Apartments	161	units	700 S. Manhattan Place
	Retail	10,000	sf	
36	Apartments	224	units	411 S. Normandie Avenue
37	Condominiums	206	units	1924 W Temple Street
	Apartments	46	units	
	Retail	19,103	sf	
38	Apartments	367	units	3525 W. 8th Street
	Retail	16,500	sf	
	Market	23,000	sf	
39	Apartments	52	units	619 S Westlake Avenue
	Public Parking			
40	Apartments	44	units	850 S Crenshaw Boulevard
41	Apartments	90	units	815 S Kingsley Drive
42	Apartment	140	units	NWC Third & Mariposa
	Retail	3,490	sf	
43	School	460	students	1633 W 11th Street
	K-5 Charter			
44	Apartments	119	units	4074 W 5th Street
	Retail	13,000	sf	

Table 8 (continued)
Related Projects Descriptions

	Project	Size		Location
45	Condominiums	32	units	820 S Hoover Street
	Retail	4,500	sf	
46	Condominiums	160	units	2850 W 7th Street
	Hotel	40	rooms	
	Retail	3,600	sf	
47	Hotel	100	rooms	2005 W James M Wood Bl
48	Condominiums	80	units	2929 W Leeward Av
49	Apartments	399	units	2968 W 6th Street
	Retail	20,000	sf	
50	Apartments	100	units	241 N Vermont
	Retail	5,000	sf	
51	Hotel	99	rooms	2965 W 6th Street
	Restaurant	545	sf	
52	Apartments	228	units	3986 W Wilshire Boulevard
	Retail	12,000	sf	
	Restaurant	3,500	sf	
	Coffee	1,750	sf	
53	Apartments	108	units	1011 S Park View St
54	Apartments	81	units	2859 W Francis Av
55	Apartments	65	units	326 S Reno
56	Apartments	40	units	3330 W Beverly Bl
	Child Care	4,237	sf	
57	Apartments	144	units	2405 W 8th St
	Retail	4,406	sf	
58	Apartments	94	units	1329 W 7th Street
	Retail	2,000	sf	
59	Hotel	160	rooms	1700 W Olympic Boulevard
60	Apartments	90	units	1218 W Ingraham Street
61	Condominiums	58	units	742 S Hartford Avenue
62	Restaurant	9,600	sf	1728 W 7th Street
	Bar	3,500	sf	
63	Apartments	77	units	616 Westmoreland
	Restaurant	2,360	sf	
	Retail	745	sf	
64	Pharmacy	16,572	sf	1302 W Washington
65	High School	480	students	1929 Pico Boulevard
66	Apartments	103	units	1255 E Elden Avenue
67	Apartments	45	units	2649 - 2655 San Marino St

Table 8 (continued)
Related Projects Descriptions

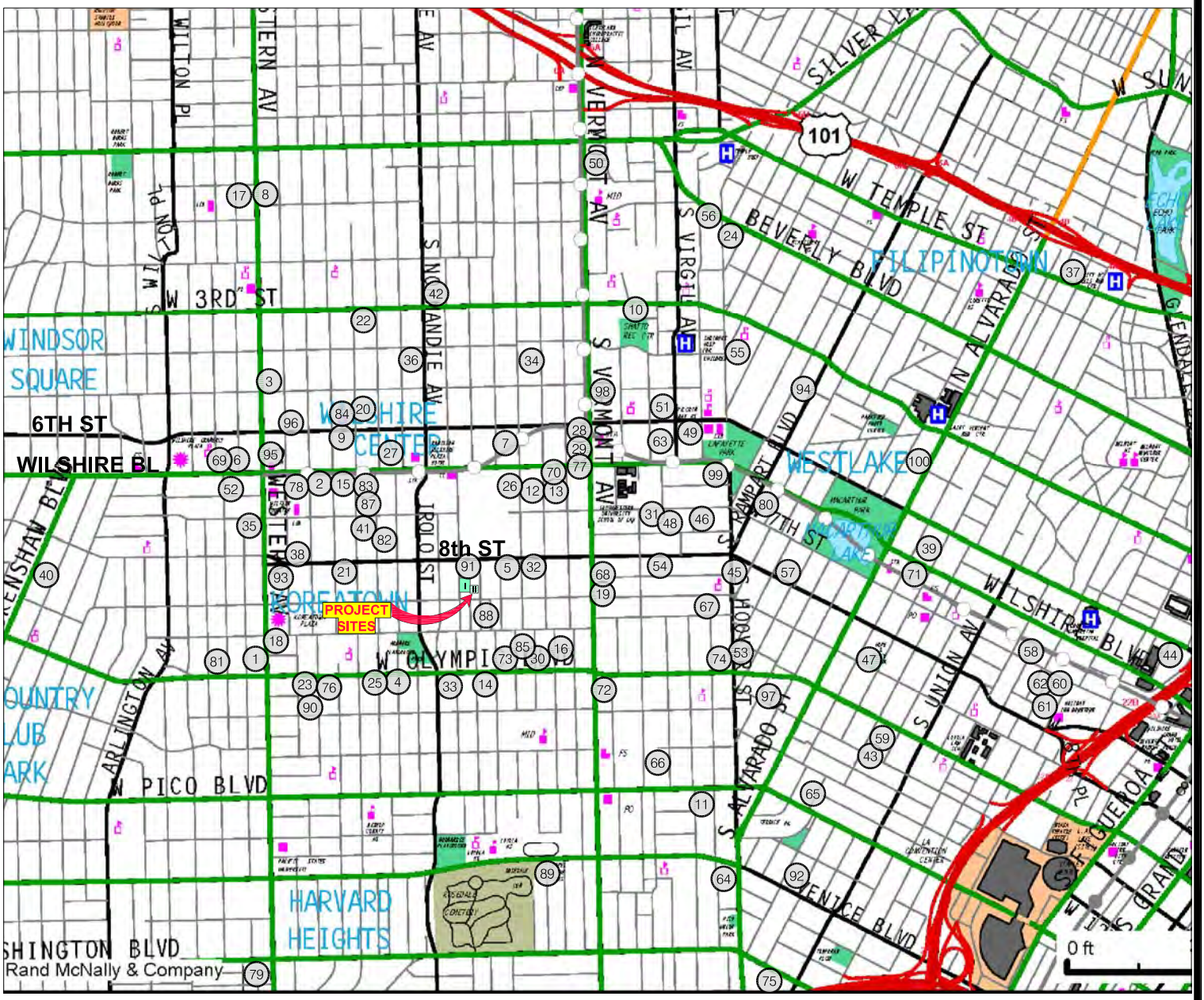
	Project	Size		Location
68	Office	4,400	sf	888 S Vermont
	Market	47,208	sf	
69	Apartments	196	units	3875 W Wilshire Boulevard
70	Hotel	162	rooms	3240 W Wilshire Boulevard
	Apartments	545	units	
	Retail	5,222	sf	
71	Apartments	478	units	1930 W Wilshire Boulevard
	Theater	850	seats	
	Classroom	50	students	
	Hotel	220	rooms	
72	Apartments	236	units	1000 S Vermont Avenue
	Commercial	60,300	sf	
73	Hotel	78	rooms	2870 W Olympic Boulevard
	Retail/Restaurant	16,384	sf	
74	Apartments	173	units	2501 W Olympic Boulevard
	Retail	36,180	sf	
75	Medical Office	60,000	sf	1122 W Washington Bl
76	Apartments	252	units	3170 W Olympic Boulevard
	Retail	32,300	sf	
77	Hotel	200	rooms	631 S Vermont Avenue
	Condominiums	250	units	
	office	49,227	sf	
	Retail	21,320	sf	
78	Condominiums	506	units	3700 W Wilshire Boulevard
	Retail	40,323	sf	
	Restaurant	21,712	sf	
79	Apartments	22	units	1919 S Western Avenue
	Retail	7,750	sf	
	Office	266,500	sf	
80	Apartments	122	units	668 S Coronado Street
	Retail	1,182	sf	
81	Assited Living	142	units	3377 W Olympic Boulevard
	Medical Office	9,246	sf	
	Restaurant	3,179	sf	
82	Apartments	67	units	748 S Kingsley Drive
83	Apartments	760	units	3600 W Wilshire Boulevard
	Retail	10,670	sf	

Table 8 (continued)
Related Projects Descriptions

	Project	Size		Location
84	Hotel	266	rooms	3751 W 6th Street
	Apartments	44	units	
	Retail	20,000	sf	
85	Hotel	99	rooms	966 S Dewey Avenue
86	Apartments	206	units	1009 Crenshaw Boulevard
	Retail	23,590	sf	
87	Hotel	110	rooms	679 S Harvard Boulevard
	Retail	1,000	sf	
88	Apartment	net 65	units	923 Fedora Street
89	Self Storage	154,024	sf	1810 Venice Boulevard
90	Condominiums	49	units	1048 S Oxford Avenue
91	Hotel	72	units	3216 W 8th Street
	Condominiums	16	units	
	Retail	5,085	sf	
	Karaoke Lounge	3,128	sf	
92	Apartments	26	units	1420 S Bonnie Brae Street
93	Hotel	148	rooms	800 S Western
	Apartments	96	units	
	Retail	29,730	sf	
	Restaurant	20,000	sf	
94	Apartments	53	units	329 S Rampart Bl
95	Apartments	220	units	635 S Western Avenue
	Retail	900	sf	
96	Condominiums	89	units	500 S Oxford Avenue
97	Assisted Living	338	beds	1030 Lake Street
	Senior Housing	34	units	
98	Office	2,166	empl	510 S Vermont
	Retail	17,500	sf	
	Apartment	72	units	
	Community Center	13,200	sf	
	Apartment	246	units	

Table 8 (continued)
Related Projects Descriptions

	Project	Size		Location
99	Apartments	644	units	2900 Wilshire Boulevard
	Restaurant	5,500	sf	
	Retail	10,000	sf	
100	Apartments	80	units	422 S Lake Street
101A	Apartments	98	units	826,. 834, 840 Maroposa Av
	Apartment removal	(16)	units	
101B	Apartments	75	units	837-849 Fedora St
	Apartment removal	(10)	units	



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RELATED PROJECT LOCATION MAP
PROJECT SITE 1 (also related project to site II)
PROJECT SITE 2 (also related project to site I)

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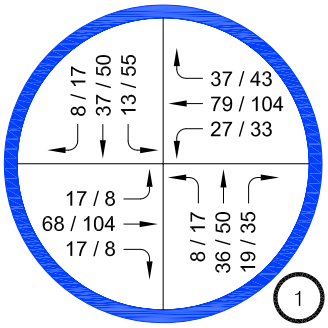
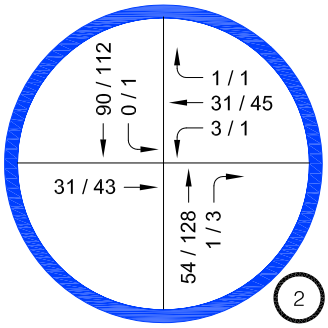


8TH STREET &
IROLO STREET



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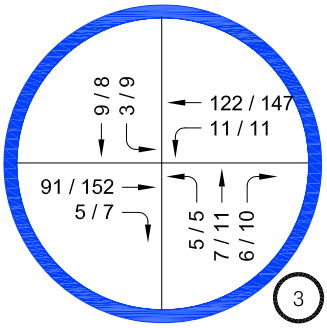
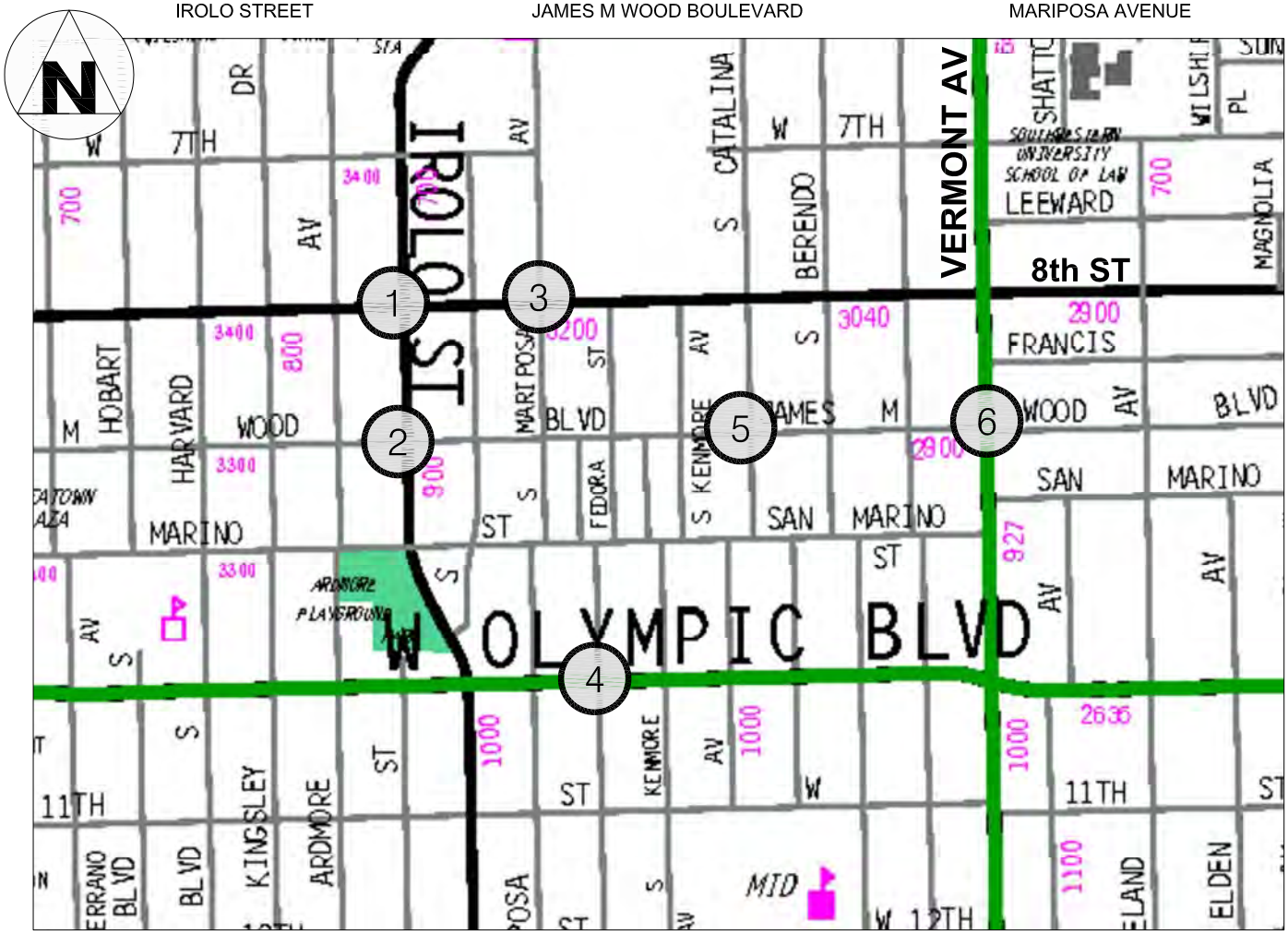
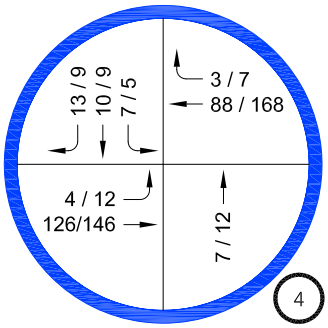


8TH STREET &
MARIPOSA AVENUE





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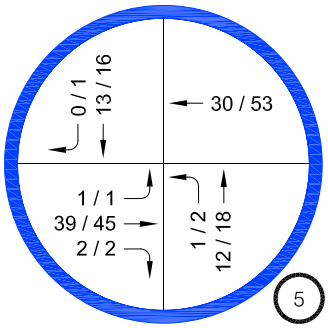

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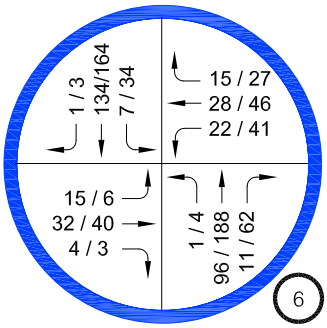

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FIGURE 10

RELATED PROJECT ONLY
TRAFFIC VOLUMES
AM PEAK HOUR / PM PEAK HOUR

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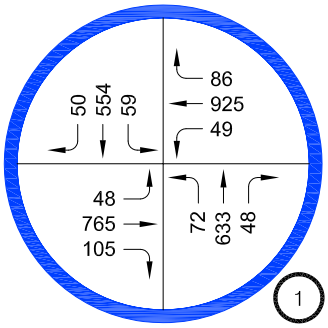
The traffic conditions created by ambient traffic growth plus the other related development projects are shown in Table 9 which demonstrates growth by comparing the existing traffic conditions and the future without Project conditions. Comparing the changes in the traffic conditions between the future without Project and future with Project provides the necessary information to determine if the Project's projected traffic increases have the potential to create a significant impact on any of the study intersections. Figure 11 displays the future traffic volumes without the project during the AM Peak Hour and Figure 12 displays the future traffic volumes without the project during the PM Peak Hour.

Traffic conditions after completion of the Project have been calculated by adding the Project volume to the future without traffic volume. The traffic impact of the added project traffic at the study intersections is shown in Table 10 by comparing the future without Project and future with Project traffic conditions at the study intersections. The significant impact criteria provided in Table 6 was applied to the future traffic conditions. As shown in Table 10, no significant traffic impacts occur at the study intersections.

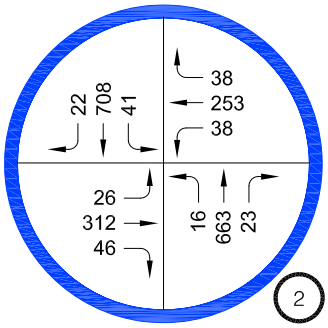
It should be noted that the impact analysis does not consider any changes to the existing intersection configuration (i.e., future roadway improvements). Future cumulative "with Project" peak hour traffic volumes are shown in Figure 13 for the AM Peak Hour and Figure 14 for the PM Peak Hour.

Table 9
Future (2019) Traffic Conditions
Without Project

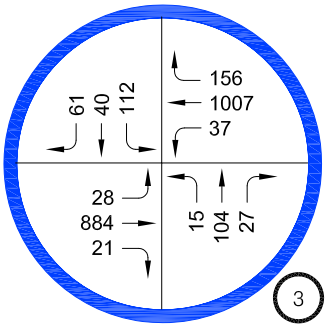
No.	Intersection	Peak Hour	Existing (2017) CMA	Existing (2017) LOS	Future (2019) Without Project CMA	Future (2019) Without Project LOS	Growth
1	8th Street &	AM	0.753	C	0.906	E	+ 0.153
	Irolo Street	PM	0.753	C	0.953	E	+ 0.200
2	Irolo Street &	AM	0.609	B	0.706	C	+ 0.097
	James M Wood Boulevard	PM	0.653	B	0.773	C	+ 0.120
3	8th Street &	AM	0.477	A	0.558	A	+ 0.081
	Mariposa Avenue	PM	0.532	A	0.638	B	+ 0.106
4	Fedora Street &	AM	0.637	B	0.707	C	+ 0.070
	Olympic Boulevard	PM	0.657	B	0.737	C	+ 0.080
5	Catalina Avenue &	AM	0.388	A	0.434	A	+ 0.046
	James M Wood Boulevard	PM	0.456	A	0.511	A	+ 0.055
6	James M Wood Boulevard	AM	0.647	B	0.752	C	+ 0.105
	& Vemont Avenue	PM	0.721	C	0.903	E	+ 0.182



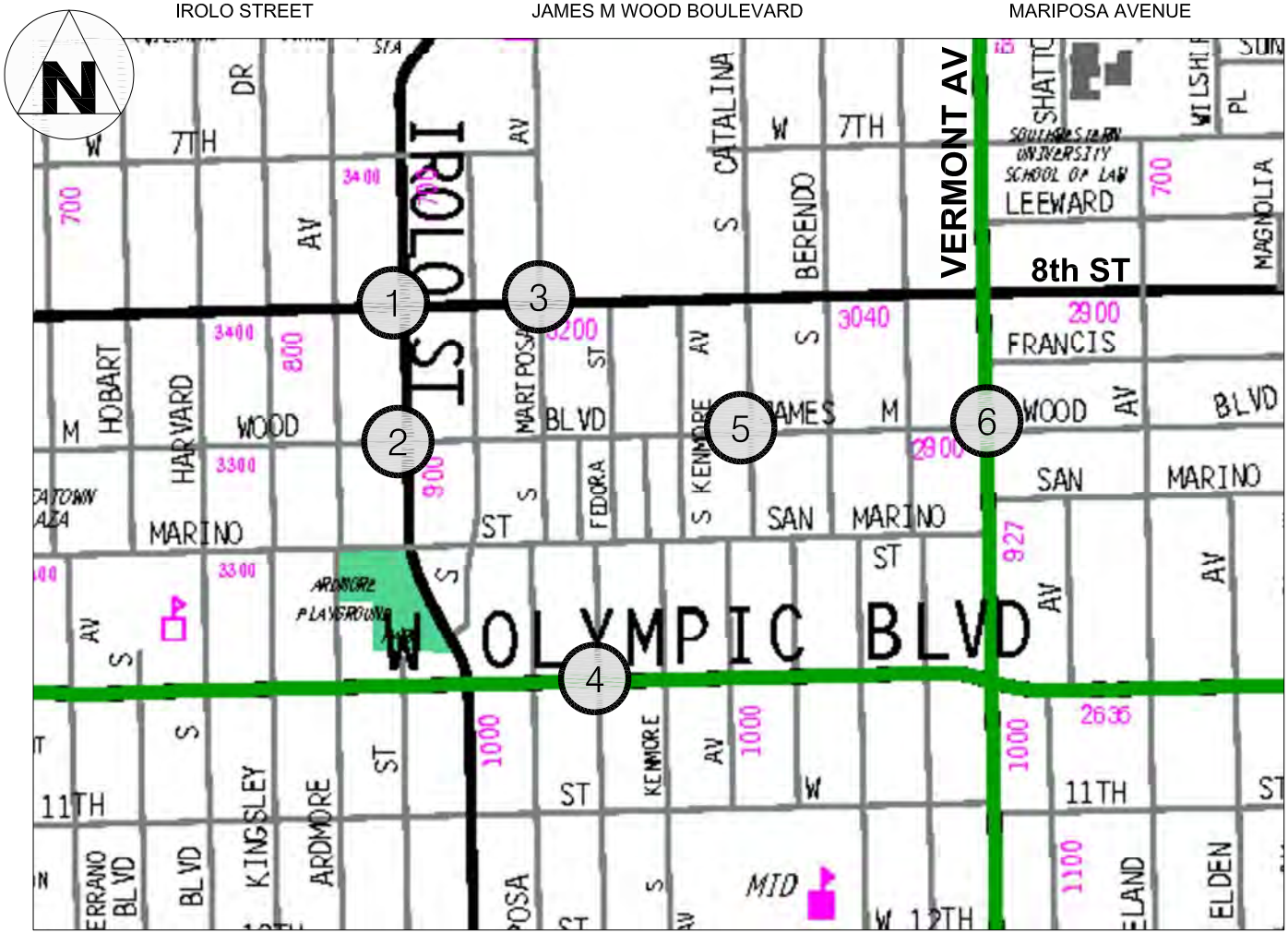
8TH STREET &
IROLO STREET

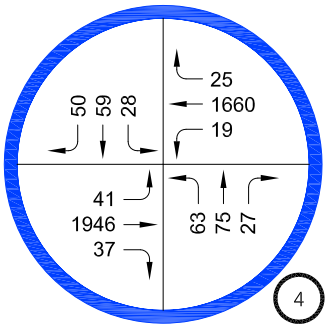


IROLO STREET &
JAMES M WOOD BOULEVARD

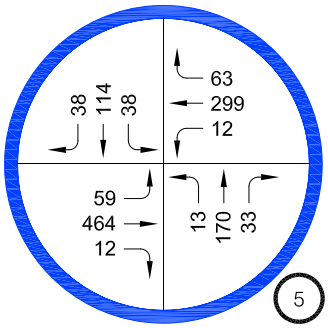


8TH STREET &
MARIPOSA AVENUE





FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD

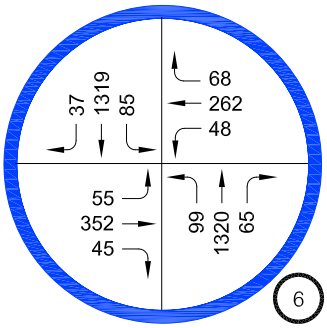


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FIGURE 11

FUTURE (2019) TRAFFIC VOLUMES
WITHOUT PROJECT
AM PEAK HOUR

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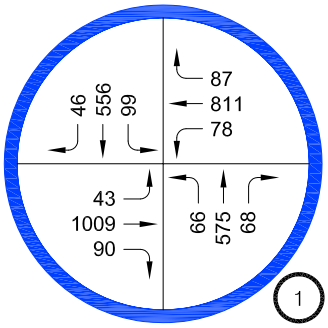
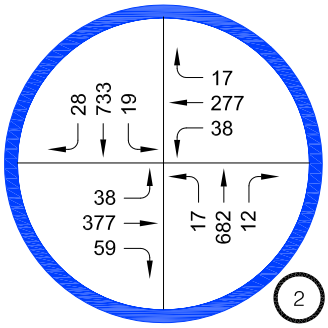
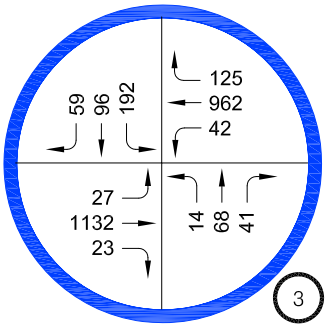


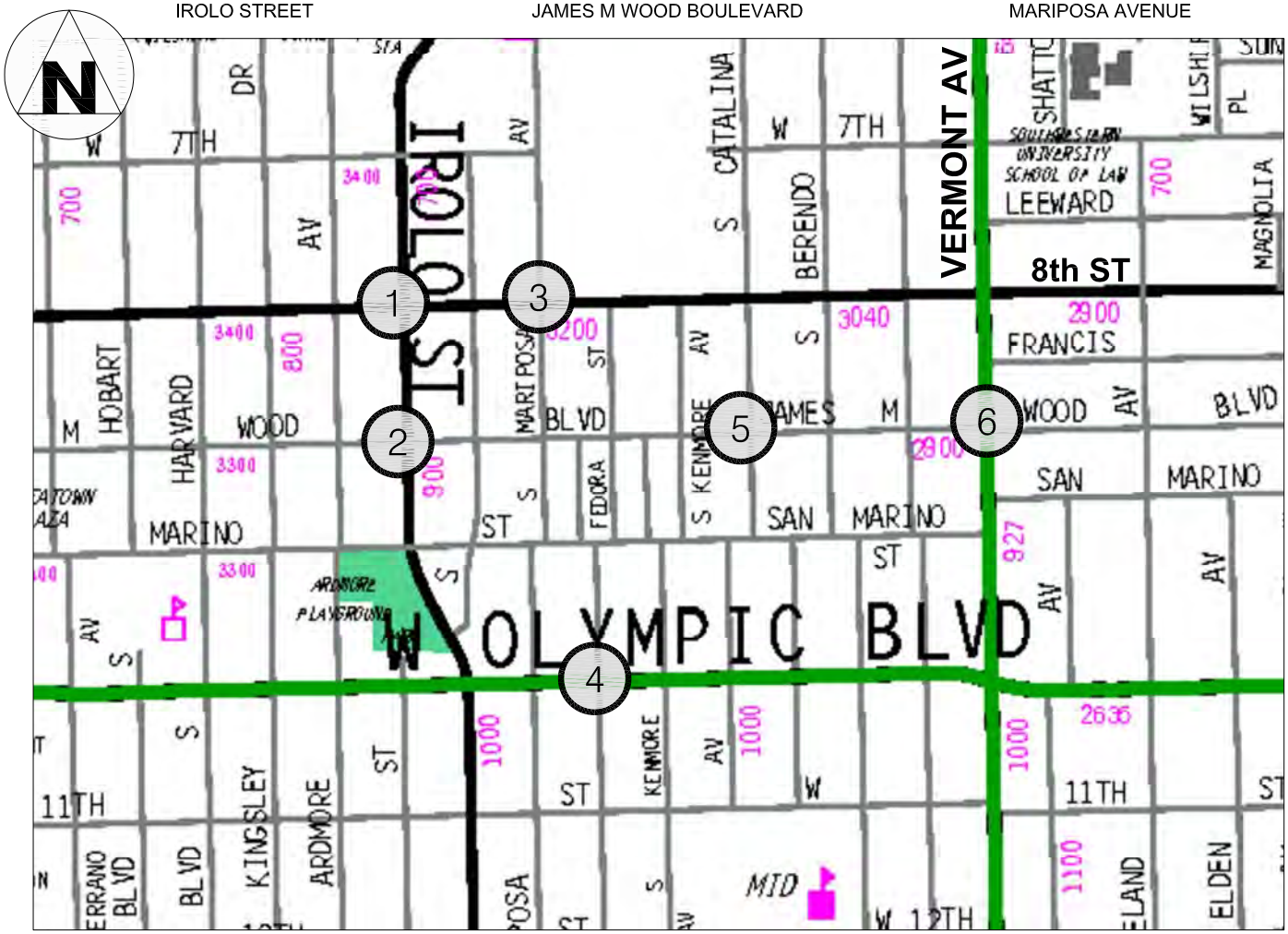
8TH STREET &
IROLO STREET

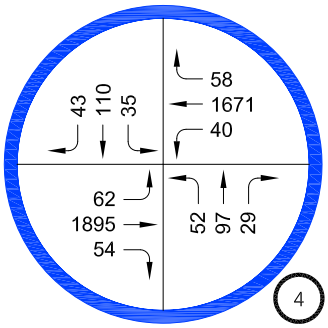


IROLO STREET &
JAMES M WOOD BOULEVARD

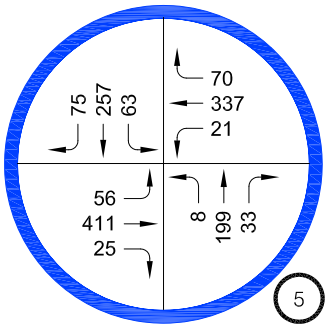


8TH STREET &
MARIPOSA AVENUE





FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD

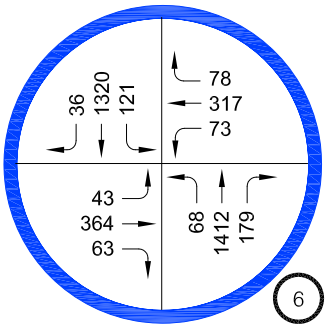


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FIGURE 12

FUTURE (2019)TRAFFIC VOLUMES
WITHOUT PROJECT
PM PEAK HOUR

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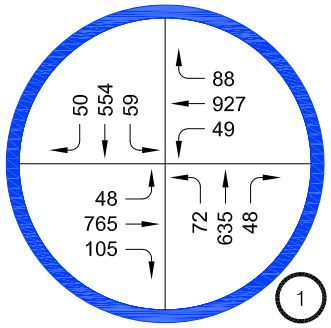
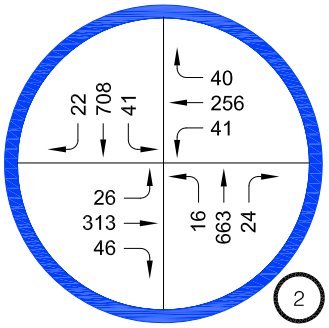
Table 10
Future (2019) Traffic Conditions
With Project

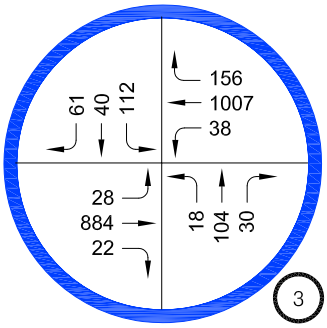
No.	Intersection	Peak Hour	Future (2019) Without Project CMA	Future (2019) Without Project LOS	Future (2019) With Project CMA	Future (2019) With Project LOS	Future (2019) With Project IMPACT	Significant Impact
1	8th Street &	AM	0.906	E	0.909	E	+ 0.003	NO
	Irolo Street	PM	0.953	E	0.955	E	+ 0.002	NO
2	Irolo Street &	AM	0.706	C	0.709	C	+ 0.003	NO
	James M Wood Boulevard	PM	0.773	C	0.777	C	+ 0.004	NO
3	8th Street &	AM	0.558	A	0.563	A	+ 0.005	NO
	Mariposa Avenue	PM	0.638	B	0.643	B	+ 0.005	NO
4	Fedora Street &	AM	0.707	C	0.713	C	+ 0.006	NO
	Olympic Boulevard	PM	0.737	C	0.740	C	+ 0.003	NO
5	Catalina Avenue &	AM	0.434	A	0.441	A	+ 0.007	NO
	James M Wood Boulevard	PM	0.511	A	0.515	A	+ 0.004	NO
6	James M Wood Boulevard	AM	0.752	C	0.757	C	+ 0.005	NO
	& Vemont Avenue	PM	0.903	E	0.907	E	+ 0.004	NO



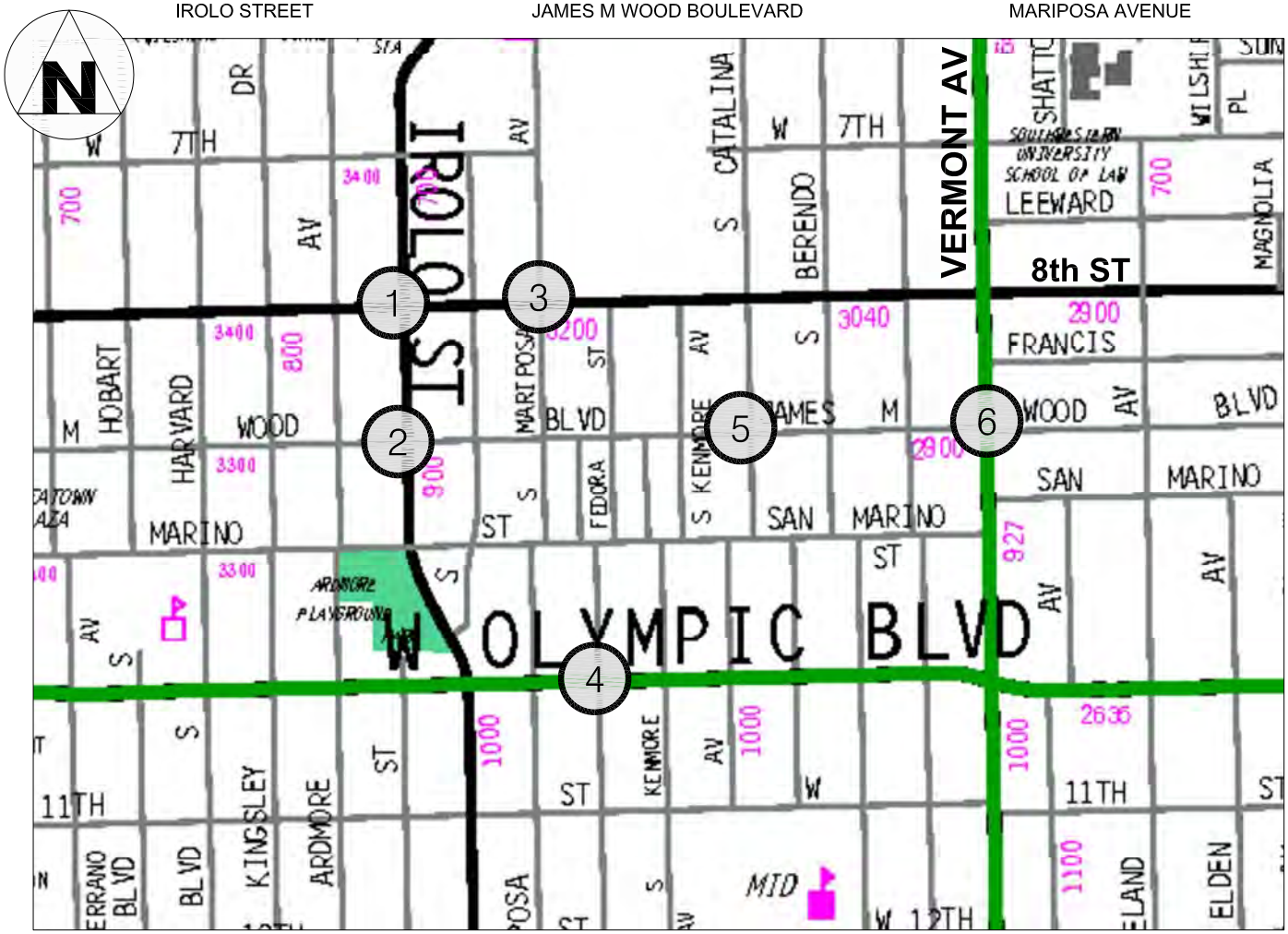
8TH STREET &
IROLO STREET

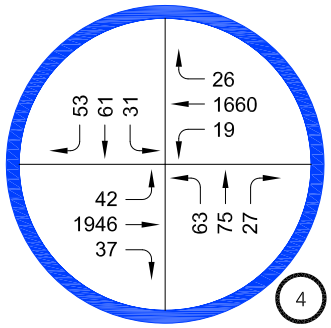


IROLO STREET &
JAMES M WOOD BOULEVARD

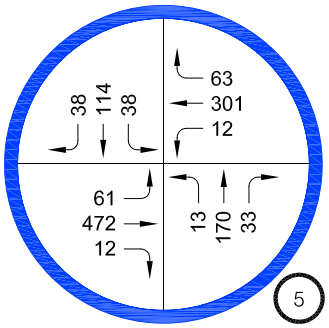


8TH STREET &
MARIPOSA AVENUE





FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD

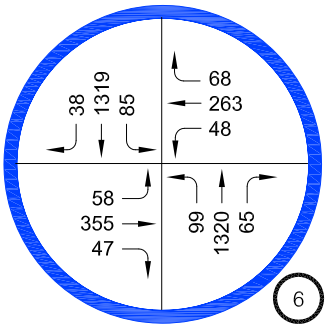


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FIGURE 13

FUTURE (2019) TRAFFIC VOLUMES
WITH PROJECT
AM PEAK HOUR

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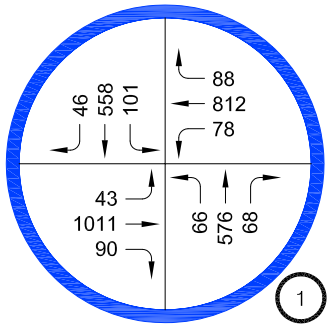
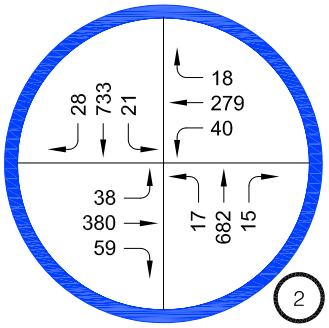
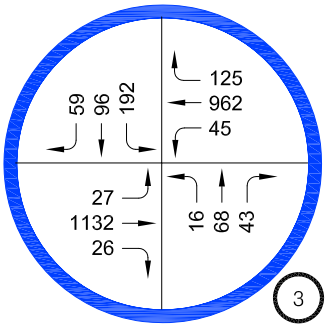


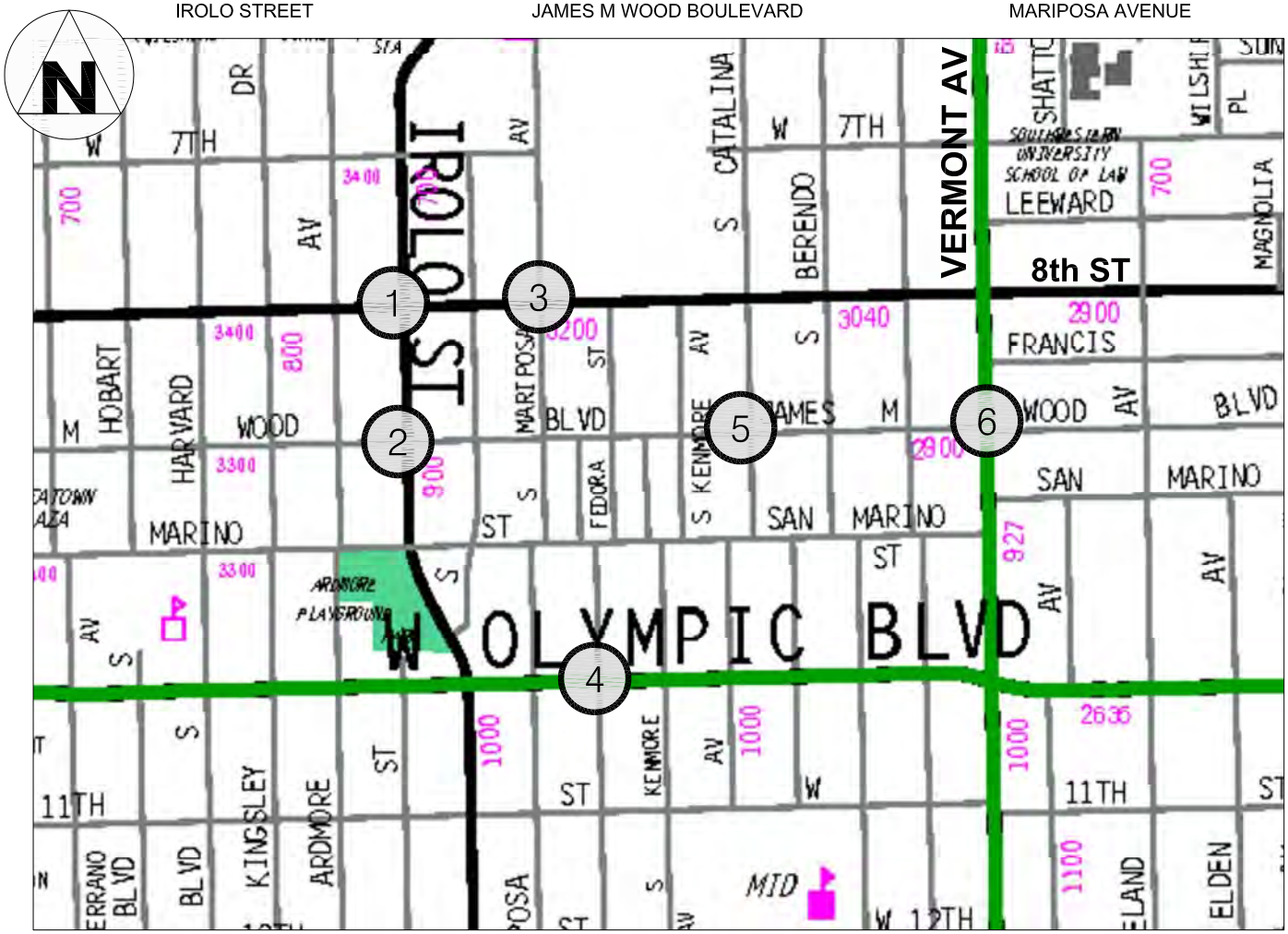
8TH STREET &
IROLO STREET

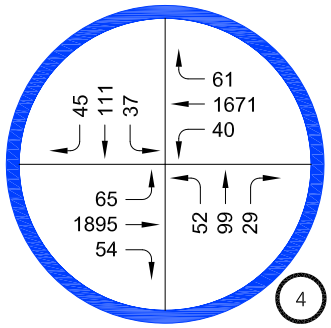


IROLO STREET &
JAMES M WOOD BOULEVARD

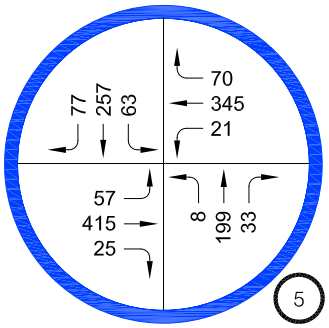


8TH STREET &
MARIPOSA AVENUE

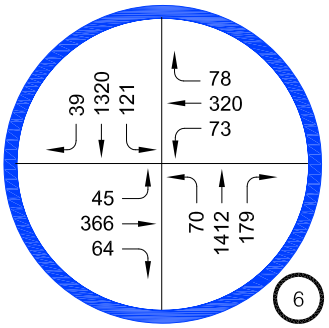




FEDORA STREET &
OLYMPIC BOULEVARD



CATALINA AVENUE &
JAMES M WOOD BOULEVARD



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VERMONT AVENUE

10/2017

FIGURE 14

FUTURE (2019)TRAFFIC VOLUMES
WITH PROJECT
PM PEAK HOUR

Overland Traffic Consultants, Inc.
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Bicycle Plan Improvements

The City of Los Angeles adopted a 2010 Bicycle Master Plan to encourage alternative modes of transportation throughout the City of Los Angeles. The Master Plan was developed to provide a network system that is safe and efficient to use in coordination with the vehicle and pedestrian traffic on the City street systems. The Master Plan has mapped out the existing, funded and potential future Bicycle Paths, Bicycle Lanes, and Bicycle Routes. Copies of the Bicycle Plan maps dated 2010 are provided in Appendix G. A brief definition of the bicycle facilities is provided below:

Bicycle Path – A bicycle path is facility that is separated from the vehicular traffic for the exclusive use of the cyclist (although sometimes combined with a pedestrian lane). The designated path can be completely separated from vehicular traffic or cross the vehicular traffic with right-of-way assigned through signals or stop signs.

Bicycle Lane – A bicycle lane is typically provided on street with a designated lane stripped on the street for the exclusive use of the cyclist. The bicycle lanes are occasionally curbside, outside the parking lane, or along a right turn lane at intersections.

Bicycle Route – A bicycle route is a designated route in a cycling system where the cyclist shares the lane with the vehicle. Cyclist would follow the route and share the right-of-way with the vehicle.

The City of Los Angeles Mobility Plan 2035 has identified a Bicycle Enhanced Network. The Mobility Plan indicates that Tier 2 bicycle lanes are more likely to be built by 2035 than Tier 3 lanes. The plan entails roadways be improved with bike detectors at actuated signals. Vermont Avenue is identified to be part of the tier 3 improvements. 8th Street is identified as part of the Neighborhood Bikeway Network. Mariposa Avenue is not identified as part of the City's bikeway system.

A copy of the Bicycle Enhanced Network Map is provided in Appendix G.

Municipal code 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces. Multi-family residential requires one long term bicycle parking space per unit and one short term bicycle parking space per 10 units.

Short term bicycle parking shall consist of bicycle racks that support the bicycle frame at two points. Long term bicycle parking shall be secured from the general public and enclosed on all sides and protect bicycles from inclement weather. As required and demonstrated below in Table 11, the new Project must provide, at a minimum, 10 short term and 98 long term bicycle spaces. The LAMC allows for a reduction of one required parking space for every four bicycle spaces for up to 10% of the residential parking if the Project has applied and received a density bonus.

Table 11
Los Angeles Municipal Code 12.21.A16(a)(2)
Required Bicycle Parking

Land Use	Size	Requirement	Number of Short Spaces	Number of Long Spaces
Apartments	98 units	1 short term space per 10 units & 1 long term space per unit	10	98

The Project will provide, at a minimum code required bicycle parking of 10 short term spaces and 98 long term spaces. No bicycle parking impact are anticipated.

Transit Analysis

The proposed Project is forecast to generate a net gain of approximately 546 weekday daily trips with 42 trips during the AM Peak Hour and 51 trips during the PM Peak Hour. As per Congestion Management Program (CMP) 2008 guidelines, person trips can be estimated by multiplying the total trips generated by 1.4. The trips assigned to transit may be calculated by multiplying the person trips generated by 3.5%. The CMP Transit trip generation calculation is displayed below in Table 12.

Table 12
Transit Trips

	DAILY	AM PEAK HOUR	PM PEAK HOUR
PROJECT TRIPS (from Table 2)	546	42	51
PERSON TRIPS (trips X 1.4)	764	59	71
TRANSIT TRIPS (person trips x 3.5%)	**27**	**2**	**2**

The proposed Project is located in an area with multiple transit services available within walking distances. The DASH Wilshire Center/Koreatown circulator can be used with a bus stop at James M Wood Boulevard and Fedora Street approximately 500 feet from the Project. The Metro Route 66 service can be used with a bus stop at Mariposa Avenue and 8th Street approximately 400 north of the Project site. The buses can be used to connect to other transit service throughout the community. The Project level of transit increase is not expected to adversely affect the current ridership of the transit services in the area.

Construction Analysis

Project construction will include site clearing, shoring, excavation, hauling, construction, and finishing work. The project developer will attempt to park and stage for construction on-site as much as possible. During periods of time where off-site street surfaces are needed, such as during garage excavation, the developer will submit for review and approval a traffic control plan detailing days, time of day, and safety features. In addition, the City of Los Angeles will require a Truck Haul Route program for approval by LADOT. Any off-site construction needs will be minimized and conducted outside of peak traffic times. Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible. Construction worker vehicles that can not be accommodated on site will be provided off-street parking and encouraged to use public transit services and/or shuttle service to the site, if needed. No construction impacts are anticipated with the Project.

Impacts on Regional Transportation System

The Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis.

The intersection of 9th Street and Western Avenue is the nearest CMP intersection. This CMP intersection is approximately 3,100 feet from the Project. Based on the distribution of Project trips, up to 10% of the Project traffic could be going through this intersection. This would be approximately 4 trips during the AM Peak Hour and 5 trips during the PM Peak hour. This is below the 50 threshold for a potential CMP intersection impact. No City of Los Angeles or CMP significant impacts are identified with construction of this project.

The Project volumes on the area freeways are anticipated to be dispersed throughout the system. The Project is closest to the Santa Monica Freeway. Based on the trip distribution patterns in the area, the project's access and proximity to destination points throughout the City, it is anticipated that, conservatively, 15% of the Project volumes will be using any one segment of the freeway. The maximum number of freeway trips on any one freeway would then be 8 vehicles during the peak hours. This amount of traffic is below the threshold needed for further evaluation.

No CMP intersection or freeway impacts are anticipated.

This study has determined that using the criteria established by the City of Los Angeles, that the added traffic volume generated by the development project will not significantly impact any of the six study intersections. No traffic mitigation measures are necessary.

Potential Roadway Requirements Along the Project Frontage

Mariposa Avenue is designated as a Local Street and provides the western boundary of the Project site. The current right-of-way along the Project frontage is 60 feet in width. The Mobility Plan 2035 requires 60 feet of right-of-way with a 36-foot roadway and 12-foot sidewalks. The Project will not need to dedicate along the Mariposa Avenue frontage.

Parking - No parking impacts are anticipated with the Project. It is anticipated that City of Los Angeles code required vehicle and bicycle parking will be provided.

No transit, construction, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the Project.

Note:
The appendix sections are shared with the Fedora Residential analysis and follow the Technical Analysis of the Fedora Residential Traffic Assessment

Overland Traffic Consultants, Inc.

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TECHNICAL TRAFFIC EVALUATION

FEDORA RESIDENTIAL

Located at 837 – 849 Fedora Street

In the
City of Los Angeles

November 2017

Technical Traffic Evaluation for the Proposed Residential Project at 837-849 Fedora Street (CEN 17-46320 Technical Letter – PROJECT 2)

Overland Traffic Consultants has conducted a technical traffic evaluation for the proposed residential project to include 75-unit residential apartment units to replace 10 existing apartment units. The development Project is located at 837 - 849 Fedora Street in the City of Los Angeles. The Project has frontage along Fedora Street only. A determination of the trip generation has been conducted based upon national standards, evaluation of potential traffic at three nearby intersections most likely to be impacted by the project, and evaluation of access & circulation indicates the following:

- Net Project Trip Generation: 432 daily trips with 33 AM Peak Hour and 41 PM Peak Hour trips;
- Irolo Street & James M Wood Boulevard– no significant traffic impact;
- Fedora Street & Olympic Boulevard – no significant traffic impact;
- James M Wood Boulevard & Vermont Avenue – no significant traffic impact;
- Vehicular access with one driveway off of Fedora Street which is designated as a local street by the City of Los Angeles Mobility Plan 2035.
- Temporary construction traffic impacts will be minimized through the following measures: A Traffic Control/Management Plan and Haul Route Plan will be submitted to the City for review and approval, work will be conducted on site to the extent possible with Street Services approval of any temporary lane closures restricted to non-peak commute hours, deliveries of construction material will be coordinated, to the extent possible to non-peak travel periods, construction workers will be prohibited from parking on adjacent local streets and to the extent possible directed to park on-site.

No significant traffic impacts are anticipated with this project. The details of this focused analysis are provided below and on the following pages.

Project Description & Generation

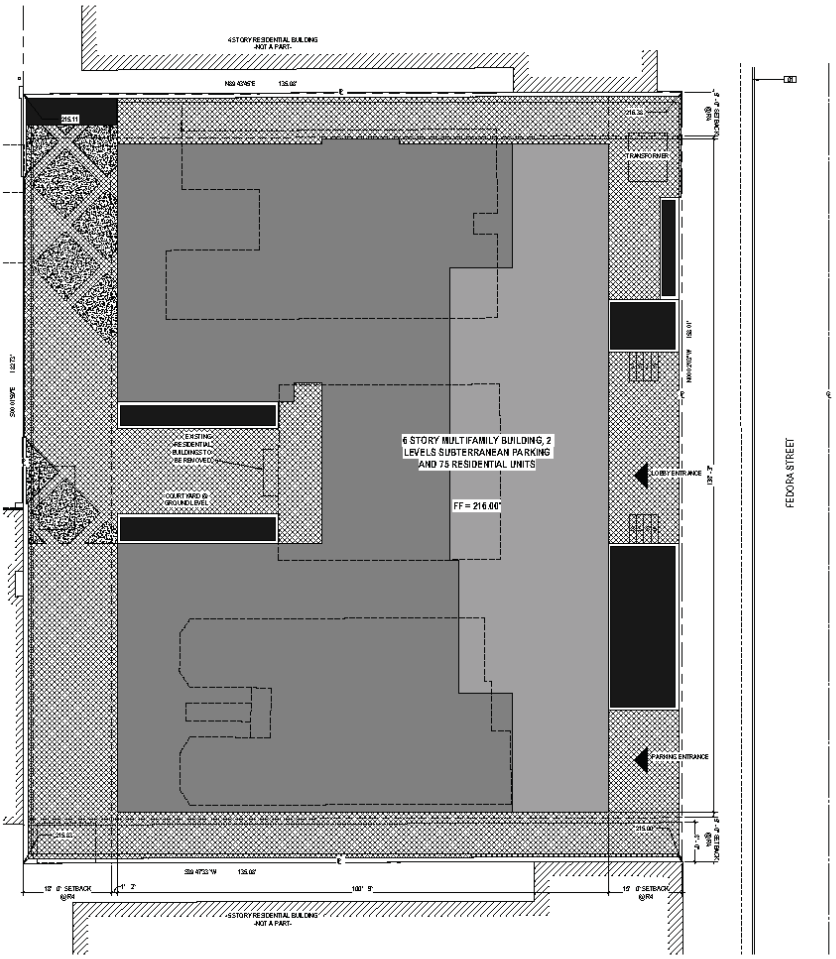
The Project site at 837-849 Fedora Street currently has multiple structures housing 10 apartment units. The existing uses will be removed for the new Project. The site is located on west side of Fedora Street between James M Wood Boulevard and 8th Street. The proposed Project will construct a 6 story 75-unit apartment building. Currently 5 studio units, 39 one-bedroom units and 31 two-bedroom units are proposed.

The Project is required and will provide 75 residential vehicle parking spaces. Parking will be provided on two subterranean levels of parking. The first subterranean level will provide 34 parking spaces (two of which are accessible) and 41 vehicle parking spaces on the second subterranean level. One driveway is proposed on Fedora Street near the south end of the site.

Bicycle parking spaces will be provided on first subterranean parking level P1 along the southeast corner of the site. Bicycle parking will be provided to meet City of Los Angeles requirements with 75 long term spaces and 8 short term spaces.

The Project site plan is provided below.

The location of the project is displayed on the aerial view and map and aerial view of the provided in Figure 1 and 2 on the following page.



Project Site Plan

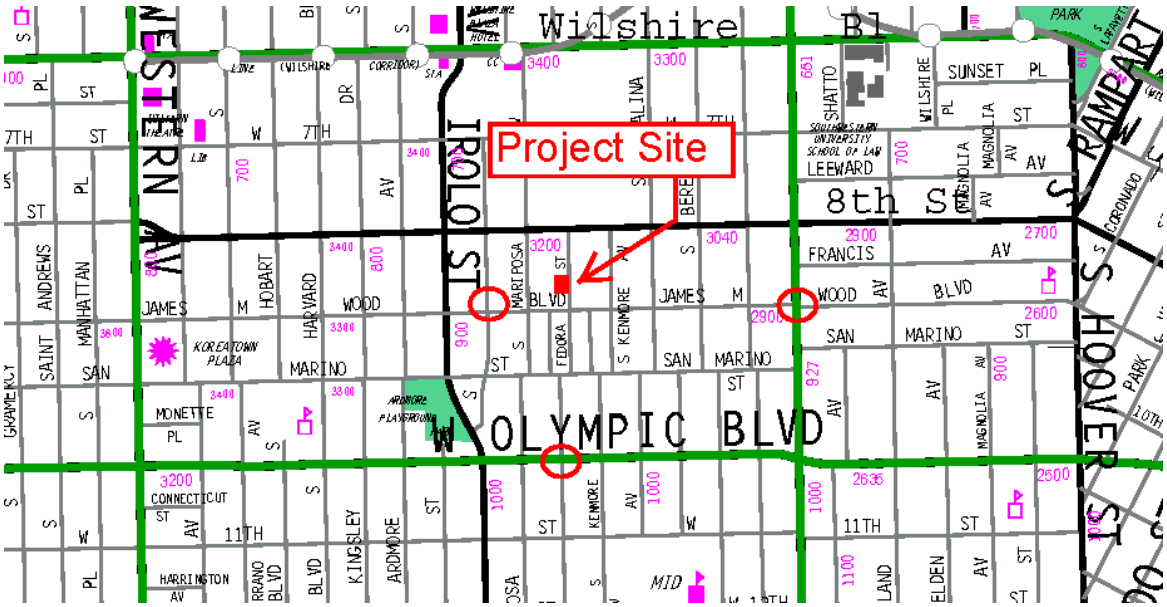


Figure 1: Project Location Area Map

Figure 2: Aerial of Project Site Area

Project trip generation for the Project has been based upon industry standards of the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition for the daily and AM Peak Hour and PM Peak Hour. The trip generation rates for apartments are shown below in Table 1.

Table 1
Project Trip Generation Rates

Description	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%

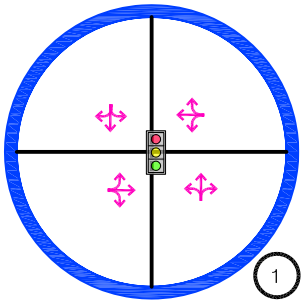
The ITE trip generation does not consider the surrounding community amenities, including its proximity to major streets. For instance, this proposed Project is approximately 400 feet from the DASH Wilshire Center Koreatown stop at Fedora Street and James M Wood Boulevard, approximately 400 feet from the Metro Route 66 with a stop at 8th Street and Mariposa Avenue and 1,800 feet from the stop for Metro Rapid 728 along Olympic Boulevard at Normandie Avenue and approximately ½ mile from the stop for Metro Route 204 and Rapid Route 754 along Vermont Avenue at James M. Wood Boulevard. Metro Rapid 728 along Olympic Boulevard operates between Downtown Los Angeles and Century City and Metro Route 204 and Metro Rapid Route 754 along Vermont Avenue operating between Hollywood and Athens. The Rapid Metro routes provide service with limited stops for faster transit service.

It is anticipated that some of the apartment residents and guests will make use of these community facilities. However, in order to be conservative in the potential Project traffic impacts, no transit trip reduction was included in the study. The Project trip generation is provided in Table 2.

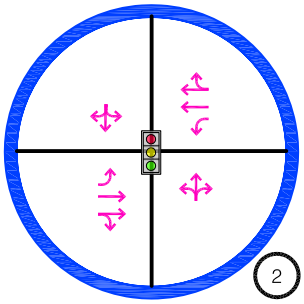
Table 2
Project Trip Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
PROPOSED								
Apartment	75 units	499	38	8	30	47	31	16
REMOVAL OF EXISTING								
Apartment	10 units	67	5	1	4	6	4	2
NET Project (Proposed - Existing)		**432**	**33**	**7**	**26**	**41**	**27**	**14**

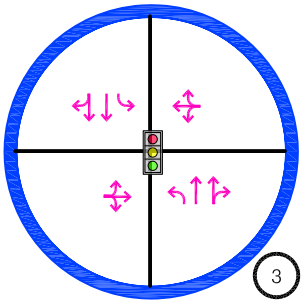
This level of trip generation indicates a need for a focused traffic analysis of nearby potentially impacted intersections according the Los Angeles Department of Transportation (LADOT) Traffic Study Guidelines, dated December 2016. The focused intersection analysis is provided in the following sections. The project trips were distributed to the study intersections. Figure 3 shows the current study intersection characteristics, project trip distribution and project trips at the study intersections.



IROLO STREET &
JAMES M WOOD BOULEVARD

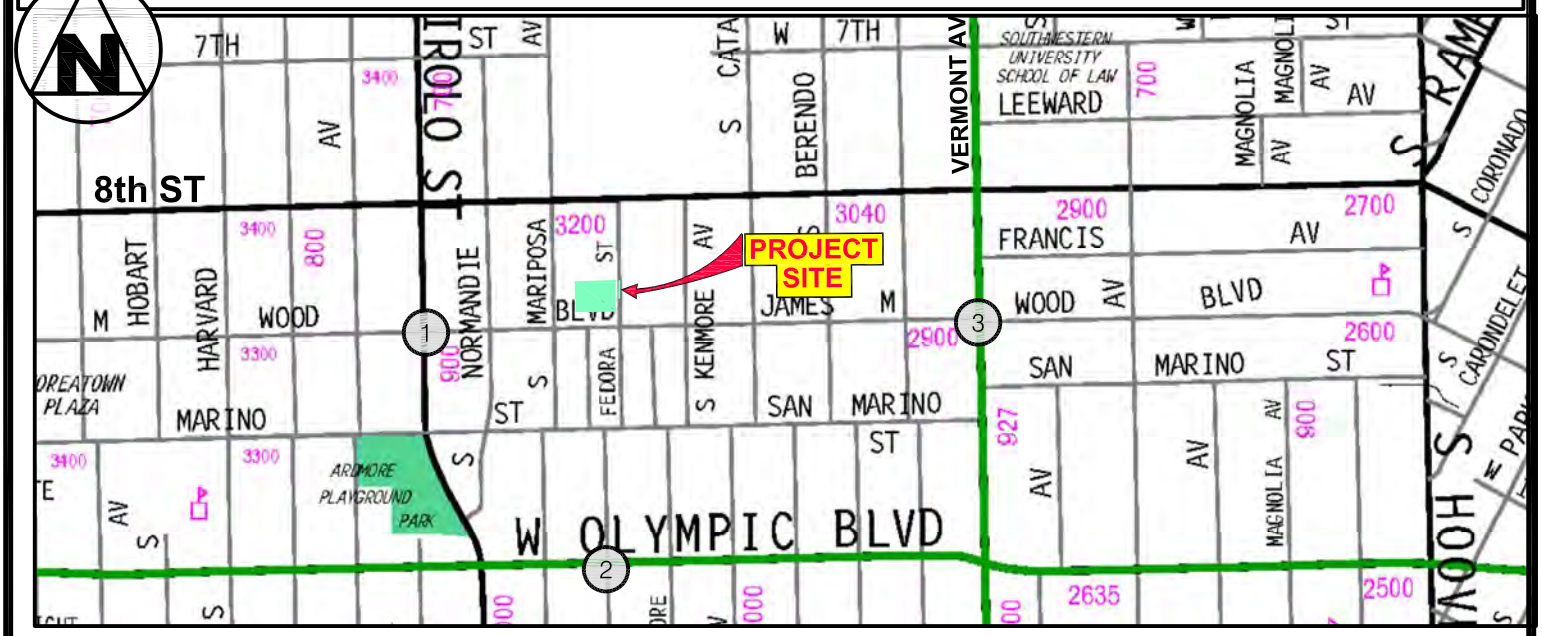


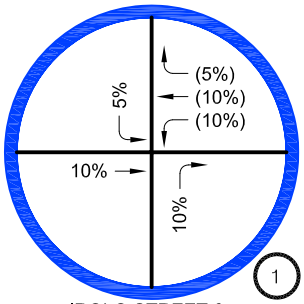
FEDORA STREET &
OLYMPIC BOULEVARD



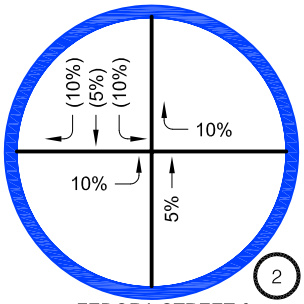
JAMES M WOOD BOULEVARD &
VERMONT STREET

INTERSECTION CHARACTERISTICS

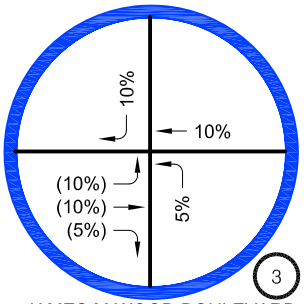




IROLO STREET &
JAMES M WOOD BOULEVARD



FEDORA STREET &
OLYMPIC BOULEVARD



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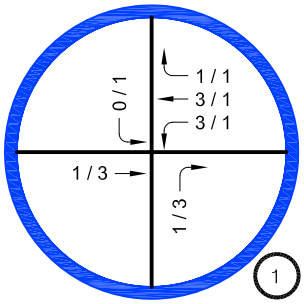
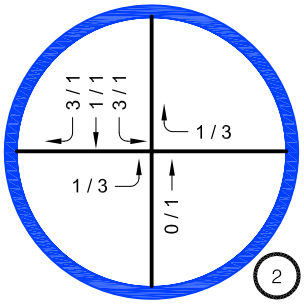
PROJECT TRAFFIC DISTRIBUTION PERCENTAGES IN/(OUT)



IROLO STREET &
JAMES M WOOD BOULEVARD



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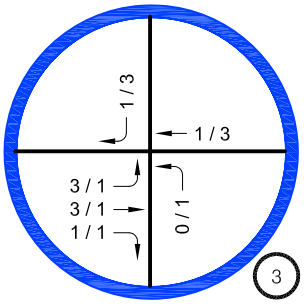
OLYMPIC BOULEVARD



JAMES M WOOD BOULEVARD &
VERMONT STREET

PROJECT TRAFFIC VOLUMES AM PEAK HOUR/ PM PEAK HOUR

10/2017

INTERSECTION CHARACTERISTICS
PROJECT TRAFFIC DISTRIBUTION PERCENTAGE &
PROJECT ONLY VOLUMES (AM PEAK/PM PEAK)

FIGURE 3

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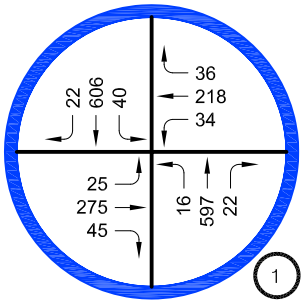
Operating Conditions at Intersections in the Area

A Memorandum of Understanding was developed with LADOT to detail the focused analysis parameters and details. A copy of the MOU is provided in Appendix A. As per the MOU, traffic counts were conducted during the morning and afternoon peak hours a typical school day with no holidays or inclement weather. Morning peak counts from 7 to 10 AM and evening peak counts from 3 to 6 PM were conducted at Irolo Street & James M Wood Boulevard, Fedora Street & Olympic Boulevard and at Vermont Avenue & James M Wood Boulevard on Wednesday September 27, 2017. These signalized intersections are those most likely to be significantly impacted by the Project related traffic.

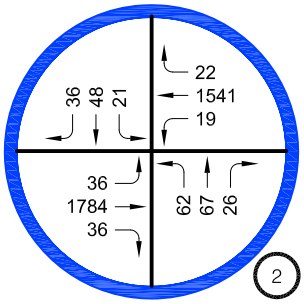
The traffic analysis at the signalized locations was conducted using the Critical Movement Analysis (CMA) process as required by LADOT. The existing intersection lane configurations and traffic controls were used to determine the existing, existing + project, future without project and future with project traffic conditions. The existing traffic volumes are provided on Figure 4. Appendix E provides the count data.

The CMA procedure uses a ratio of the intersection's full traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

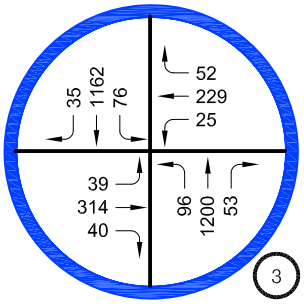
Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 3.



IROLO STREET &
JAMES M WOOD BOULEVARD

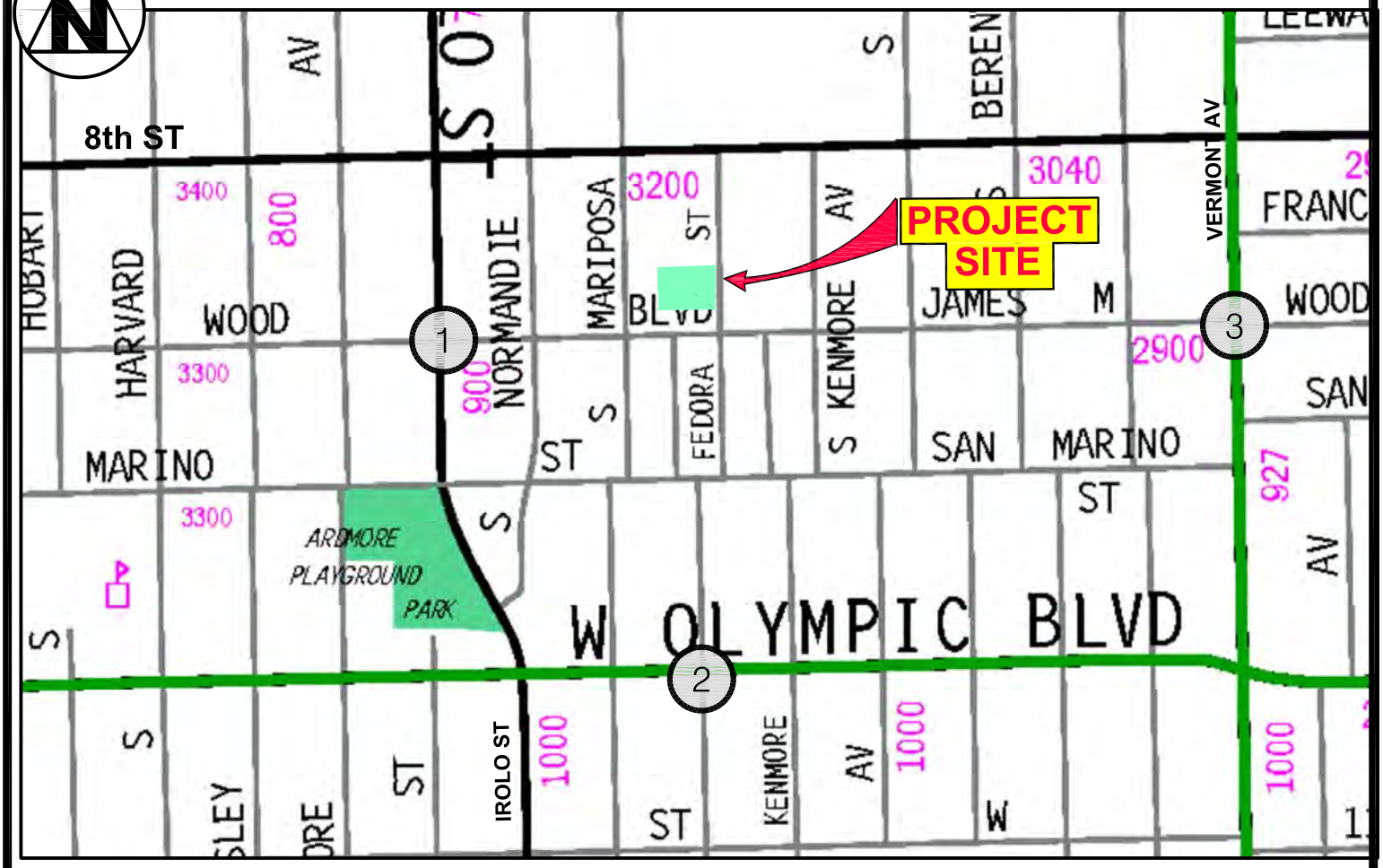


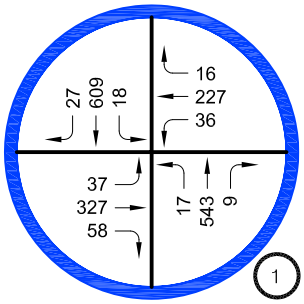
FEDORA STREET &
OLYMPIC BOULEVARD



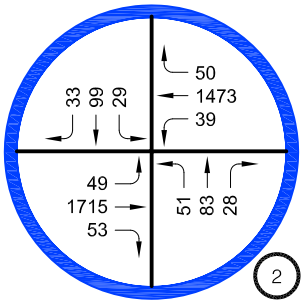
JAMES M WOOD BOULEVARD &
VERMONT STREET

AM PM PEAK HOUR

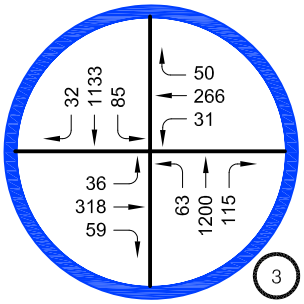




IROLO STREET &
JAMES M WOOD BOULEVARD



FEDORA STREET &
OLYMPIC BOULEVARD



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VERMONT STREET

PM PEAK HOUR

11/2017

FIGURE 4

EXISTING (2017) TRAFFIC VOLUMES

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Table 3

V/C Level of Service Definitions – Signalized Intersections

Level of Service	Definition	Equivalent V/C
A	EXCELLENT - Free flow conditions with low traffic density.	0.000 - 0.600
B	VERY GOOD - A stable flow of traffic.	0.601 - 0.700
C	GOOD - Light congestion but stable, occasional backups behind left-turning vehicles.	0.701 - 0.800
D	FAIR - Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.801 - 0.900
E	POOR - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901 - 1.000
F	FAILURE - Jammed conditions with stoppages of long duration and long queues.	> 1.000

Significant traffic impacts are identified by LADOT as indicated in Table 4 below.

Table 4

City of Los Angeles Significant Traffic Impact Criteria

LOS	Final V/C Value	Increase in V/C Value
C	0.701 - 0.800	+ 0.040
D	0.801 - 0.900	+ 0.020
E & F	> 0.901	+ 0.010 or more

No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.

The existing traffic was evaluated with new traffic volume counts collected for this analysis. The Existing + Project traffic was determined by adding the project traffic as shown in Figure 5 to the existing traffic volumes. A summary of this analysis is provided in Table 5 on the following page.

Table 5
Existing and Existing + Project Summary Operating Conditions

No.	Intersection	Peak Hour	Existing (2017) CMA	Existing (2017) LOS	Existing +Project CMA	Existing +Project LOS		Impact	Significant Impact
1	Irolo Street &	AM	0.609	B	0.611	B	+	0.002	NO
	James M Wood Boulevard	PM	0.653	B	0.656	B	+	0.003	NO
2	Fedora Street &	AM	0.637	B	0.639	B	+	0.002	NO
	Olympic Boulevard	PM	0.657	B	0.659	B	+	0.002	NO
3	James M Wood Boulevard	AM	0.647	B	0.652	B	+	0.005	NO
	& Vemont Avenue	PM	0.721	C	0.723	C	+	0.002	NO

No significant traffic impacts have been identified. The CMA evaluation worksheets are provided in Appendix H.

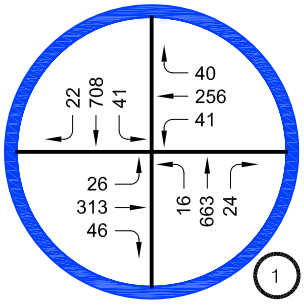
Future Without Project traffic volumes were determined by adding ambient growth of 1% per year as required by LADOT in traffic studies for this area and traffic volumes from other planned development in the area to the existing counts. The Future With Project conditions were determined by adding the Project traffic volumes to the Future Without Project volumes. Appendix F provides detail information for the related including the address, type of project and trip generation of related projects. Note that the Mariposa Residential project number 101A is a related project for this project. This project's traffic volume (related project number 101B) was not included in the without project estimate of future traffic. A graphic displaying the location of the related projects is provided in Appendix D.

Table 6 displays the results of the Future without Project and With Project analysis.

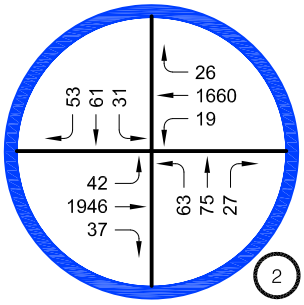
Table 6
Future Conditions Without and With Project Operating Conditions

No.	Intersection	Peak Hour	Future (2019) Without Project CMA	LOS	Growth	Future (2019) With Project CMA	LOS	IMPACT	Significant Impact
1	Irolo Street &	AM	0.706	C	+ 0.097	0.709	C	+ 0.003	NO
	James M Wood Boulevard	PM	0.773	C	+ 0.120	0.777	C	+ 0.004	NO
2	Fedora Street &	AM	0.708	C	+ 0.071	0.713	C	+ 0.005	NO
	Olympic Boulevard	PM	0.739	C	+ 0.082	0.741	C	+ 0.002	NO
3	James M Wood Boulevard	AM	0.753	C	+ 0.106	0.757	C	+ 0.004	NO
	& Vermont Avenue	PM	0.905	E	+ 0.184	0.907	E	+ 0.002	NO

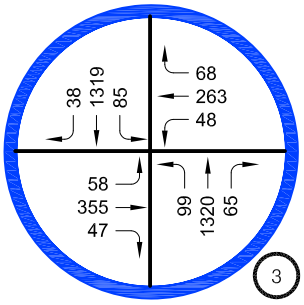
No significant traffic impacts have been identified. The CMA worksheets are provided in Attachment E. The future with project traffic volumes are provided in Figure 5.



IROLO STREET &
JAMES M WOOD BOULEVARD



FEDORA STREET &
OLYMPIC BOULEVARD



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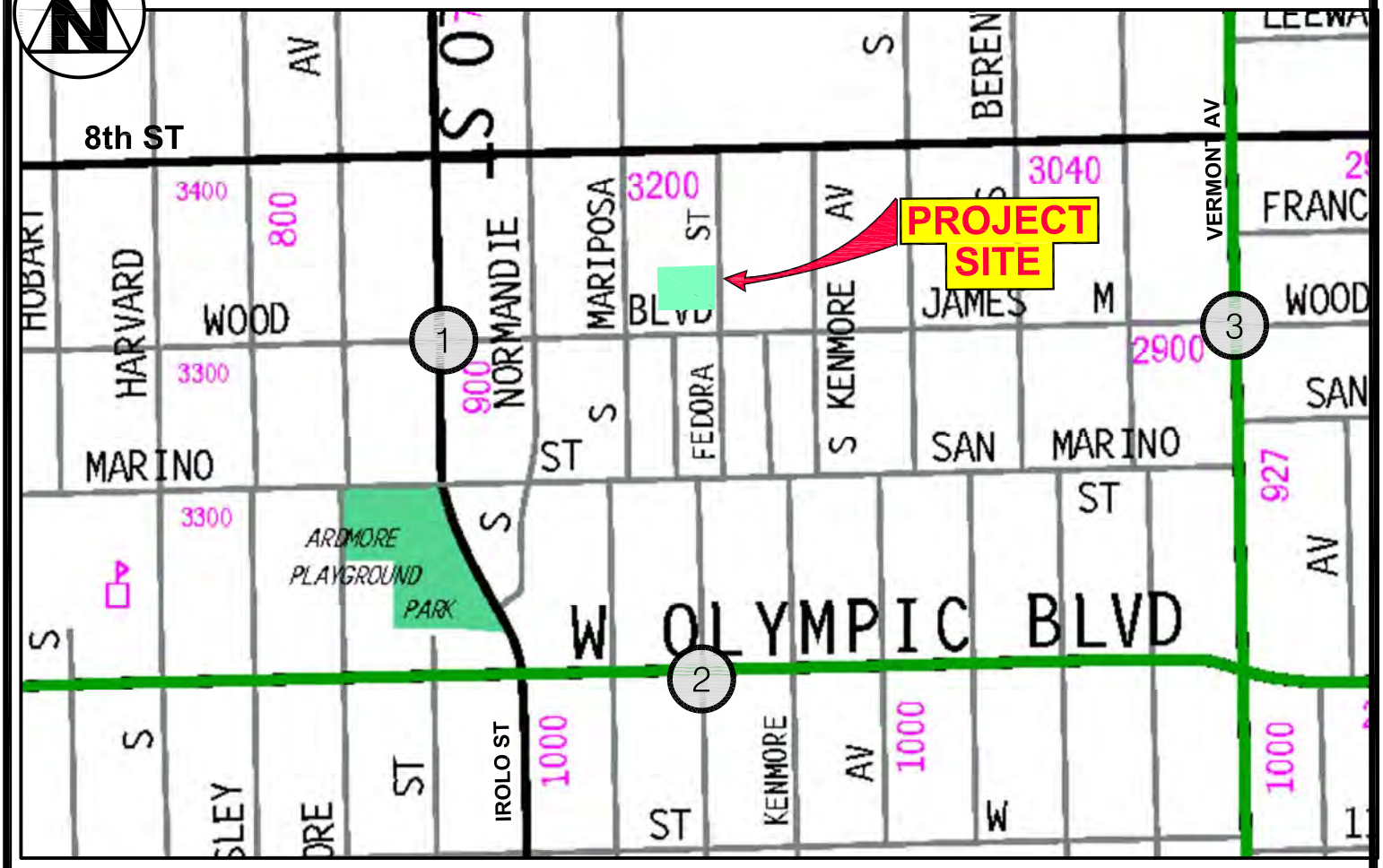
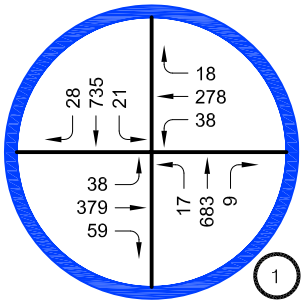
VERMONT STREET

AM PM PEAK HOUR





IROLO STREET &
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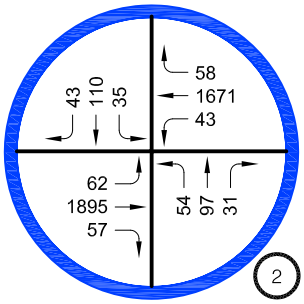

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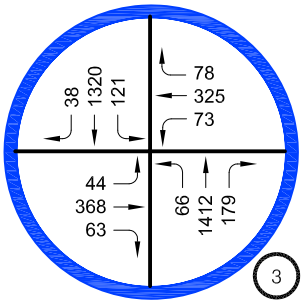

JAMES M WOOD BOULEVARD &
VERMONT STREET

PM PEAK HOUR

11/2017

FIGURE 5

FUTURE (2019) TRAFFIC VOLUMES WITH PROJECT

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(661)312-2694, liz@overlandtraffic.com

Access & Circulation

Parking for the new development will be provided within two subterranean levels. The vehicular access is proposed from one driveway off of Fedora Street. The driveway will be of sufficient width for two-way traffic.

Los Angeles Municipal Code required parking would be 75 spaces with a permissible SB1818 density bonus credits. To meet this requirement, the project will provide 34 vehicle parking spaces on subterranean P1 and 41 vehicle parking spaces on subterranean level P2.

Bicycle parking will provide the City of Los Angeles code requirements of 75 long term spaces and 8 short term spaces for the residents. The short-term spaces will be provided in front of the lobby and the long-term spaces will be provided on parking level P1.

Construction

The Applicant will adopt the following measures to reduce Project construction impacts.

- A Construction Traffic Control/Management Plan will be submitted to LADOT for review and approval.
- A Haul Route Plan will be submitted for review and approval.
- The bulk of the work will be conducted on site. However, if temporary lane closures were needed it would require Street Services approval. These closures would be limited to between non-peak commute hours of 9:00 AM and 4:00 PM.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction workers will be prohibited from parking on adjacent local streets and construction workers will be directed to park on-site to the extent possible.

With the implementation of these measures, no construction traffic impacts would occur during the construction of Project.

Summary & Conclusions

- The proposed residential project including 75 apartment units will not create any significant traffic impacts. The three study intersections would not exceed the City of Los Angeles significant impact criteria in the comparison of existing without and existing with project or future without and future with the project.
- The immediate surrounding roadways may experience a minor increase in traffic volumes as a result of the Project. However, the increase of project trips through the intersections studied during the peak periods only minimally increases the volumes through the intersection. The Project is not expected to increase traffic in a substantive amount in relation to the surrounding roadway network to create any significant traffic impacts.
- During construction, the immediate surrounding roadways will experience and increase in trucks as a result of the Project. Temporary construction traffic impacts will be minimized through the following measures: A Traffic Control/Management Plan and Haul Route Plan will be submitted to the City for review and approval, work will be conducted on site to the extent possible with Street Services approval of any temporary lane closures (restricted to non-peak commute hours), deliveries of construction material will be coordinated, to the extent possible to non-peak travel periods, construction workers will be prohibited from parking on adjacent local streets and to the extent possible directed to park on-site.

The appendix sections for this analysis are shared with the Mariposa Residential full Traffic Impact Study appendices.

APPENDIX A

LADOT MOU

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:
Full Study Project I, Technical Traffic Evaluation - Project II in one study

I. PROJECT INFORMATION

Project Name: Mariposa & Fedora

Project Address: I - 826, 834, 840 Mariposa Ave. II - 837,841,849 Fedora Street

Project Description: I - 98 residential apartment units to replace 16 existing units - Full Study
II - 75 residential apartment units to replace 10 existing units - Technical Letter

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 15 % E 25 % W 30 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	☐	☒
Transportation Demand Management	☐	☒
Existing Active Land Use	☒	☐
Previous Land Use	☐	☒
Internal Trip	☐	☒
Pass-By Trip	☐	☒

Source of Trip Generation Rate(s)? ☒ ITE 9th Edition ☐ Other: _____

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

	I IN	I OUT	I TOTAL	II IN	II OUT	II TOTAL
AM Trips	8	34	42	7	26	33
PM Trips	34	17	51	27	14	41

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2019 Ambient or CMP Growth Rate: 1 % Per Yr.

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

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ☒ No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ☒ Yes ☐ No

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

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Liz Fleming	CGI Strategies
Address:	952 Manhattan Bch Bl #100, MB	6300 Canoga Avenue #100
Phone Number:	310-545-1235	Woodland Hills, CA 91367
E-Mail:	liz@overlandtraffic.com	

Approved by:	x	9-2017	x	10/20/17
	Consultant's Representative	Date	LADOT Representative	Date

CEN 17 - 46320

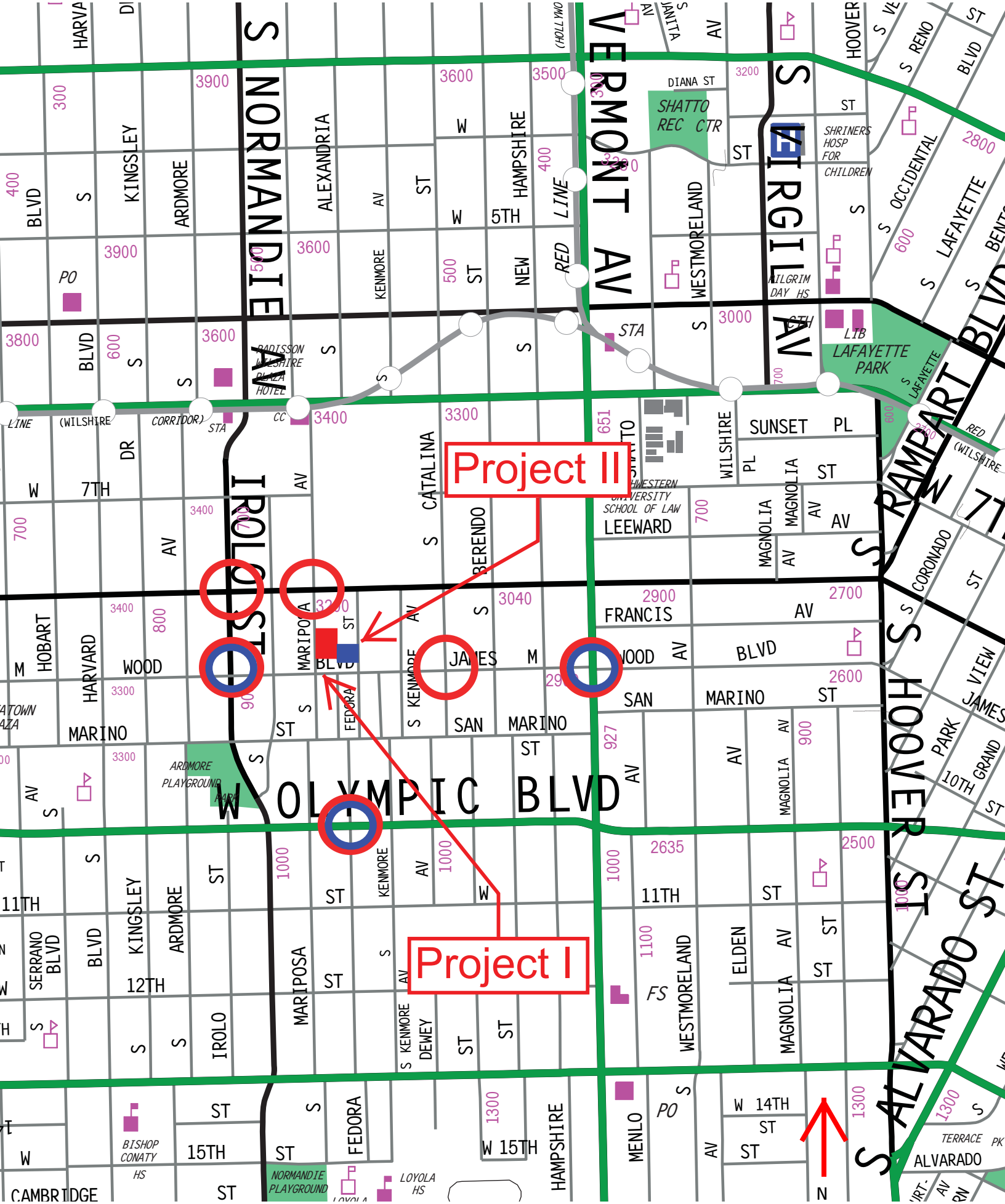
Full Traffic Study - Project I

1. Irolo Street & 8th Street
2. Irolo Street & James M. Wood
3. Mariposa Avenue & 8th Street
4. Fedora Street & Olympic Boulevard
5. Catalina Street & James M. Wood
6. Vermont Avenue & James M. Wood

Technical Traffic Letter Project II

1. Irolo Street & James M Wood
2. Fedora Street & Olympic Boulevard
3. Vermont Avenue & James M Wood

A full Study will be conducted for Project I and Technical Letter for Project II in one report based on applicant's discussion with Dept. of City Planning.


Project II
Project I
W OLYMPIC BLVD
S NORMANDIE AV
S VERMONT AV
S ALVARADO ST
S HOOVER ST
S RAMPART BLVD
S IRGIL AV
S IROLO ST
S MARIPOSA AV
S KENMORE AV
S WESTMORELAND AV
S MAGNOLIA AV
S CATALINA ST
S BERENDO ST
S ALEXANDRIA AV
S KINGSLEY DR
S ARDMORE AV
W 7TH ST
W 5TH ST
W 11TH ST
W 12TH ST
W 15TH ST
W 14TH ST
W SUNSET BLVD
W FRANCIS AV
W WOOD AVE
W SAN MARINO ST
W HAMPSHIRE AV
W HOBART BLVD
W CAMBRIDGE ST
S OCCIDENTAL
S LAFAYETTE
S CORONADO
S VIEW PARK
S JAMES M
S FEDORA
S DEWEY
S ELDEN AV
S MENLO AV
S TERRACE PK
S ALVARADO
S RENO BLVD
S HOOVER
S JANITA AV
DIANA ST
SHATTO REC CTR
SHRINERS HOSP FOR CHILDREN
PILGRIM DAY HS
LAFAYETTE PARK
LIB
STA
PO
FS
RADISSON WILSHIRE PLAZA HOTEL
SHATTO
SOUTHWESTERN UNIVERSITY SCHOOL OF LAW
LEEWARD
ARDMORE PLAYGROUND PARK
NORMANDIE PLAYGROUND
LOYOLA HS
BISHOP CONATY HS
RED LINE
(WILSHIRE CORRIDOR)
(HOLLYWO
N

826, 834, 840 Mariposa Avenue

PROJECT TRIP GENERATION
Project I

Trip Generation Rates

Description	ITE Code	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%

Project Trip Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
PROPOSED								
Apartment	98 units	652	50	10	40	61	40	21
REMOVAL OF EXISTING								
Apartment	16 units	106	8	2	6	10	6	4
NET Project (Proposed - Existing)		**546**	**42**	**8**	**34**	**51**	**34**	**17**

Caltrans Freeway Analysis Screening Filter

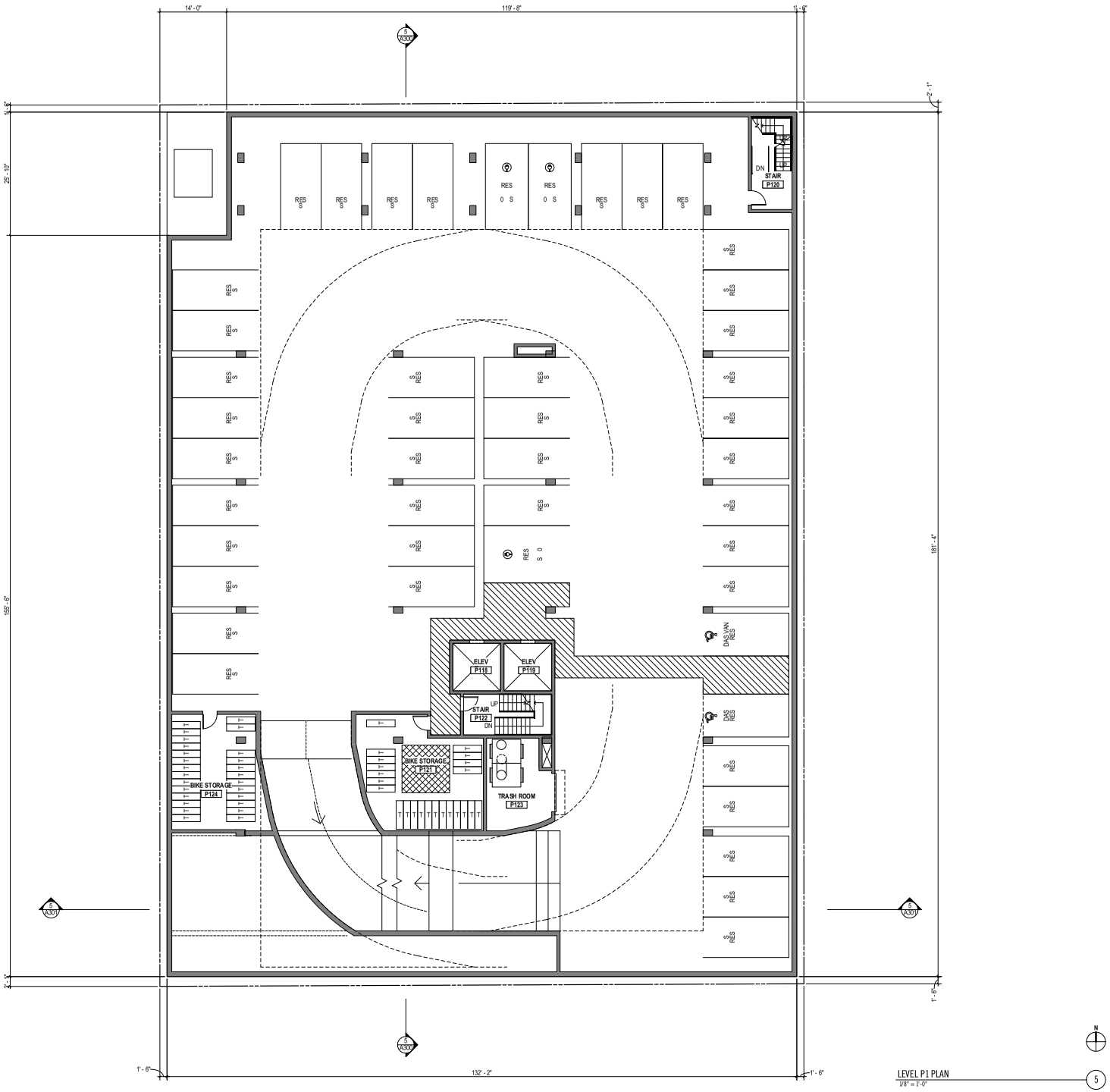
PROJECT: 826,834, 840 Mariposa

IMPACT CRITERIA	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 1% or more increase of a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 750 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase of a freeway off-ramp operating at LOS D (based on an assumed capacity of 750 vehicles per hour per lane); or		X

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Freeway (I-10) east of Normadie Avenue	EB	4	8,000	4	5	0.1%	0.1%
Santa Monica Freeway (I-10) east of Normadie Avenue	WB	4	8,000	4	5	0.1%	0.1%
Santa Monica Freeway (I-10) west of Normadie Avenue	EB	4	8,000	2	7	0.0%	0.1%
Santa Monica Freeway (I-10) west of Normadie Avenue	WB	4	8,000	7	3	0.1%	0.0%
Santa Monica Freeway (I-10) east of Vermont Avenue	EB	5	10,000	7	3	0.1%	0.0%
Santa Monica Freeway (I-10) east of Vermont Avenue	WB	5	10,000	2	7	0.0%	0.1%
Santa Monica Freeway (I-10) west of Vermont Avenue	EB	5	10,000	4	5	0.0%	0.1%
Santa Monica Freeway (I-10) west of Vermont Avenue	WB	5	10,000	4	5	0.0%	0.1%
OFFRAMP SEGMENT (750 vehicles per hour per lane)							
EB Santa Monica Freeway (I - 10) to Normandie Av	EB	2	1,500	1	3	0.1%	0.2%
WB Santa Monica Freeway (I - 10) to Normandie Av	WB	2	1,500	1	3	0.1%	0.2%
EB Santa Monica Freeway (I - 10) to Vermont Av	EB	2	1,500	1	3	0.1%	0.2%
WB Santa Monica Freeway (I - 10) to Vermont Av	WB	2	1,500	1	3	0.1%	0.2%

DIR = Direction

* Estimated 20% of project trips to use I-10 Freeway in each direction (total 40%) in and out of area



LEVEL P1 PLAN
1/8" = 1'-0"
5

NOTES

1 XXX

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM UNO.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

C. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.

D. ROOMS LABELED AS HAVING A FIRE RATING SHALL HAVE RATED WALL, FLOOR & CEILING ASSEMBLIES.

E. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES.

LEGEND

CONCRETE BLOCK WALL

CONCRETE COLUMN

SEE SHEET A600 FOR WALL TYPES

EMERGENCY DRAIN, SLOPE TO DRAIN

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SUBMITTAL

ENTITLEMENT PACKAGE

JOB NUMBER
17017
DATE
09/01/17
REVISIONS

SHEET TITLE

LEVEL P1 PLAN

SHEET NUMBER

A101

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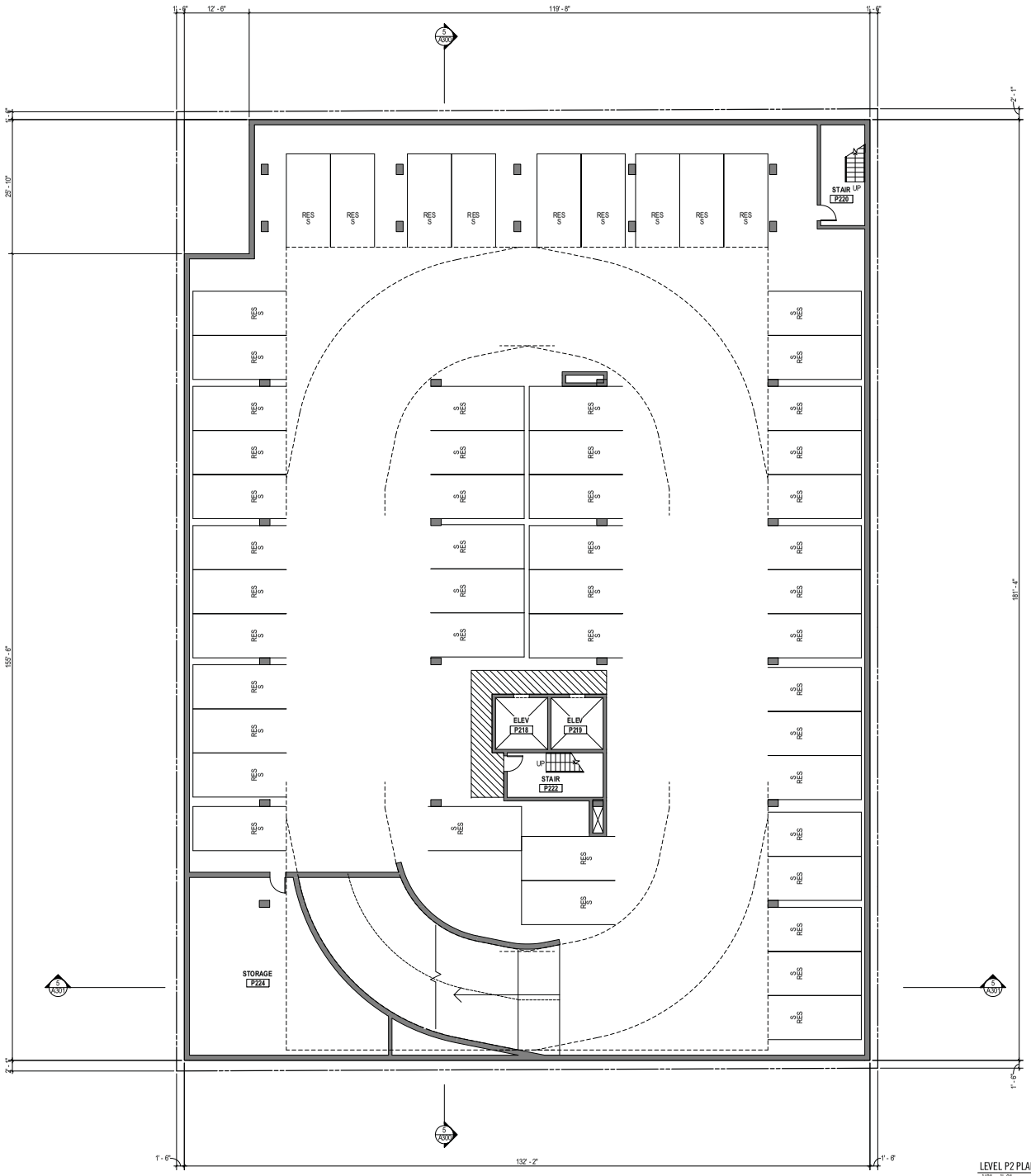

LEVEL P2 PLAN
1/8" = 1'-0"

5

NOTES

1 XXX

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM UNO.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

C. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.

D. ROOMS LABELED AS HAVING A FIRE RATING SHALL HAVE RATED WALL, FLOOR & CEILING ASSEMBLIES.

E. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES.

LEGEND

CONCRETE BLOCK WALL

CONCRETE COLUMN

SEE SHEET A600 FOR WALL TYPES

EMERGENCY DRAIN, SLOPE TO DRAIN

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SHEET TITLE
LEVEL P2 PLAN

SHEET NUMBER
A100

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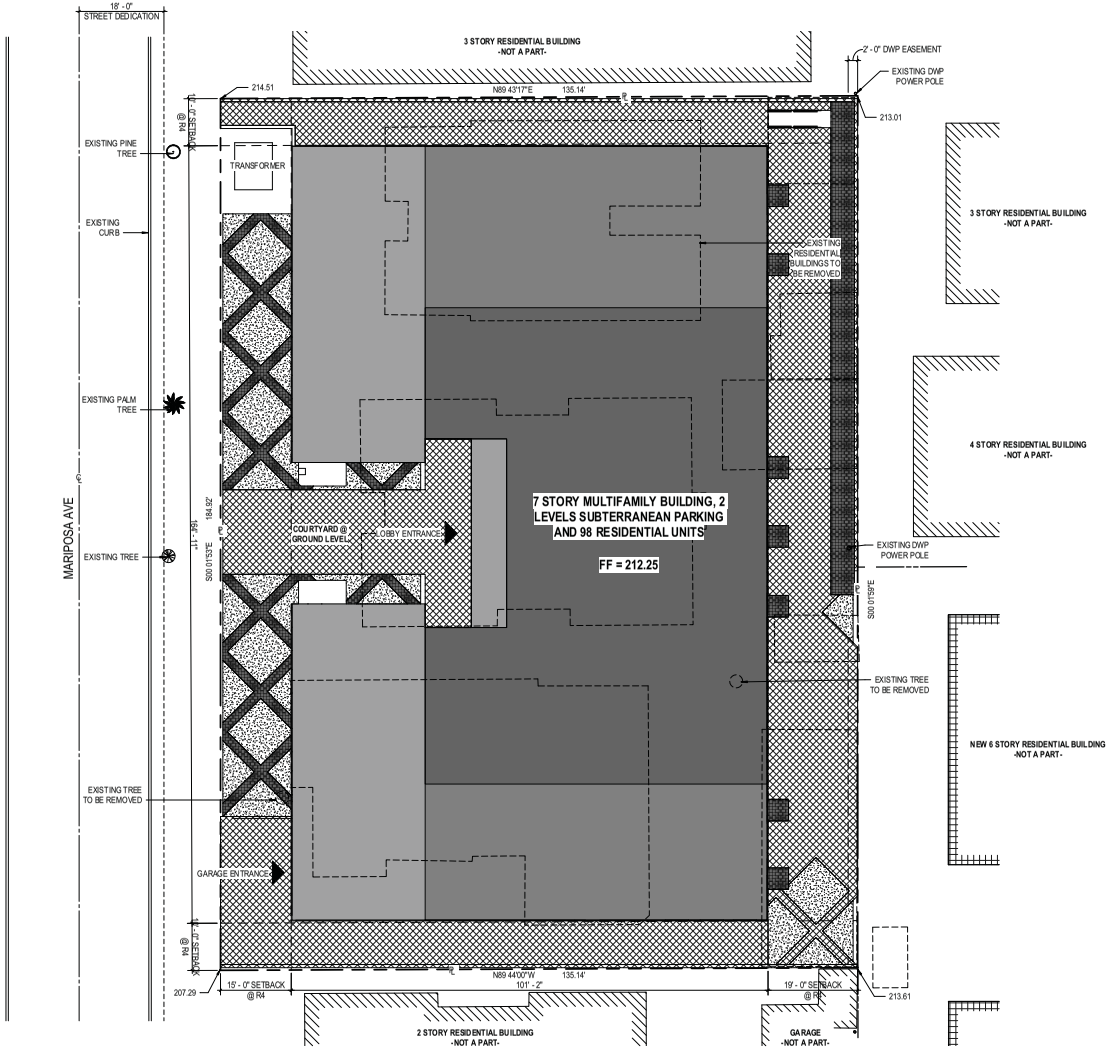

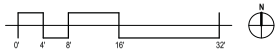

PLOT PLAN
3/32" = 1'-0"

15

PROJECT INFORMATION

PROJECT NAME:	838 MARIPOSA AVE
ADDRESS:	838 MARIPOSA AVE LOS ANGELES, CA 90005
OWNER:	FEDORA BUSS, LLC
PROJECT DESCRIPTION:	7-STORY RESIDENTIAL APARTMENT BUILDING OVER 2 LEVELS SUBTERRANEAN PARKING
CONSTRUCTION TYPE:	5 STORIES TYPE IIIA OVER 2 STORIES TYPE IA RESIDENTIAL ABOVE 2 LEVELS TYPE IA SUBTERRANEAN GARAGE
ZONING:	R4-2
FLOOD ZONE:	NONE
SITE AREA:	24,992 SF
SET BACKS:	FRONT YARD: 15 FT SIDE YARD: 10 FT REAR YARD: 19 FT
ALLOWABLE DENSITY:	R4 - 1 UNIT PER 400 SF OF LOT AREA 24,992 SF / 400 SF = 62.48 = 62 UNITS W/ 55% DENSITY BONUS = 98 UNITS
PROJECT DENSITY:	98 UNITS
ALLOWABLE BLDG HEIGHT:	UNLIMITED, HEIGHT DISTRICT 2 85'-0" PER CBC
BLDG HEIGHT:	87'-2" PER LAMC 77'-6" PER CBC
OCCUPANCY TYPE:	R2 - RESIDENTIAL OVER S2 - PARKING

ZONING DATA

NET LOT AREA: (AFTER HWY DEDICATION)	24,992 SF
GROSS LOT AREA:	30,539 SF
ALLOWABLE DENSITY:	400 SF PER DWELLING UNIT PER LAMC 12.16 24,992 / 400 = 63 UNITS ALLOWED W/ 55% DENSITY BONUS = 98 UNITS ALLOWED
PROPOSED DENSITY:	98 UNITS INCLUDING 16 RSO UNITS AND 12 REPLACEMENT UNITS
ALLOWABLE BLDG HEIGHT:	UNLIMITED, HEIGHT DISTRICT 2 85'-0" PER CBC
PROPOSED BLDG HEIGHT:	87'-2" PER LAMC 77'-6" PER CBC
SETBACKS:	FRONT: 15'-0" SIDE: 5'-0" + 1'-0" PER STORY ABOVE 2ND FLOOR = 10'-0" @ 1ST FLOOR RESIDENTIAL REAR: 15'-0" + 1'-0" PER STORY ABOVE 3RD FLOOR = 19'-0" @ 1ST FLOOR RESIDENTIAL

LEGAL DESCRIPTION

840 S. MARIPOSA AVE. (APN: 5094-017-003)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTH 35 FEET OF LOT 40 AND THE SOUTH 30 FEET OF LOT 41 TRACT 2140, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21, PAGE 185 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

834 S. MARIPOSA AVE. (APN: 5094-017-004)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THE NORTH 20 FEET OF LOT 41 AND THE SOUTH 40 FEET OF LOT 42 TRACT NO. 2140, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21, PAGE 185 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

826 S. MARIPOSA AVE. (APN: 5094-017-005)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 43 AND THE NORTH 10 FEET OF LOT 42 OF TRACT NO. 2140, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21, PAGE 185 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- PROPOSE TOP FLOOR FOOTPRINT
- NEW NEIGHBORHOOD BUILDINGS (NOT A PART)
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- PROPOSED LANDSCAPE AREA
- PROPOSED PERMEABLE GROUND COVER
- PROPOSED HARDSCAPE
- ACCESSIBLE PATH OF TRAVEL
- INDICATES STRUCTURES TO BE DEMOLISHED

PARKING REQUIRED

PARKING REQUIRED RESIDENTIAL

UNITY TYPE	# OF UNITS	REQ'D PARKING STALLS
STUDIO	15	15
1 BR	44	44
2 BR	39	39
Grand to tal: 98		98

PARKING PROPOSED

PARKING SCHEDULE (STALL SIZE)

LEVEL P2	
(1) STANDARD	
RESIDENTIAL	52
	52
LEVEL P2	52
LEVEL P1	
(1) STANDARD	
RESIDENTIAL	41
	41
(3) ACCESSIBLE	
RESIDENTIAL	2
	2
STD. RESIDENTIAL	
RESIDENTIAL	3
	3
LEVEL P1	46
Grand total	98

PARKING SCHEDULE (STALL TYPE)

LEVEL P2	
RESIDENTIAL	52
LEVEL P1	
RESIDENTIAL	46
Grand total	98

BIKE PARKING

REQUIRED RESIDENTIAL BIKE PARKING
LONG TERM = 1 SPACE PER UNIT = 98 SPACES
SHORT TERM = 1/10 UNITS = 10 SPACES

PROVIDED BIKE PARKING SCHEDULE

STALL TYPE	QTY	COUNT
RESIDENTIAL LONG TERM DOUBLE TIER	49	98
RESIDENTIAL SHORT TERM	10	10

GROSS BUILDING AREA

LEVEL	AREA (SF)
LEVEL P2	23642
LEVEL P1	23642
1ST FLOOR	15311
2ND FLOOR	15011
3RD FLOOR	15011
4TH FLOOR	14848
5TH FLOOR	14848
6TH FLOOR	11323
7TH FLOOR	7385
Grand total	141021

FLOOR AREA RATIO

NET LOT AREA
24,992 SF

BUILDABLE AREA (R4)
= LOT AREA - HWY DED - SETBACKS FOR A 1 STORY BLDG
= 19,023 SF

FLOOR AREA RATIO
6:1

ALLOWABLE FAR
= BUILDABLE AREA X FLOOR AREA RATIO
= 114,138 SF

PROPOSED FAR
4.8:1

LEVEL	FAR	AREA (SF)
1ST FLOOR	RESIDENTIAL	13391
2ND FLOOR	RESIDENTIAL	14334
3RD FLOOR	RESIDENTIAL	14334
4TH FLOOR	RESIDENTIAL	14175
5TH FLOOR	RESIDENTIAL	14175
6TH FLOOR	RESIDENTIAL	10747
7TH FLOOR	RESIDENTIAL	6863
		88049
Grand total		88049

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

UNIT COUNT

NAME	COUNT
STUDIO	15
1 BR	44
2 BR	39
Grand total	98

OPEN SPACE REQUIRED

NAME	UNIT	# OF UNITS	REQ'D OPEN SPACE
STUDIO	0	15	1500 SF
1 BR	1	44	4400 SF
2 BR	2	39	4875 SF
Grand total			10775 SF

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN 25%.

OPEN SPACE PROPOSED

NAME	QTY	AREA (SF)
COMMON OPEN SPACE: GYM	1	749
COMMON OPEN SPACE: REAR YARD	1	2750
COMMON OPEN SPACE: REC ROOM	1	603
COMMON OPEN SPACE: ROOF DECK	3	5172
COMMON OPEN SPACE: WEST COURTYARD	1	1020
		10294
PRIVATE OPEN SPACE	10	500
		500
Grand total		10794

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FEDORA BUSS, LLC

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JOB NO.
17017
DATE
09/01/17
REVISIONS

SHEET TITLE
PLOT PLAN

SHEET NUMBER
A001

PROJECT TRIP GENERATION

Project II

837, 841 Fedora Street

Trip Generation Rates

Description	ITE Code	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%

Project Trip Generation

Description	Size	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
PROPOSED								
Apartment	75 units	499	38	8	30	47	31	16
REMOVAL OF EXISTING								
Apartment	10 units	67	5	1	4	6	4	2
NET Project (Proposed - Existing)		**432**	**33**	**7**	**26**	**41**	**27**	**14**

Caltrans Freeway Analysis Screening Filter

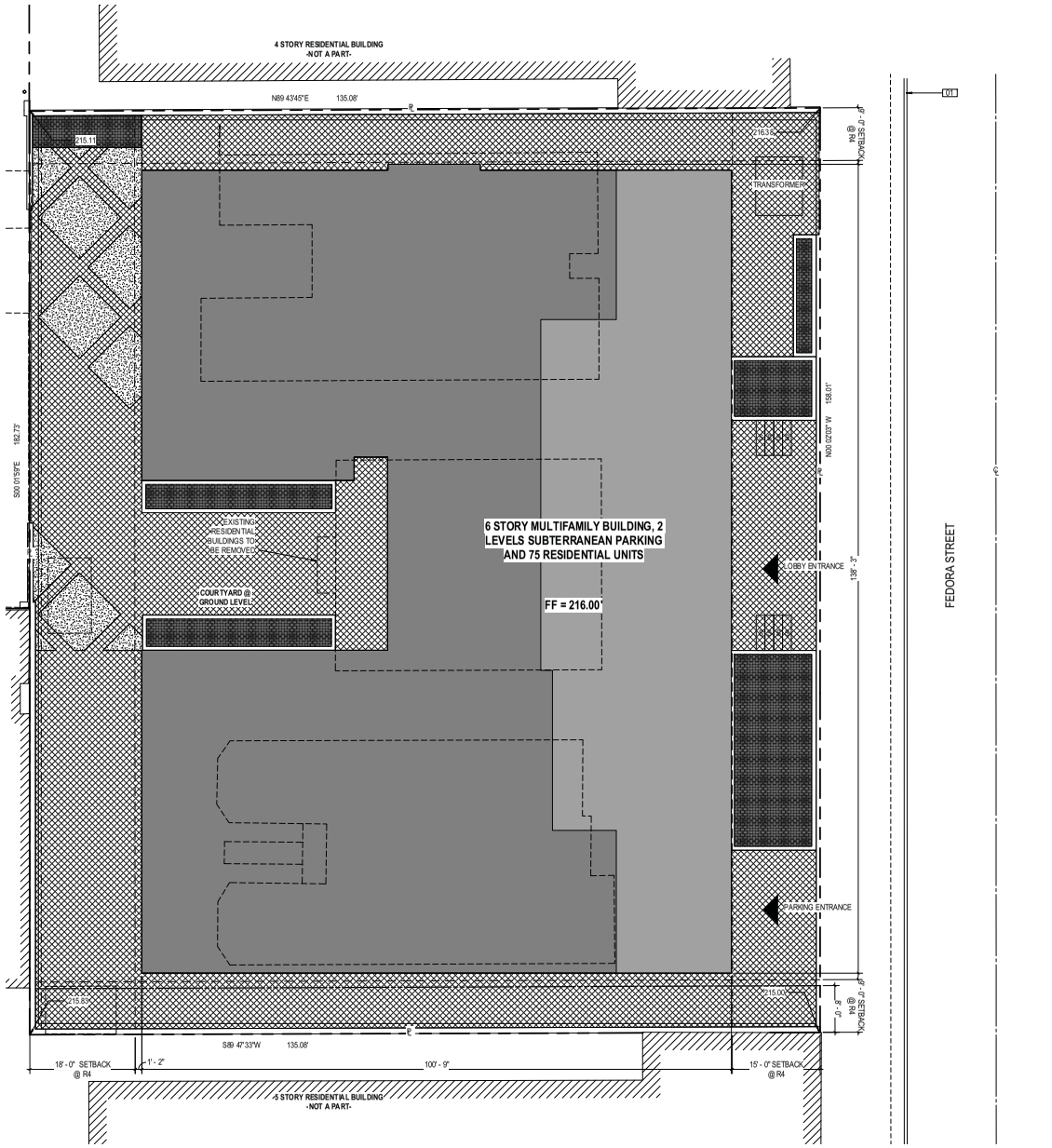
PROJECT: 837, 841 Fedora Street

IMPACT CRITERIA	Yes	No
The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at level of service (LOS) E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 1% or more increase of a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 750 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase of a freeway off-ramp operating at LOS D (based on an assumed capacity of 750 vehicles per hour per lane); or		X

LOCATION	DIR	# of Lanes	Capacity	Project Trips*		% INCREASE	
				AM	PM	AM	PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Freeway (I-10) east of Normadie Avenue	EB	4	8,000	4	4	0.1%	0.1%
Santa Monica Freeway (I-10) east of Normadie Avenue	WB	4	8,000	4	4	0.1%	0.1%
Santa Monica Freeway (I-10) west of Normadie Avenue	EB	4	8,000	1	5	0.0%	0.1%
Santa Monica Freeway (I-10) west of Normadie Avenue	WB	4	8,000	5	3	0.1%	0.0%
Santa Monica Freeway (I-10) east of Vermont Avenue	EB	5	10,000	5	3	0.1%	0.0%
Santa Monica Freeway (I-10) east of Vermont Avenue	WB	5	10,000	1	5	0.0%	0.1%
Santa Monica Freeway (I-10) west of Vermont Avenue	EB	5	10,000	4	4	0.0%	0.0%
Santa Monica Freeway (I-10) west of Vermont Avenue	WB	5	10,000	4	4	0.0%	0.0%
OFFRAMP SEGMENT (750 vehicles per hour per lane)							
EB Santa Monica Freeway (I - 10) to Normandie Av	EB	2	1,500	1	3	0.1%	0.2%
WB Santa Monica Freeway (I - 10) to Normandie Av	WB	2	1,500	1	3	0.1%	0.2%
EB Santa Monica Freeway (I - 10) to Vermont Av	EB	2	1,500	1	3	0.1%	0.2%
WB Santa Monica Freeway (I - 10) to Vermont Av	WB	2	1,500	1	3	0.1%	0.2%

DIR = Direction

* Estimated 20% of project trips to use I-10 Freeway in each direction (total 40%) in and out of area



PLOT PLAN
1/8" = 1'-0"

1

PROJECT INFORMATION

PROJECT NAME:	FEDORA APARTMENTS
ADDRESS:	839 FEDORA STREET LOS ANGELES, CA 90005
OWNER:	CGI STRATEGIES
PROJECT DESCRIPTION:	6 STORY MULTIFAMILY BUILDING, 2 LEVELS SUBTERRANEAN PARKING AND 75 RESIDENTIAL UNITS
CONSTRUCTION TYPE:	4 STORIES OF TYPE-III OVER 2 STORIES OF TYPE-I PODIUM AND GARAGE
ZONING:	R4-2
FLOOD ZONE:	NONE
NET LOT AREA:	21,330 SF
OCCUPANCY TYPE:	R-2, RESIDENTIAL OVER S-2 PARKING

ZONING DATA

GROSS LOT SIZE:	26,067.4 SF
NET LOT SIZE:	21,330 SF
BUILDABLE AREA (AFTER HWY DEDICATION & SETBACKS):	15,544 SF
ALLOWABLE DENSITY:	400 SF PER DWELLING UNIT PER LAMC 12.16 21,330 SF/400 SF = 54 UNITS ALLOWED W/ 37.5% DENSITY BONUS = 75 UNITS
PROJECT DENSITY:	75 UNITS INCLUDING 10 RSO UNITS AND 7 REPLACEMENT UNITS
ALLOWABLE BLDG HEIGHT:	85 FT PER LACBC UNLIMITED PER LAMC
PROPOSED BLDG HEIGHT:	67'-9" PER LACBC 71'-8" PER LAMC
SETBACKS:	FRONT: 15 FT SIDE: 5 FT + 1 FT PER STORY ABOVE 2ND = 9 FT @ 1ST RESIDENTIAL LEVEL REAR: 15 FT + 1 FT PER STORY ABOVE 3RD = 18 FT @1ST RESIDENTIAL LEVEL

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PORTIONS OF LOTS 57, 58, AND 59 OF TRACT NO. 2140, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 21 PAGE(S) 185 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5094-017-(016-017-018)

LEGEND

- PROPOSED GROUND FLOOR FOOTPRINT
- PROPOSED UPPER FLOORS FOOTPRINT
- EXISTING NEIGHBORHOOD BUILDINGS (NOT A PART)
- PERMEABLE PAVING AREA
- LANDSCAPE AREA
- HARDSCAPE AREA
- ACCESSIBLE PATH OF TRAVEL
- INDICATES STRUCTURES TO BE DEMOLISHED

PARKING REQUIRED

UNIT TYPE	FACTOR	TOTAL REQD
STUDIO	1	5
1 BR	1	39
2 BR	1	31
TOTAL		75

PARKING PROPOSED

PARKING SCHEDULE (STALL SIZE)

LEVEL P2		
(1) STANDARD		
LEVEL P2	(1) STANDARD	40
		40
(2) COMPACT		
LEVEL P2	(2) COMPACT	1
		1
LEVEL P2		41
LEVEL P1		
(1) STANDARD		
LEVEL P1	(1) STANDARD	31
		31
(2) COMPACT		
LEVEL P1	(2) COMPACT	1
		1
(3) ACCESSIBLE		
LEVEL P1	(3) ACCESSIBLE	2
		2
LEVEL P1		34
Grand total		75

FLOOR AREA RATIO

NET LOT AREA
= 21,330 SF

BUILDABLE AREA (R4)
= LOT AREA - HWY DED - STBKS FOR A 1 STORY BLDG
= 15,544 SF

FLOOR AREA RATIO:
6:1

ALLOWABLE FAR:
= BUILDABLE AREA X FLOOR AREA RATIO
= 93,264 SF

PROPOSED FAR:
4.26:1

LEVEL	FAR	AREA (SF)
1ST FLOOR	RESIDENTIAL	10513
2ND FLOOR	RESIDENTIAL	11895
3RD FLOOR	RESIDENTIAL	11678
4TH FLOOR	RESIDENTIAL	11810
5TH FLOOR	RESIDENTIAL	11678
6TH FLOOR	RESIDENTIAL	8773
		66347
Grand total		66347

MEASUREMENT PER LAMC 12.03:
AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

UNIT COUNT

UNIT TYPE	QTY
1 BR	39
2 BR	31
STUDIO	5
Grand total	75

OPEN SPACE REQUIRED

UNIT TYPE	QTY	REQD OPEN SPACE
STUDIO	5	500 SF
1 BR	39	3900 SF
2 BR	31	3875 SF
Grand total	75	8275 SF

OPEN SPACE REQUIREMENTS PER LAMC 12.21 G:

100 SF/UNIT < 3 HABITABLE ROOMS (STUDIO & 1 BR UNITS)
125 SF/UNIT = 3 HABITABLE ROOMS (2 BR UNITS)
175 SF/UNIT > 3 HABITABLE ROOMS (3 BR UNITS)

NOTE:
1. A KITCHEN IS NOT CONSIDERED A HABITABLE ROOM FOR PURPOSES OF CALCULATING OPEN SPACE.

PERCENT OF LANDSCAPED OPEN SPACE
LANDSCAPED OPEN 25% = 2091 SF

IN EXCESS OF REQUIRED OPEN SPACE BY 430 SF.

OPEN SPACE PROPOSED

NAME	QTY	AREA SF
PRIVATE OPEN SPACE	4	233 SF
		233 SF
COMMON OPEN SPACE: GYM	1	1192 SF
COMMON OPEN SPACE: LOUNGE	1	616 SF
COMMON OPEN SPACE: ROOF DECK	1	2767 SF
COMMON OPEN SPACE: WEST COURTYARD	1	3898 SF
		8473 SF
Grand total		8705 SF

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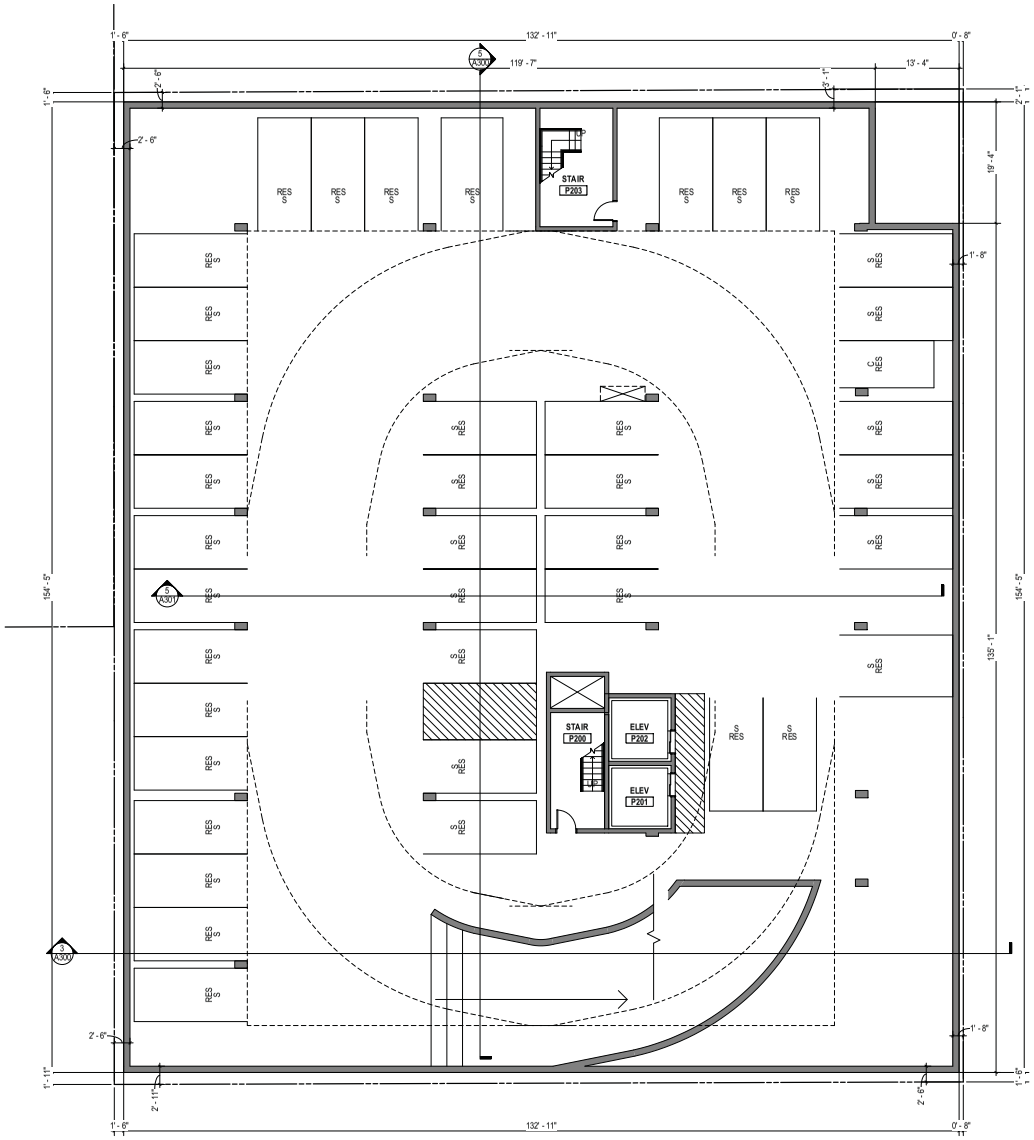
SUBMITTAL

ENTITLEMENT SET

JOB NUMBER
17017
DATE
09.01.17
REVISIONS

SHEET TITLE
PLOT PLAN

SHEET NUMBER
A00



LEVEL P2 PLAN
1/8" = 1'-0"
5

NOTES

1 XXX

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM UNO.

B. ALL DIMENSIONS INDICATED AS "CLR" ARE FROM FINISH TO FINISH.

C. SEE SHEETS G040-G042 FOR TYPICAL ACCESSIBILITY REQUIREMENTS.

D. ROOMS LABELED AS HAVING A FIRE RATING SHALL HAVE RATED WALL, FLOOR & CEILING ASSEMBLIES.

E. PROVIDE PIPE GUARDS AT ALL EXPOSED PIPES.

LEGEND

CONCRETE BLOCK WALL

CONCRETE COLUMN

SEE SHEET A600 FOR WALL TYPES

EMERGENCY DRAIN, SLOPE TO DRAIN

KFA

1625 OLYMPIC BOULEVARD
SANTA MONICA, CA 90404
310.399.7975
KFALOSANGELES.COM

839 FEDORA ST.

837, 841, 849 FEDORA ST.
LOS ANGELES, CA 90005

FEDORA BLISS, LLC

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SUBMITTED TO:

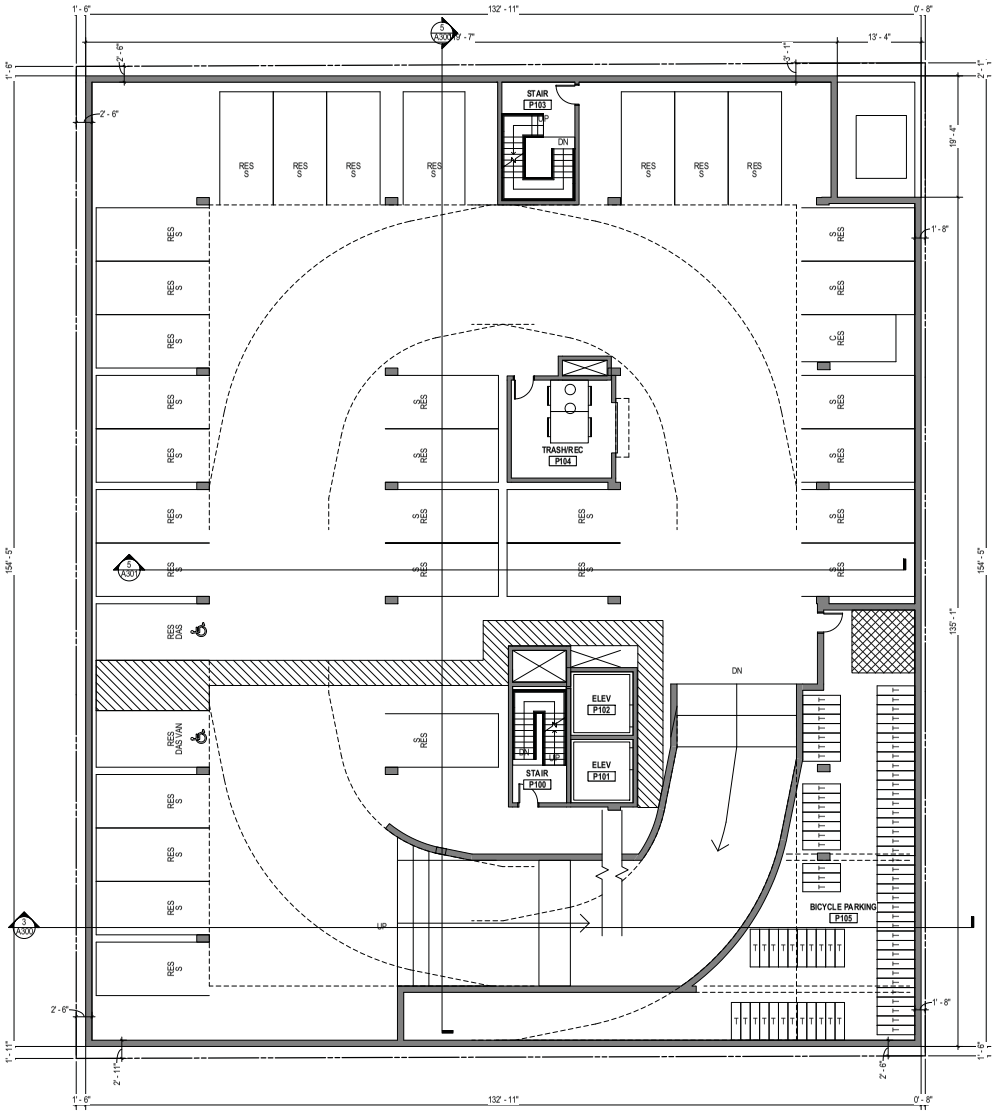
ENTITLEMENT SET

JOB NO. KFA
17017
DATE
09.01.17
REVISIONS

SHEET TITLE
LEVEL P2 PLAN

SHEET NUMBER
A100

9/13/17 3:05:29 PM



LEVEL P1 PLAN
1/8" = 1'-0"

5

NOTES

1 XXX

SHEET NOTES

A. ALL DIMENSIONS ARE TO FOM UNO.

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SUBMITTAL

ENTITLEMENT SET

JOB NUMBER
17017

DATE
09.01.17

REVISIONS

SHEET TITLE
LEVEL P1 PLAN

SHEET NUMBER
A101

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Mariposa Fedora Mixed-Use

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Condominiums	208	units	3323 W Olympic Boulevard	409	-13	49	36	39	-1	32
	Retail	3,500	sf								
2	Apartments	378	units	3670 Wilshire Boulevard	2,891	67	184	251	162	95	257
	Retail	8,000	sf								
3	Retail	130,500	sf	450 S Western Avennue	3,019	47	29	77	138	138	276
4	Retail	109,000	sf	3060 W. Olympic Boulevard	4,134	60	26	86	169	191	360
5	Condominiums	224	units	805 S. Catalina Street	5,828	24	119	143	110	57	167
	Retail	7,000	sf								
6	Apartments	136	units	688 S Berendo St	678	10	42	52	41	22	63
7	Apartments	165	units	621 S. Catalina Street	2,776	26	55	81	180	95	275
	Retail	8,000	sf								
	Lounge/Restr/Ntclb	15,000	sf								
	Restaurant	1,547	sf								
8	Apartments	98	units	100 N. Western Avenue	940	17	40	57	54	38	92
	Retail	30,000	sf								
9	Office	55,380	sf	3663 W. Wilshire Boulevard	825	94	44	138	20	3	23
	Nursery School	216	students	Wilshire Temple Master Plan							
	Elementary	420	students								
10	Charter School	696	students	3400 W. 3rd Street	764	146	120	266	43	45	88
11	Hotel	125	rooms	2250 W Pico Boulevard	409	26	19	45	10	9	19
12	Apartments	174	units	680 S. Berendo Street	994	15	60	75	60	32	92
13	Apartments	177	units	685 S. New Hampshire Avenue	1,000	15	61	76	61	32	93
14	Hotel	86	rooms	1020 S. Fedora Street	616	28	14	42	23	21	44
15	Apartments	209	units	3640 W. Wilshire Boulevard	1,182	18	72	90	73	40	113
16	Church	85,308	sf	968 S. Berendo Street	535	23	8	31	3	9	12
17	Restaurant	11,904	sf	135 N. Western Avenue	457	2	2	4	25	13	38
18	Apartments	81	units	940 S. Western Avenue	380	6	31	37	26	11	37
	Retail	8,000	sf								
19	Apartments	411	units	864 S. Vermont Avenue	3,202	24	129	153	164	101	265
	Retail	43,800	sf								
20	Apartments	85	units	535 S. Kingsley Drive	543	8	31	39	36	19	55
21	Apartments	131	units	800 S. Harvard Boulevard	827	14	32	46	44	33	77
	Retail	7,000	sf								
22	Hotel	173	rooms	4110 W. 3rd. Street	1,185	45	35	80	46	40	86
	Retail	2,780	sf								
23	Apartments	91	units	1011 S. Serrano Avenue	545	8	33	41	32	18	50

Mariposa Fedora Mixed-Use

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
24	Apartments	32	units	3200 W Beverly Boulevard	632	4	16	20	39	32	71
	Retail	5,870	sf								
25	Apartments	226	units	3076 W. Olympic Boulevard	1,567	25	78	103	90	56	146
	Retail	16,000	sf								
26	Apartments	120	units	3350 W. Wilshire Boulevard	728	11	43	54	47	25	72
27	Apartments	425	units	3545 W. Wilshire Boulevard	1,288	-36	116	80	121	15	136
	Retail	36,676	sf								
28	Apartments	103	units	605 S. Vermont Avenue	755	17	39	56	42	37	79
	Museum	30,937	sf								
29	Apartments	179	units	627 S. Vermont Avenue	1,304	34	72	106	75	40	115
	Retail	12,000	sf								
30	Retail	20,607	sf	2789 W. Olympic Boulevard	612	16	8	24	25	29	54
	Office	2,780	sf								
31	Apartments	304	units	2972 W. 7th Street	1,018	17	99	116	76	23	99
	Retail	9,735	sf								
32	Apartments	100	units	3100 W. 8th Street	100	10	41	51	10	41	51
	Retail	9,496	sf								
33	Apartments	79	units	1017 S. Mariposa Avenue	373	5	23	28	23	12	35
34	Apartments	85	units	427 S. Berendo Street	288	5	17	22	17	10	27
35	Apartments	161	units	700 S. Manhattan Place	1,260	19	57	76	71	46	117
	Retail	10,000	sf								
36	Apartments	224	units	411 S. Normandie Avenue	1,407	22	86	108	87	47	134
37	Condominiums	206	units	1924 W Temple Street	1,187	-18	74	56	78	13	91
	Apartments	46	units								
	Retail	19,103	sf								
38	Apartments	367	units	3525 W. 8th Street	1,214	8	121	129	83	25	108
	Retail	16,500	sf								
	Market	23,000	sf								
39	Apartments	52	units	619 S Westlake Avenue	254	3	17	20	8	24	
	Public Parking										
40	Apartments	44	units	850 S Crenshaw Boulevard	293	4	18	22	18	10	28
41	Apartments	90	units	815 S Kingsley Drive	521	7	32	39	30	18	48
42	Apartment	140	units	NWC Third & Mariposa	1,036	14	58	72	61	33	94
	Retail	3,490	sf								

Mariposa Fedora Mixed-Use

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
43	School	460	students	1633 W 11th Street	970	194	158	352	29	37	66
	K-5 Charter										
44	Apartments	119	units	4074 W 5th Street	908	13	44	57	51	32	83
	Retail	13,000	sf								
45	Condominiums	32	units	820 S Hoover Street	414	7	15	22	18	14	32
	Retail	4,500	sf								
46	Condominiums	160	units	2850 W 7th Street	1,057	20	72	92	72	42	114
	Hotel	40	rooms								
	Retail	3,600	sf								
47	Hotel	100	rooms	2005 W James M Wood Bl	545	24	18	42	20	18	38
48	Condominiums	80	units	2929 W Leeward Av	476	7	33	40	44	21	65
49	Apartments	399	units	2968 W 6th Street	2,943	73	154	227	168	93	261
	Retail	20,000	sf								
50	Apartments	100	units	241 N Vermont	510	7	38	45	33	16	49
	Retail	5,000	sf								
51	Hotel	99	rooms	2965 W 6th Street	688	7	33	40	44	21	65
	Restaurant	545	sf								
52	Apartments	228	units	3986 W Wilshire Boulevard	503	-50	6	-44	53	25	78
	Retail	12,000	sf								
	Restaurant	3,500	sf								
	Coffee	1,750	sf								
53	Apartments	108	units	1011 S Park View St	594	9	38	47	38	19	57
54	Apartments	81	units	2859 W Francis Av	492	7	28	35	31	5	36
55	Apartments	65	units	326 S Reno	326	5	20	25	20	11	31
56	Apartments	40	units	3330 W Beverly Bl	495	26	34	63	35	32	67
	Child Care	4,237	sf								
57	Apartments	144	units	2405 W 8th St	333	-20	48	28	42	-15	27
	Retail	4,406	sf								
58	Apartments	94	units	1329 W 7th Street	662	16	37	53	39	22	61
	Retail	2,000	sf								
59	Hotel	160	rooms	1700 W Olympic Boulevard	1,157	44	32	76	45	42	87
60	Apartments	90	units	1218 W Ingraham Street	532	8	33	41	17	33	50
61	Condominiums	58	units	742 S Hartford Avenue	333	5	21	26	20	11	31

Mariposa Fedora Mixed-Use

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
62	Restaurant	9,600	sf	1728 W 7th Street	362	-30	-40	-70	50	14	74
	Bar	3,500	sf								
63	Apartments	77	units	616 Westmoreland	446	1	30	31	31	5	36
	Restaurant	2,360	sf								
	Retail	745	sf								
64	Pharmacy	16,572	sf	1302 W Washington	414	-33	-18	-51	21	12	33
65	High School	480	students	1929 Pico Boulevard	821	40	66	206	20	42	62
66	Apartments	103	units	1255 E Elden Avenue	376	0	32	32	28	10	38
67	Apartments	45	units	2649 - 2655 San Marino St	246	4	15	19	15	8	23
68	Office	4,400	sf	888 S Vermont	2,526	45	19	64	171	169	340
	Market	47,208	sf								
69	Apartments	196	units	3875 W Wilshire Boulevard	1,114	17	68	85	69	37	106
70	Hotel	162	rooms	3240 W Wilshire Boulevard	1,353	15	173	188	89	23	112
	Apartments	545	units								
	Retail	5,222	sf								
71	Apartments	478	units	1930 W Wilshire Boulevard	1,355	-44	128	84	103	-41	64
	Theater	850	seats								
	Classroom	50	students								
	Hotel	220	rooms								
72	Apartments	236	units	1000 S Vermont Avenue	2,655	39	94	133	137	102	239
	Commercial	60,300	sf								
73	Hotel	78	rooms	2870 W Olympic Boulevard	1,178	34	23	57	44	40	84
	Retail/Restaurant	16,384	sf								
74	Apartments	173	units	2501 W Olympic Boulevard	1,911	27	72	99	100	73	173
	Retail	36,180	sf								
75	Medical Office	60,000	sf	1122 W Washington Bl	2,060	107	29	136	57	146	203
76	Apartments	252	units	3170 W Olympic Boulevard	1,624	24	89	113	94	56	150
	Retail	32,300	sf								
77	Hotel	200	rooms	631 S Vermont Avenue	2,599	95	95	190	115	120	235
	Condominiums	250	units								
	office	49,227	sf								
	Retail	21,320	sf								
78	Condominiums	506	units	3700 W Wilshire Boulevard	3,500	49	152	201	178	80	258
	Retail	40,323	sf								
	Restaurant	21,712	sf								
79	Apartments	22	units	1919 S Western Avenue	340	8	10	18	17	15	22

Mariposa Fedora Mixed-Use

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Retail	7,750	sf								
	Office	266,500	sf								
80	Apartments	122	units	668 S Coronado Street	947	14	48	62	56	34	90
	Retail	1,182	sf								
81	Assited Living	142	units	3377 W Olympic Boulevard	254	12	-3	9	11	25	36
	Medical Office	9,246	sf								
	Restaurant	3,179	sf								
82	Apartments	67	units	748 S Kingsley Drive	406	6	25	31	24	14	38
83	Apartments	760	units	3600 W Wilshire Boulevard	3,264	34	201	235	202	99	301
	Retail	10,670	sf								
84	Hotel	266	rooms	3751 W 6th Street	1,182	29	20	49	33	25	58
	Apartments	44	units								
	Retail	20,000	sf								
85	Hotel	99	rooms	966 S Dewey Avenue	677	28	15	43	24	24	48
86	Apartments	206	units		587	-14	48	34	33	23	56
	Retail	23,590	sf								
87	Hotel	110	rooms	679 S Harvard Boulevard	905	35	26	61	35	31	66
	Retail	1,000	sf								
88	Apartment	net 65	units	923 Fedora Street	432	7	26	33	26	15	41
89	Self Storage	154,024	sf	1810 Venice Boulevard	385	12	10	22	20	20	40
90	Condominiums	49	units	1048 S Oxford Avenue	184	3	8	11	7	7	14
91	Hotel	72	units	3216 W 8th Street	682	22	18	40	46	34	80
	Condominiums	16	units								
	Retail	5,085	sf								
	Karaoke Lounge	3,128	sf								
92	Apartments	26	units	1420 S Bonnie Brae Street	193	3	12	15	12	6	18
93	Hotel	148	rooms	800 S Western	4,229	133	124	257	172	121	293
	Apartments	96	units								
	Retail	29,730	sf								
	Restaurant	20,000	sf								
94	Apartments	53	units	329 S Rampart Bl	279	6	17	23	17	9	26
95	Apartments	220	units	635 S Western Avenue	672	10	40	50	40	22	62

Mariposa Fedora Mixed-Use

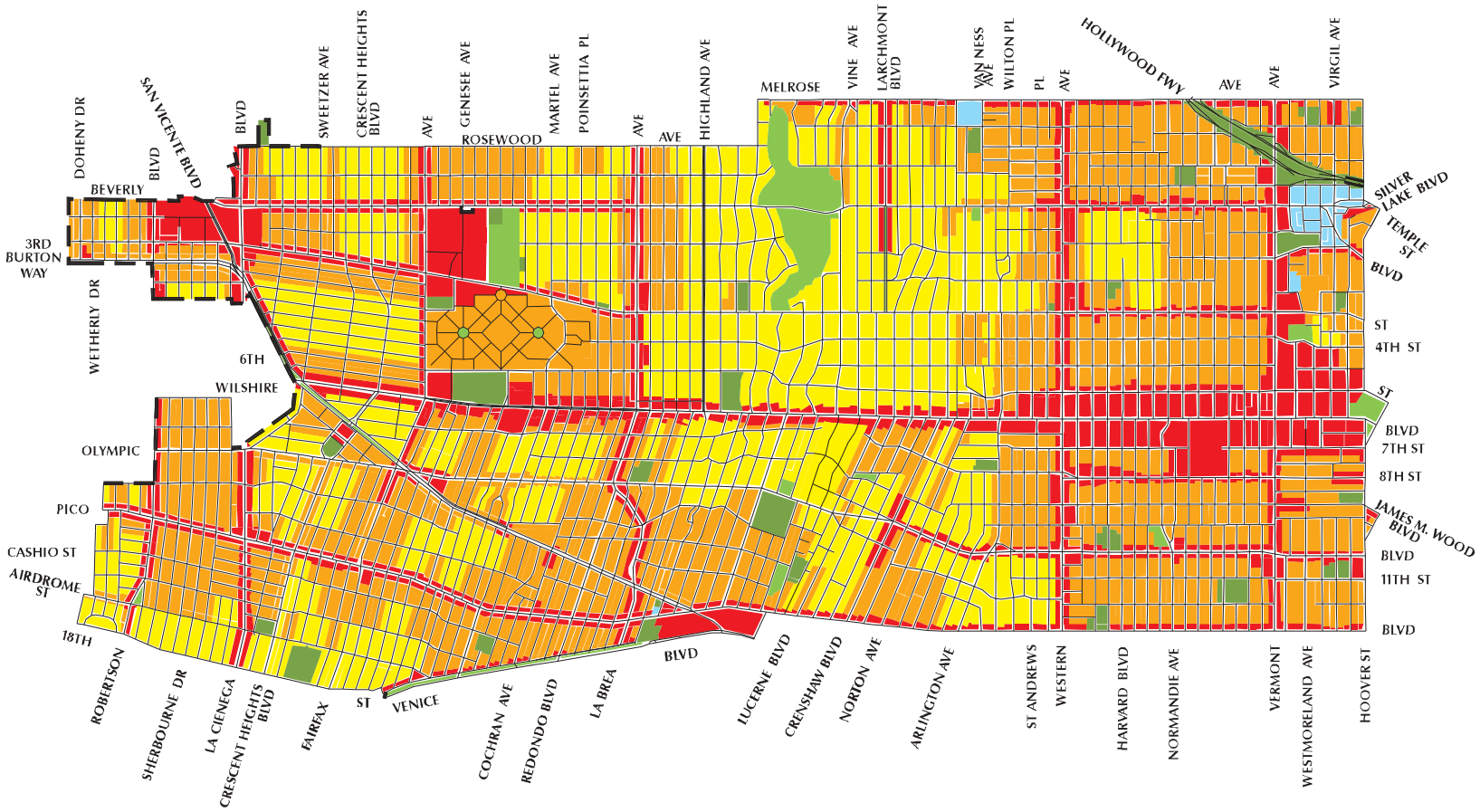
	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Retail	900	sf								
96	Condominiums	89	units	500 S Oxford Avenue	439	6	27	33	26	13	39
97	Assisted Living	338	beds	1030 Lake Street	939	39	23	62	49	48	97
	Senior Housing	34	units								
98	Office	2,166	empl	510 S Vermont	3,215	216	104	320	121	293	414
	Retail	17,500									
	Apartment	72									
	Community Center	13,200									
	Apartment	246									
99	Apartments	644	units	2900 Wilshire Boulevard	3,482	81	135	216	137	81	218
	Restaurant	5,500	sf								
	Retail	10,000	sf								
100	Apartments	80	units	422 S Lake Street	532	8	33	41	33	17	50

APPENDIX B

Land Use Plan Map

&

Land Use Summary



LEGEND

- Residential Single Family
- Residential Multiple Family
- Commercial
- Industrial
- Open Space
- Public Facilities

GENERALIZED LAND USE
WILSHIRE

NORTH

as of March 05 2014-CPC-2012-2894-ZC-GPA (included cl layer correction per CPC97-0051CPU adptd 032002 pstd 041414) PLT:05/01/14

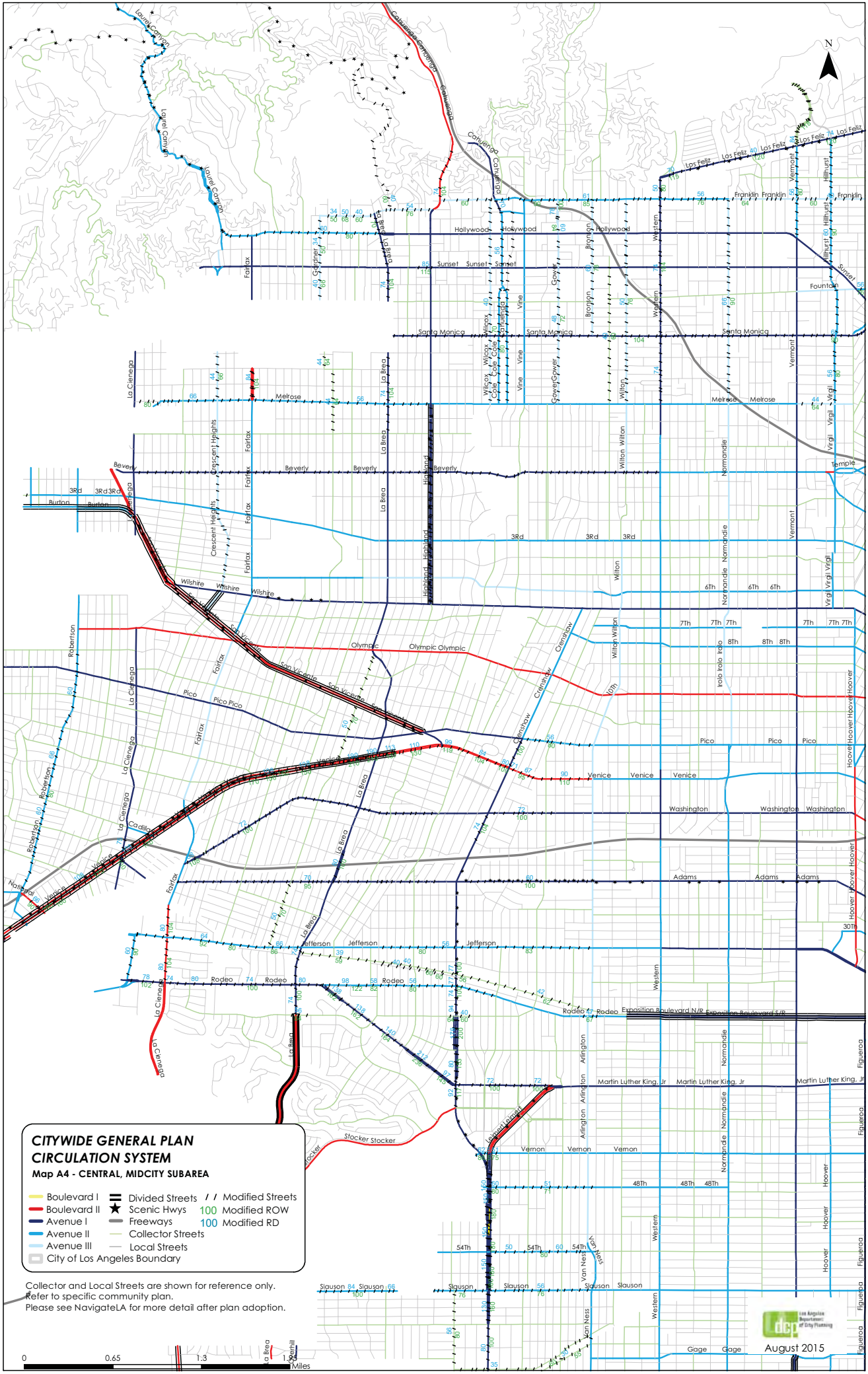
WILSHIRE

SUMMARY OF LAND USE

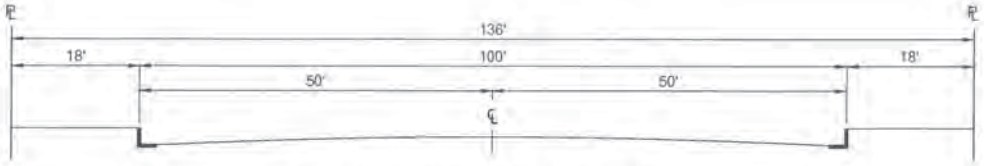
CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	% AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					2,078	23.2
	Very Low I	RE20, RA	23	1.1		
	Very Low II	RE15, RE11	347	16.7		
	Low I	RE9	118	5.7		
	Low II	R1, RS, RD6	1,590	76.5		
Multiple Family					2,788	31.1
	Low Medium I	R2,RD3, RD4,RZ3, RZ4,	571	20.5		
	Low Medium II	RD1.5, RD2, RW2, RZ2.5	305	11.0		
	Medium	R3	1,145	41.1		
	High Medium	R4	767	27.5		
COMMERCIAL					1,222	13.6
	Limited	CR, C1, C1.5, P	49	4.0		
	General	C1.5, C2, C4, P	347	28.4		
	Neighborhood	C1, C1.5, C2, C4, P	311	25.4		
	Community	CR, C2, C4, P, PB	183	15.0		
	Regional Center	CR, C1.5, C2, C4,R3, R4,	332	27.2		
INDUSTRIAL					40	0.4
	Limited	CM, MR1, M1, P	40	100.0		
OPEN SPACE/PUBLIC FACILITIES					412	4.6
	Open Space	OS, A1	190	46.1		
	Public Facilities	PF	222	53.9		
STREETS					2,422	27.0
	Private Street		38	1.6		
	Public Street		2,384	98.4		
TOTAL					8,962	100.0

APPENDIX C

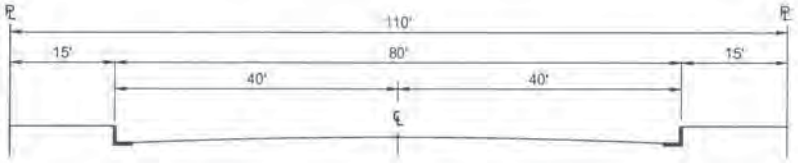
CIRCULATION SYSTEM, STREET STANDARDS, STREET AERIALS


CITYWIDE GENERAL PLAN
CIRCULATION SYSTEM
Map A4 - CENTRAL, MIDCITY SUBAREA
Boulevard I
Boulevard II
Avenue I
Avenue II
Avenue III
City of Los Angeles Boundary
Divided Streets
Scenic Hwys
Freeways
Collector Streets
Local Streets
Modified Streets
100 Modified ROW
100 Modified RD
Collector and Local Streets are shown for reference only.
Refer to specific community plan.
Please see NavigateLA for more detail after plan adoption.
0
0.65
1.3
Miles
August 2015
N

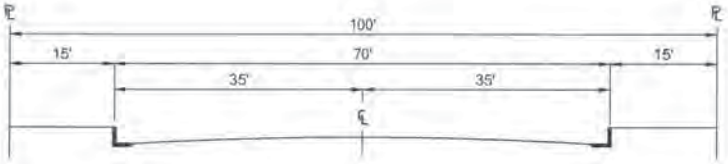
ARTERIAL STREETS



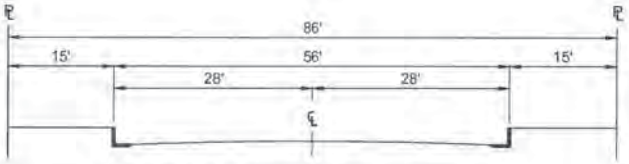
BOULEVARD I (MAJOR HIGHWAY CLASS I)



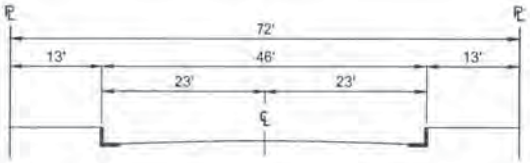
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



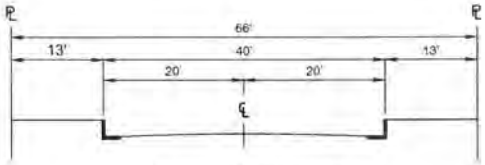
AVENUE III (SECONDARY HIGHWAY)

THIS STANDARD PLAN BECOMES EFFECTIVE CONCURRENT WITH THE ADOPTION OF THE MOBILITY PLAN 2035.

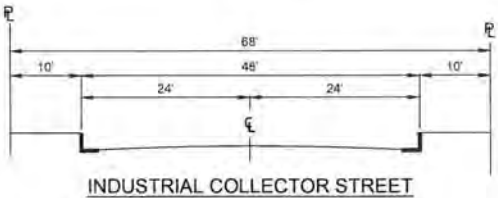
BUREAU OF ENGINEERING	DEPARTMENT OF PUBLIC WORKS	CITY OF LOS ANGELES
--- DRAFT --- STANDARD STREET DIMENSIONS		STANDARD PLAN S-470-1

PREPARED	SUBMITTED	APPROVED		SUPERSEDES	REFERENCES
HAMID MADANI, P.E. BUREAU OF ENGINEERING	SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING	GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER	REGISTERED PROFESSIONAL ENGINEER GARY LEE MOORE No. C-49448 Exp. CIVIL STATE OF CALIFORNIA	D-22549 S-470-0	
CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER DIRECTOR OF PLANNING DATE		VAULT INDEX NUMBER:	
				SHEET 1 OF 4 SHEETS	

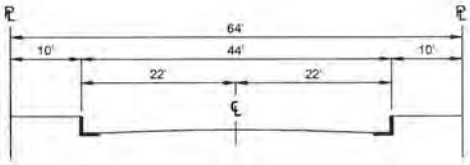
NON-ARTERIAL STREETS



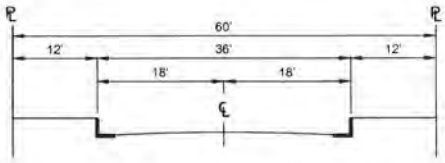
COLLECTOR STREET



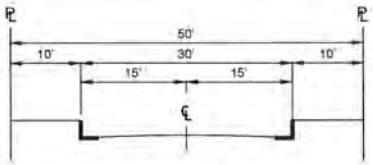
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

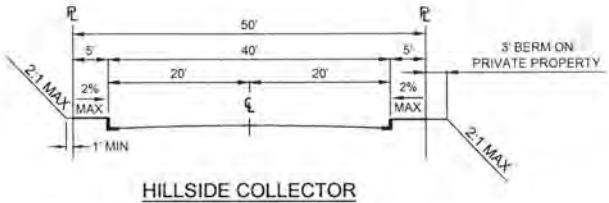


LOCAL STREET - STANDARD

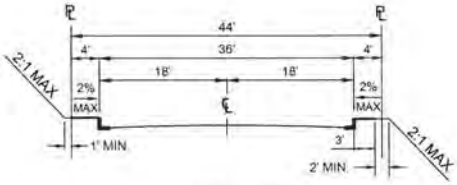


LOCAL STREET - LIMITED

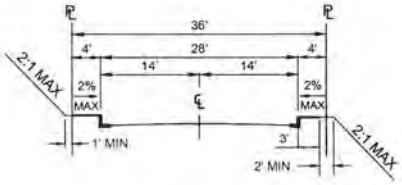
HILLSIDE STREETS



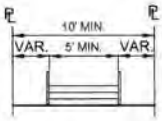
HILLSIDE COLLECTOR



HILLSIDE LOCAL



HILLSIDE LIMITED STANDARD



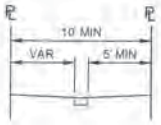
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

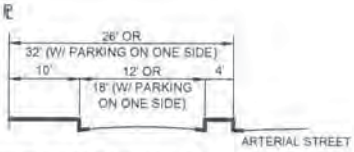
STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-	SHEET 2 OF 4 SHEETS

OTHER PUBLIC RIGHTS-OF-WAY

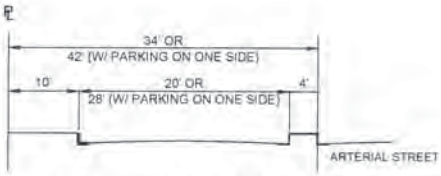
SHARED STREET



PEDESTRIAN WALKWAY

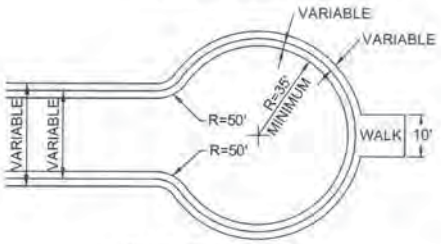


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

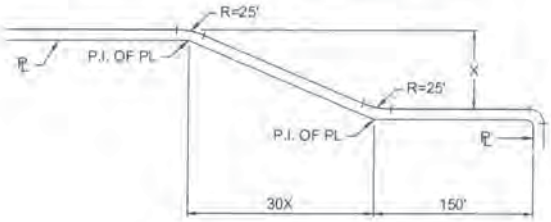
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

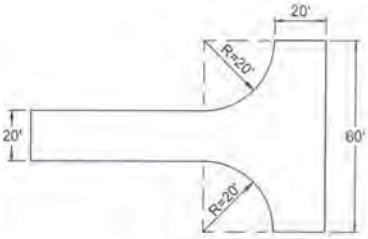
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

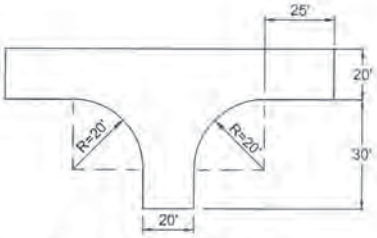


STANDARD FLARE SECTION
(PLAN VIEW)

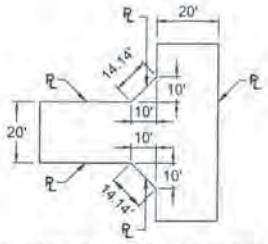
ALLEYS



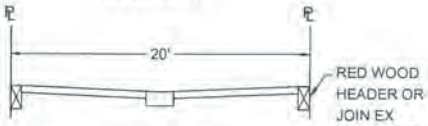
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

STANDARD PLAN NO.	S-470-1	VAULT INDEX NUMBER B-	SHEET 3 OF 4 SHEETS

NOTES

1. CITY COUNCIL MAY, BY ORDINANCE, ADOPT SPECIFIC STANDARDS FOR INDIVIDUAL STREETS THAT DIFFER FROM THESE OFFICIAL STANDARD STREET DIMENSIONS. COMMUNITY PLANS AND SPECIFIC PLANS SHOULD BE REVIEWED FOR FOOTNOTES, INSTRUCTIONS AND/OR MODIFIED STREET DIMENSIONS THAT WOULD REQUIRE STANDARDS DIFFERENT THAN THOSE INDICATED ON THIS STANDARD PLAN.

2. FOR ADDITIONAL GUIDANCE AS TO THE USE OF THE ROADWAY AND SIDEWALK AREA, PLEASE REFER TO THE COMPLETE STREET DESIGN GUIDE AND MANUALS.

3. FOR DISCRETIONARY PROJECTS REQUIRING ACTION FROM THE DEPARTMENT OF CITY PLANNING (PLANNING), PLANNING MAY INCLUDE SPECIFIC INFORMATION AS TO THE DESIGN AND UTILIZATION OF THE SIDEWALK AREA.

4. WHERE A DESIGNATED ARTERIAL CROSSES ANOTHER DESIGNATED ARTERIAL STREET AND THEN CHANGES IN DESIGNATION TO A STREET OF LESSER STANDARD WIDTH, THE ARTERIAL SHALL BE TAPERED IN A STANDARD FLARE SECTION ON BOTH SIDES, AS ON SHEET 3, TO MEET THE WIDTH OF LESSER DESIGNATION AND PROVIDE AN ORDERLY TRANSITION.

5. PRIVATE STREET DEVELOPMENT SHOULD CONFORM TO THE STANDARD PUBLIC STREET DIMENSIONS SHOWN ON THE SHEET, WHERE APPROPRIATE. VARIATIONS MAY BE APPROVED ON A CASE-BY-CASE BASIS BY THE CITY.

6. FIFTY-FOOT CURB RADII (INSTEAD OF THE STANDARD 35' CURB RADII) SHALL BE PROVIDED FOR CUL-DE-SACS IN INDUSTRIAL AREAS. SEE CUL-DE-SAC ILLUSTRATION FOR FURTHER DESIGN STANDARDS.

7. ALLEYS SHALL BE A MINIMUM OF 20' IN WIDTH AND INTERSECTIONS AND/OR DEAD-END TERMINUSES SHALL BE DESIGNED TO CONFORM TO THE ALLEY ILLUSTRATIONS INCLUDED HEREIN.

8. FOR INTERSECTIONS OF STREETS, THE FOLLOWING DEDICATIONS SHALL APPLY:
   A. INTERSECTIONS OF ARTERIAL STREETS WITH ANY OTHER STREET: 15' X 15' CUT CORNER OR 20' CURVED CORNER RADIUS.
   B. INTERSECTIONS ON NON-ARTERIAL AND/OR HILLSIDE STREETS: 10' X 10' CUT CORNER OR 15' CURVED CORNER RADIUS.

9. STREETS THAT ARE ACCOMPANIED BY A PARALLEL FRONTAGE AND/OR SERVICE ROAD ARE DEEMED TO MEET THE STREET STANDARDS SET FORTH HEREIN AND THE DEDICATION REQUIREMENT SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION INTO COMPLIANCE WITH THE STREET STANDARD.

10. DUE TO THEIR UNIQUE CHARACTER AND DIMENSIONS ALL STREETS DESIGNATED AS DIVIDED ARE CONSIDERED TO HAVE MET THEIR STREET STANDARD AND THE DEDICATION SHALL BE NO MORE THAN IS NECESSARY TO BRING THE ABUTTING SIDEWALK DIMENSION COMPLIANT WITH THE STREET STANDARD.

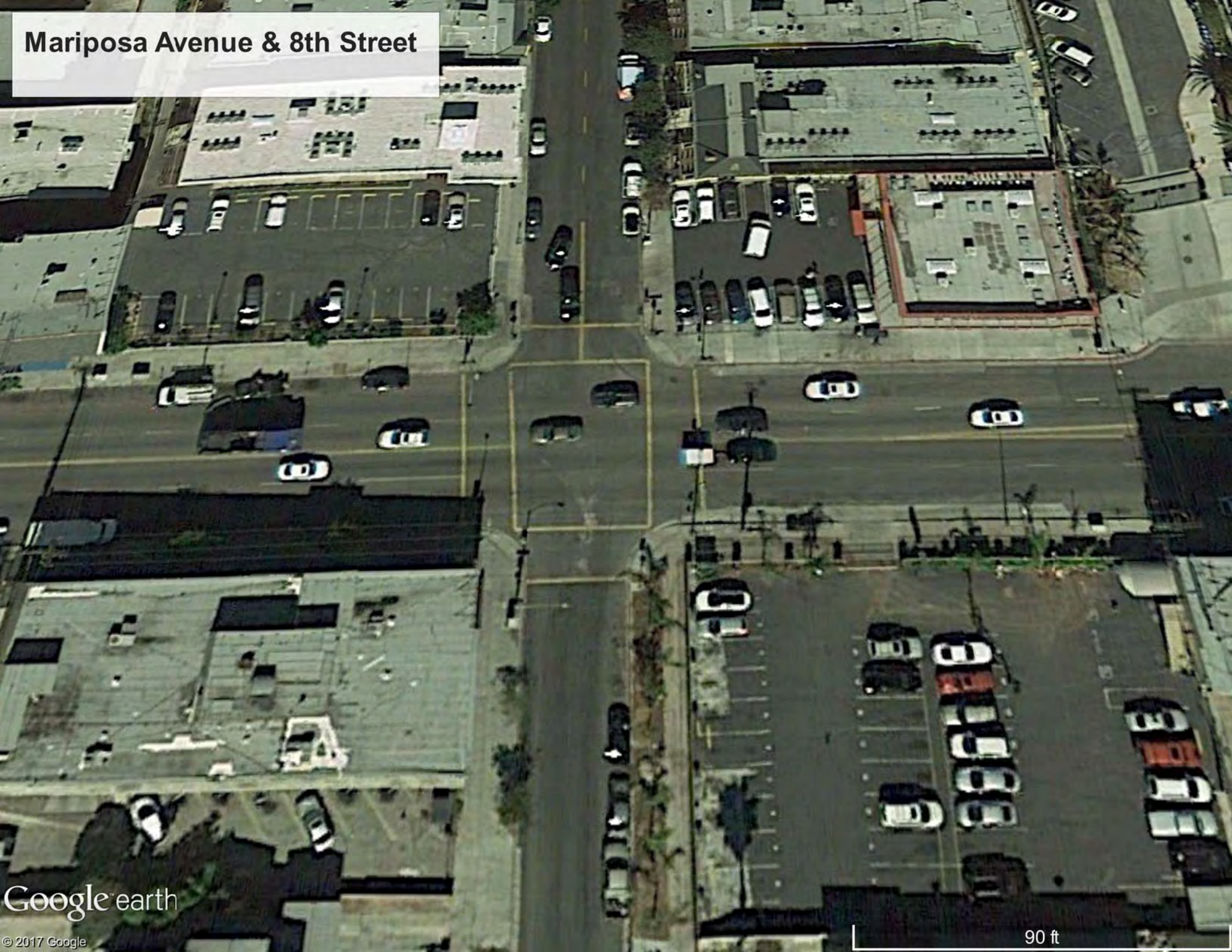
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

12. THE LOCATION OF THE DRAINAGE GUTTER IS NOT RESTRICTED TO THE CENTER OF THE SHARED STREET AND CAN BE PLACED WHERE NECESSARY AS APPROVED BY THE CITY.

13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.


Irolo Street & 8th Street
Google earth
© 2017 Google
100 ft


Irolo Street & James M Wood
Irolo St
Google earth
© 2017 Google
60 ft


Mariposa Avenue & 8th Street
Google earth
© 2017 Google
90 ft


Fedora Street & Olympic Boulevard
W Olympic Blvd
Google earth
© 2017 Google
100 ft


Catalina Street & James M Wood
S Catalina St
Google earth
© 2017 Google
60 ft


Vermont Avenue & James M Wood
W 9th St
Google earth
© 2017 Google
80 ft

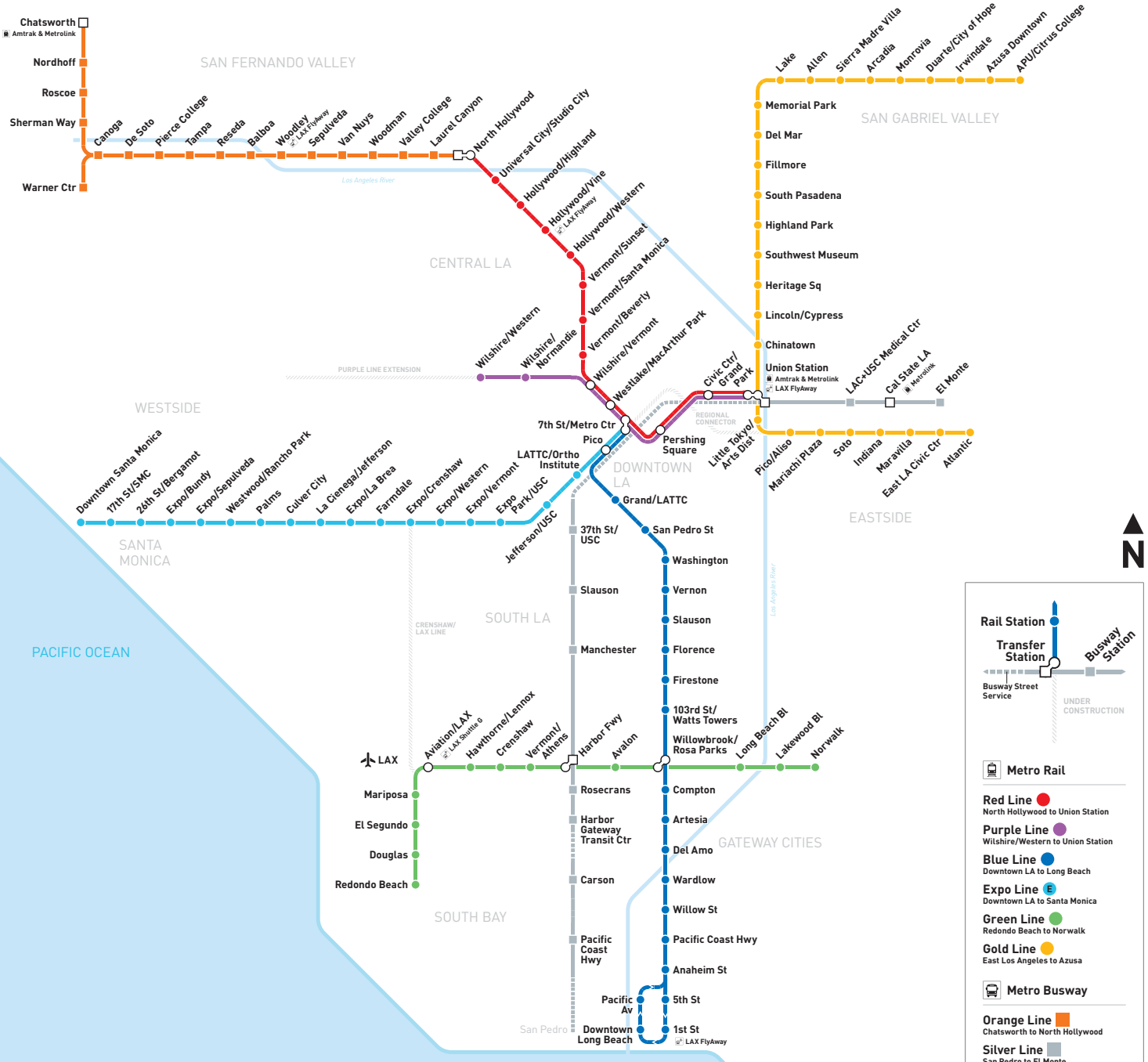
APPENDIX D

TRANSIT ROUTES


Appx Project site
VERMONT/ SANTA MONICA
VERMONT/ BEVERLY
WILSHIRE/ WESTERN
WILSHIRE/ NORMANDIE
WILSHIRE/ VERMONT
WESTLAKE/ MACARTHUR PARK
PICO/RIMPAU TRANSIT CTR
HOLLYWOOD
HANCOCK PARK
KOREATOWN
LAKE
DOW
LA City College
SANTA MONICA
Romaine
Melrose
Beverly
3rd
6th
1st
8th
7th
Olympic
Pico
Washington
WILSHIRE
OLYMPIC
VENICE
CRENSHAW
VERMONT
Normandie
Rossmore
Western
La Brea
Rimpau
Wilton
West
Hoover
Alvarado
Reno
Coronado
Glendale Bl
Silver La
SUNSET
AV786
LDHWL
LDLAR
LDWCK
FT481
CE534
LDMID
BBBR10
101

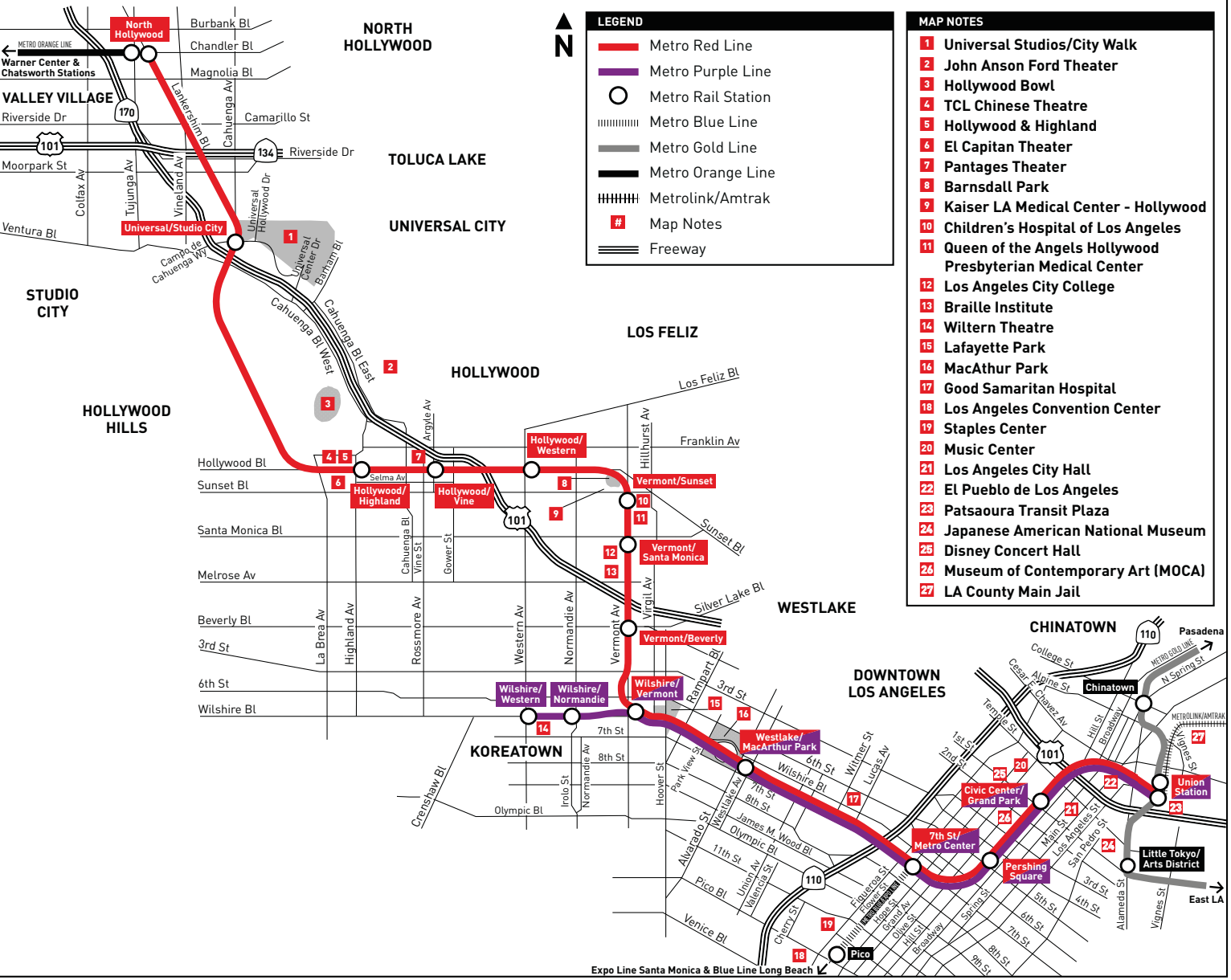
Metro Rail & Busway

metro.net



Metro®

ROUTE MAP (All maps not to scale)



LEGEND

- Metro Red Line
- Metro Purple Line
- Metro Rail Station
- Metro Blue Line
- Metro Gold Line
- Metro Orange Line
- Metrolink/Amtrak
- # Map Notes
- Freeway

MAP NOTES

1. Universal Studios/City Walk
2. John Anson Ford Theater
3. Hollywood Bowl
4. TCL Chinese Theatre
5. Hollywood & Highland
6. El Capitan Theater
7. Pantages Theater
8. Barnsdall Park
9. Kaiser LA Medical Center - Hollywood
10. Children's Hospital of Los Angeles
11. Queen of the Angels Hollywood Presbyterian Medical Center
12. Los Angeles City College
13. Braille Institute
14. Wiltern Theatre
15. Lafayette Park
16. MacAthur Park
17. Good Samaritan Hospital
18. Los Angeles Convention Center
19. Staples Center
20. Music Center
21. Los Angeles City Hall
22. El Pueblo de Los Angeles
23. Patsaoura Transit Plaza
24. Japanese American National Museum
25. Disney Concert Hall
26. Museum of Contemporary Art (MOCA)
27. LA County Main Jail

CONNECTIONS

Union Station	**PAID PARKING**
Metro	Metro Rail Gold Line; Metro Liner Silver Line; Metro Local 40, 68, 70, 71, 76 78, 79, 378, 442, 487, 489; Metro Rapid 704, 728, 733, 745, 770
Foothill Transit	Silver Streak, 481, 493, 497, 498, 499, 699
LADOT	DASH B, D, DASH Lincoln Heights/Chinatown; Commuter Express 431, 534, Union Station/Bunker Hill Shuttle
Metrolink	Antelope Valley Line, Ventura County Line, San Bernardino Line, Riverside Line, Orange County Line, 91 Line
Amtrak	Pacific Surfliner, Coast Starlight, Southwest Chief, Sunset Limited/Texas Eagle, San Joaquin Valley Bus Connection
Other providers	Antelope Valley Transit Authority 785, City of Santa Clarita Transit 794, Orange County Transportation Authority 701, Santa Monica Big Blue Bus 10; Torrance Transit 4; LAX Flyaway
Civic Center	
Metro	Metro Liner 910 Silver Line, 950; Metro Local 2, 4,10, 14, 28, 30, 37, 40, 45, 48, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 378, 442, 487, 489; Metro Rapid 728, 733, 745, 770, 794
Foothill Transit	Silver Streak, 493, 495, 497, 498, 499, 699
LADOT	DASH A, B, D; Commuter Express 409, 419, 422, 423, 431, 437, 438, 448, 534
Other Providers	Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Line 90 Express; Santa Monica Big Blue Bus Rapid 10; Torrance Transit 4
Pershing Square	
Metro	Metro Liner 910 Silver Line, 950 (northbound only); Metro Local 2, 4, 10, 14, 16, 17, 18, 28, 30, 33, 37, 38, 40, 45, 48, 53, 55, 62, 68, 70, 71, 76, 78, 79, 81, 83, 90, 91, 92, 94, 96, 302, 316, 378, 442 (northbound only), 460, 487, 489; Metro Rapid 720, 728, 733, 745, 770, 794
Foothill Transit	Silver Streak
LADOT	DASH B, D; Commuter Express 419
Other Providers	Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Torrance Transit 4 (northbound only)
7th Street/Metro Center	
Metro	Metro Rail Blue Line; Metro Rail Expo Line, Metro Liner 910 Silver Line, 950; Metro Local 14, 16, 17, 18, 20, 37, 51, 52, 60, 62, 66, 76, 78, 79, 81, 316, 351, 378, 442, 460, 487, 489; Metro Rapid 720, 760; Metro Express 450X
Foothill Transit	Silver Streak, 493, 495, 497, 498, 499, 699
LADOT	DASH A, B, E, F, Commuter Express 409, 422, 423, 431, 437, 438, 448, 534
Other Providers	Antelope Valley Transit Authority 785; City of Santa Clarita Transit 799; Montebello Bus Lines 40, 50, 90 Express; Orange County Transportation Authority 701, 721; Santa Monica Big Blue Bus 10; Torrance Transit 4
Westlake/MacArthur Park	
Metro	Metro Local 18, 20, 51, 52, 200, 351, 487, 489, 603; Metro Rapid 720
Other providers	Foothill Transit 481; LADOT DASH Pico Union/Echo Park
Wilshire/Vermont	
Metro	Metro Local 18, 20, 51, 52, 201, 204, 351; Metro Rapid 720, 754
Other providers	Foothill Transit 481; LADOT DASH Wilshire Center/Koreatown
Wilshire/Normandie	
Metro	Metro Local 18, 20, 206; Metro Rapid 720
Foothill Transit	481
Wilshire/Western	
Metro	Metro Local 18, 20, 66, 207, 209; Metro Rapid 710, 720, 757
Other providers	Foothill Transit 481; LADOT DASH Wilshire Center/Koreatown, DASH Hollywood/Wilshire; Santa Monica Big Blue Bus Rapid 7
Vermont/Beverly	
Metro	Metro Local 10, 14, 204, Metro Rapid 754
Vermont/Santa Monica	
Metro	Metro Local 4, 204; Metro Rapid 704, 754
LADOT	DASH Hollywood
Vermont/Sunset	
Metro	Metro Local 2, 175, 204, 206, 302; Metro Rapid 754
LADOT	DASH Hollywood, DASH Los Feliz, Weekend Observatory Shuttle
Hollywood/Western	
Metro	Metro Local 180, 181, 207, 217; Metro Rapid 757, 780
Hollywood/Vine	
Metro	Metro Local 180, 181, 210, 212, 217, 222; Metro Rapid 780
LADOT	DASH Beachwood Canyon, DASH Hollywood, DASH Hollywood/Wilshire
Hollywood/Highland	
Metro	Metro Local 212, 217, 222, 237, 312, 656; Metro Rapid 780
LADOT	DASH Hollywood
Universal City	
Metro	Metro Local 150, 155, 224, 237, 240, 656; Metro Rapid 750
Other providers	Universal Studios/Citywalk Shuttle
North Hollywood	
Metro	Metro Orange Line; Metro Local 152, 154, 162, 183, 224, 237, 353, 501, 656 (Owl)
Other providers	BurbankBus NoHo-Media District, NoHo-Airport; City of Santa Clarita Transit 757; LADOT Commuter Express 549

DASH

WILSHIRE CENTER/KOREATOWN

EFFECTIVE AUGUST 1, 2015
A PARTIR DEL 1 DE AGOSTO 2015

CLOCKWISE ROUTE/ EN EL SENTIDO DE LAS MANECILLAS DEL RELOJ

	Leaves/Sale San Marino & Western (F)	Western & Wilshire (B)	Normandie & 3rd (C)	Vermont & Wilshire (D)	James M Wood & Irolo (E)	Arrives/Llega San Marino & Western (F)
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS/ EL PRIMERO AUTOBÚS	7:00AM	7:04	7:13	7:27	7:32	7:35
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 6:20	:24 :44 :04 6:24	:33 :53 :13 6:33	:47 :07 :27 6:47	:52 :12 :32 6:52	:55 :15 :35 6:55
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:40PM	6:44	6:53	7:07	7:12	7:15
SATURDAY, SUNDAY AND HOLIDAYS/SÁBADOS, DOMINGOS Y LOS DÍAS FESTIVOS						
FIRST BUS/ EL PRIMERO AUTOBÚS	9:00AM	9:04	9:13	9:27	9:32	9:35
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 :20 5:40	:24 :44 :04 :24 5:44	:33 :53 :13 :33 5:53	:47 :07 :27 :47 5:07	:52 :12 :32 :52 6:12	:55 :15 :35 :55 6:15
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:00PM	6:04	6:13	6:27	—	—

COUNTERCLOCKWISE ROUTE/EN EL SENTIDO OPUESTO DE LAS MANECILLAS DEL RELOJ

	Leaves/Sale James M Wood/9th & Western (A)	James M Wood & Irolo (E)	Vermont & Wilshire (D)	Normandie & 3rd (C)	Western & Wilshire (B)	Arrives/Llega James M Wood/9th & Western (A)
MONDAY-FRIDAY/LUNES-VIERNES						
FIRST BUS/ EL PRIMERO AUTOBÚS	7:00AM	7:02	7:14	7:26	7:32	7:38
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 6:20	:22 :42 :02 6:22	:34 :54 :14 6:34	:46 :06 :26 6:46	:52 :12 :32 6:52	:58 :18 :38 6:58
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:40PM	6:42	6:54	7:06	7:12	7:18
SATURDAY, SUNDAY AND HOLIDAYS/SÁBADOS, DOMINGOS Y LOS DÍAS FESTIVOS						
FIRST BUS/ EL PRIMERO AUTOBÚS	9:00AM	9:02	9:14	9:26	9:32	9:38
then every/ entonces cada 20 minutes until/ minutos hasta	:20 :40 :00 :20 5:40	:22 :42 :02 :22 5:42	:34 :54 :14 :37 5:54	:46 :06 :26 :46 6:06	:52 :12 :32 :52 6:12	:58 :18 :38 :58 6:18
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:00PM	6:02	6:14	6:26	6:32	6:38

Note: Schedules are subject to traffic, weather and other conditions. Please be patient as these conditions are out of the control of the driver and LADOT. Also remember to allow sufficient time to make transfers to other services./Nota: Los horarios están sujetos al tráfico, el clima y a otras condiciones. Favor de ser paciente porque dichas condiciones están fuera del control del conductor y de LADOT. Recuerde el darse suficiente tiempo para hacer transbordes a otros servicios.

LADOT
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH

WILSHIRE CENTER/KOREATOWN

EFFECTIVE AUGUST 1, 2015
A PARTIR DEL 1 DE AGOSTO 2015

- DASH Wilshire Center/Koreatown Clockwise Route (Ruta en el Sentido de las Manecillas del Reloj)
- DASH Wilshire Center/Koreatown Counterclockwise Route (Ruta en el Sentido Opuesto de las Manecillas del Reloj)
- DASH Hollywood/Wilshire Route
- Commuter Express Route 534
- Metro Rail Purple Line
- Metro Rail Red Line
- Metro Rapid Bus
- Bus Stop (Parada de Autobús)
- Multiple Route Stop (Parada de Rutas Múltiples)
- Points of Interest (Puntos de Interés)
- Time Point (Punto Clave de Horario)
- Transfer Point (Punto de Transbordo) Metro
- Metro Rail Station (Estación de Metro)

LADOT
City of Los Angeles
Department of Transportation

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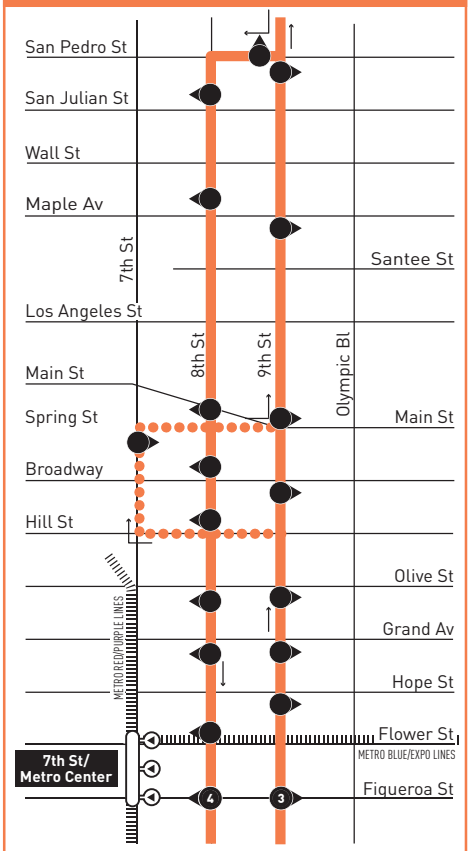
ROUTE MAP

N

INSET 1 – DOWNTOWN LOS ANGELES



LEGEND

- Line 66 Route
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail
- Metro Rail Station
- Metro Rail / Busway Station & Timepoint
- ML — Metrolink Station
- BBB — Big Blue Bus
- CO — Commerce Municipal Bus Lines
- EL SOL — East LA Shuttle
- LD — LADOT DASH
- M — Montebello Bus Lines

MAP NOTES

1. **Montebello Metrolink Station**
2. **MacArthur Park**
3. **Lafayette Park**
4. **Southwestern University**
5. **Wilshire/Western**
   Purple Line Station
   Metro 18, 20, 66, 207, 209, 710, 720, 757; BBB Rapid 7; LADOT DASH Wilshire Center/Koreatown; DASH Hollywood/Western

INSET 1 – DOWNTOWN LOS ANGELES

- Line 66 Route
- Owl Service (Eastbound Only)
- Local Stop - Single Direction Only
- Metro Rail Station
- Metro Rail Station Entrance

Monday through Friday

Effective Jun 25 2017

66

Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WILSHIRE CENTER	KOREATOWN	DOWNTOWN LOS ANGELES	BOYLE HEIGHTS	EAST LOS ANGELES		MONTEBELLO
1	2	3	5	6	7	8
Wilshire/ Western Station	8th & Western	9th & Figueroa	Soto & Olympic	Olympic & Indiana	Olympic & Atlantic	Montebello Metrolink Station
—	4:18A	4:33A	4:47A	4:54A	5:01A	5:09A
—	4:42	4:57	5:14	5:22	5:30	5:38
4:59A	5:01	5:15	5:32	5:40	5:48	5:56
—	5:18	5:33	5:50	5:58	6:06	6:14
5:32	5:34	5:50	6:08	6:16	6:24	6:32
—	5:47	6:04	6:23	6:31	6:40	6:49
—	5:58	6:14	6:33	—	—	—
6:03	6:05	6:21	6:39	—	—	—
—	6:10	6:28	6:48	6:57	7:07	7:17
—	6:19	6:35	6:55	—	—	—
6:23	6:25	6:42	7:01	—	—	—
—	6:30	6:48	7:08	—	—	—
—	6:34	6:52	7:12	7:22	7:32	7:42
6:37	6:39	6:56	7:16	—	—	—
—	6:42	7:00	7:20	—	—	—
—	6:45	7:04	7:24	7:34	7:44	7:54
6:48	6:50	7:08	7:28	—	—	—
—	6:53	7:12	7:32	7:42	7:52	8:02
—	6:57	7:16	7:36	—	—	—
6:59	7:02	7:20	7:40	—	—	—
—	7:05	7:24	7:44	7:54	8:04	8:14
—	7:10	7:29	7:50	—	—	—
7:13	7:16	7:34	7:55	8:05	8:14	8:24
7:18	7:21	7:39	8:00	—	—	—
—	7:25	7:44	8:05	8:14	8:23	8:33
7:27	7:30	7:49	8:10	—	—	—
—	7:35	7:54	8:15	—	—	—
7:37	7:40	7:59	8:20	8:29	8:38	8:48
—	7:47	8:06	8:27	—	—	—
7:52	7:55	8:14	8:35	—	—	—
8:00	8:03	8:22	8:43	8:52	9:01	9:11
8:08	8:11	8:30	8:51	—	—	—
—	8:20	8:39	9:00	D9:09	—	—
8:33	8:36	8:55	9:16	9:25	9:35	9:45
8:50	8:53	9:12	9:33	D9:42	—	—
9:07	9:10	9:29	9:50	9:59	10:09	10:19
9:24	9:27	9:46	10:07	D10:16	—	—
9:41	9:44	10:03	10:24	10:33	10:43	10:53
9:58	10:01	10:20	10:41	D10:50	—	—
10:16	10:19	10:38	11:00	11:09	11:19	11:29
10:34	10:37	10:56	11:18	D11:27	—	—
10:52	10:55	11:14	11:36	11:46	11:56	12:06P
11:10	11:13	11:32	11:54	D12:04P	—	—
11:28	11:31	11:50	12:12P	12:22	12:33P	12:43
11:47	11:50	12:09P	12:32	D12:42	—	—
12:06P	12:09P	12:28	12:51	1:01	1:12	1:22
12:25	12:28	12:47	1:10	D1:20	—	—
12:44	12:47	1:06	1:29	1:39	1:50	2:00
1:02	1:05	1:24	1:47	D1:57	—	—
1:20	1:23	1:42	2:05	2:15	2:26	2:37
1:38	1:41	2:00	2:23	D2:33	—	—
1:56	1:59	2:18	2:42	2:53	3:05	3:16
2:14	2:17	2:36	3:00	D3:12	—	—
2:31	2:34	2:54	3:18	3:30	3:43	3:54
2:47	2:50	3:10	3:34	D3:46	—	—
3:03	3:06	3:26	3:50	4:02	4:15	4:26
3:18	3:21	3:41	4:05	D4:17	—	—
3:32	3:35	3:55	4:19	4:31	4:44	4:55
3:46	3:49	4:09	4:33	—	—	—
4:00	4:03	4:23	4:47	4:59	5:13	5:26
4:15	4:18	4:38	5:02	5:14	5:28	5:41
4:29	4:32	4:52	5:18	5:30	5:44	5:57
4:44	4:47	5:07	5:34	5:46	6:00	6:12
5:00	5:03	5:23	5:50	6:02	6:15	6:27
5:16	5:19	5:39	6:06	6:17	6:30	6:40
5:33	5:36	5:56	6:22	6:33	6:44	6:54
5:50	5:53	6:13	6:37	6:47	6:58	7:08
6:10	6:13	6:33	6:53	7:03	7:13	7:23
6:30	6:33	6:53	7:13	7:23	7:33	7:43
6:53	6:56	7:14	7:33	7:42	7:51	8:01
—	7:16	7:34	7:52	8:01	8:10	8:20
—	7:42	7:59	8:17	8:26	8:35	8:46
—	8:14	8:31	8:49	8:58	9:06	9:16
—	C8:42	8:59	9:26	9:35	9:43	9:53
—	C9:42	9:58	10:25	10:34	10:42	10:51
—	C10:43	10:58	11:24	11:32	11:40	11:49
—	C11:43	11:58	12:24A	12:32A	12:40A	—
—	C12:43A	12:58A	1:24	1:31	1:39	—

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

MONTEBELLO	EAST LOS ANGELES		BOYLE HEIGHTS	DOWNTOWN LOS ANGELES	KOREATOWN	WILSHIRE CENTER
8	7	6	5	4	2	1
Montebello Metrolink Station	Olympic & Atlantic	Olympic & Indiana	Olympic & Soto	8th & Figueroa	8th & Western	Wilshire/ Western Station
3:50A	3:59A	4:06A	4:14A	4:29A	4:42A	4:44A
4:23	4:32	4:39	4:47	5:02	5:15	5:17
4:51	5:00	5:08	5:17	5:33	5:46	5:48
5:19	5:28	5:37	5:47	6:04	6:18	—
5:40	5:50	5:59	6:10	6:29	6:45	6:47
5:54	6:04	6:14	6:25	6:45	7:01	7:03
6:06	6:16	6:26	6:38	6:59	7:16	7:18
—	—	—	6:51	7:11	7:26	—
6:27	6:38	6:49	7:01	7:23	7:40	7:42
—	—	—	7:14	7:35	7:52	7:54
6:47	6:58	7:10	7:25	7:47	8:02	—
—	—	—	7:38	7:59	8:16	8:19
7:09	7:21	7:33	7:48	8:11	8:28	8:31
7:27	7:39	7:51	8:05	8:29	8:46	8:49
7:51	8:03	8:14	8:27	8:51	9:08	9:11
8:07	8:19	8:30	8:43	9:07	9:25	9:28
8:24	8:35	8:46	8:59	9:24	9:42	9:45
8:42	8:53	9:04	9:16	9:41	9:59	10:02
9:01	9:12	9:22	9:34	9:59	10:17	10:20
—	—	E9:39	9:51	10:16	10:34	10:37
9:31	9:42	9:52	10:04	10:29	10:48	10:51
—	—	E10:04	10:16	10:42	11:01	11:04
9:58	10:09	10:19	10:31	10:56	11:15	11:18
—	—	E10:38	10:49	11:15	11:34	11:37
10:36	10:47	10:57	11:08	11:34	11:53	11:56
—	—	E11:16	11:27	11:53	12:12P	12:15P
11:13	11:24	11:34	11:45	12:12P	12:31	12:34
—	—	E11:54	12:05P	12:31	12:50	12:53
11:51	12:02P	12:12P	12:24	12:50	1:09	1:12
—	—	E12:31	12:43	1:09	1:28	1:31
12:29P	12:40	12:50	1:02	1:28	1:47	1:50
—	—	E1:09	1:21	1:47	2:06	2:09
1:07	1:18	1:28	1:40	2:06	2:25	2:28
—	—	E1:48	2:00	2:24	2:43	2:46
1:45	1:56	2:07	2:18	2:42	3:01	3:04
—	—	E2:25	2:36	3:00	3:19	3:22
2:17	2:29	2:41	2:52	3:16	3:35	3:37
—	—	E2:56	3:07	3:31	3:50	3:52
2:47	2:59	3:11	3:22	3:46	4:05	4:07
—	—	E3:25	3:36	4:01	4:20	4:22
3:14	3:26	3:37	3:49	4:15	4:34	4:36
—	—	E3:49	4:01	4:27	4:46	4:48
3:35	3:47	3:58	4:11	4:37	4:56	4:58
—	—	E4:08	4:21	4:47	5:06	5:09
3:55	4:07	4:18	4:31	4:57	5:14	—
—	—	—	4:40	5:07	5:26	5:29
4:12	4:24	4:35	4:49	5:17	5:36	5:39
—	—	E4:42	4:56	5:24	5:43	5:46
—	—	—	5:03	5:31	5:48	—
—	—	—	5:09	5:37	5:56	5:59
4:37	4:49	5:00	5:14	5:43	6:00	—
—	—	—	5:21	5:49	6:08	6:11
—	—	E5:13	5:27	5:55	6:12	—
—	—	—	5:33	6:01	6:20	6:23
—	—	—	5:39	6:07	6:24	—
5:07	5:20	5:31	5:45	6:12	6:31	6:34
—	—	E5:38	5:52	6:19	6:36	—
—	—	—	5:58	6:25	6:43	6:46
—	—	—	6:05	6:32	6:48	—
5:35	5:47	5:58	6:11	6:37	6:53	—
—	—	—	6:18	6:43	6:59	—
5:55	6:06	6:16	6:29	6:52	7:08	—
—	—	—	6:40	7:03	7:19	—
6:21	6:32	6:41	6:51	7:12	7:28	—
6:33	6:43	6:52	7:02	7:23	7:38	—
6:44	6:54	7:03	7:13	7:34	7:49	—
6:59	7:09	7:18	7:28	7:48	8:03	—
7:17	7:27	7:35	7:45	8:05	8:19	—
7:40	7:49	7:57	8:06	8:25	8:39	—
8:03	8:11	8:19	8:28	8:47	9:01	—
8:25	8:33	8:41	E8:50	9:16	9:29	—
8:55	9:03	9:11	9:20	9:38	9:51	—
9:25	9:33	9:41	E9:50	10:16	10:29	—
10:25	10:33	10:41	B10:50	11:16	11:29	—
11:25	11:33	11:41	B11:50	12:16A	12:29A	—
12:25A	12:33A	12:41A	B12:50A	1:16	1:29	—

Saturday

Effective Jun 25 2017

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Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WILSHIRE CENTER	KOREATOWN	DOWNTOWN LOS ANGELES	BOYLE HEIGHTS	EAST LOS ANGELES		MONTEBELLO
1	2	3	5	6	7	8
Wilshire/ Western Station	8th & Western	9th & Figueroa	Soto & Olympic	Olympic & Indiana	Olympic & Atlantic	Montebello Metrolink Station
—	4:46A	5:00A	5:14A	5:20A	5:27A	5:37A
—	5:08	5:22	5:36	—	—	—
—	5:28	5:42	5:58	6:06	6:14	6:24
5:39A	5:41	5:55	6:10	—	—	—
—	5:49	6:05	6:21	—	—	—
—	5:59	6:15	6:33	6:41	6:49	6:59
—	6:08	6:24	6:42	—	—	—
—	6:16	6:32	6:48	—	—	—
6:22	6:24	6:39	6:57	7:05	7:13	7:23
—	6:31	6:47	7:05	—	—	—
6:37	6:39	6:54	7:12	—	—	—
—	6:46	7:02	7:20	7:28	7:36	7:46
6:52	6:54	7:09	7:25	—	—	—
—	7:01	7:17	7:35	D7:43	—	—
7:07	7:09	7:24	7:42	7:50	7:58	8:08
—	7:16	7:32	7:50	—	—	—
7:23	7:25	7:40	7:58	B8:06	—	—
7:32	7:34	7:49	8:06	8:14	8:22	8:32
7:41	7:43	7:58	8:16	—	—	—
7:52	7:54	8:09	8:27	8:35	8:43	8:53
8:02	8:05	8:21	8:39	B8:47	—	—
8:14	8:17	8:33	8:51	8:59	9:08	9:18
8:26	8:29	8:45	9:03	D9:11	—	—
8:40	8:43	8:59	9:18	9:26	9:35	9:45
8:53	8:56	9:13	9:32	D9:40	—	—
9:08	9:11	9:28	9:47	9:55	10:04	10:14
9:22	9:25	9:43	10:02	B10:10	—	—
9:37	9:40	9:58	10:18	10:26	10:35	10:45
9:51	9:54	10:13	10:33	B10:41	—	—
10:06	10:09	10:28	10:49	10:57	11:06	11:16
10:21	10:24	10:43	11:04	B11:12	—	—
10:36	10:39	10:58	11:19	11:27	11:37	11:47
10:51	10:54	11:13	11:35	B11:44	—	—
11:06	11:09	11:28	11:51	11:59	12:10P	12:20P
11:21	11:24	11:43	12:06P	B12:15P	—	—
11:36	11:39	11:58	12:23	12:32	12:42	12:52
11:51	11:54	12:13P	12:38	B12:47	—	—
12:06P	12:09P	12:28	12:53	1:02	1:12	1:22
12:21	12:24	12:43	1:08	B1:17	—	—
12:36	12:39	12:58	1:23	1:32	1:42	1:52
12:51	12:54	1:13	1:38	B1:47	—	—
1:06	1:09	1:28	1:53	2:02	2:12	2:22
1:21	1:24	1:43	2:08	B2:17	—	—
1:36	1:39	1:58	2:23	2:32	2:42	2:52
1:51	1:54	2:13	2:38	B2:47	—	—
2:06	2:09	2:28	2:52	3:01	3:11	3:21
2:22	2:25	2:43	3:06	B3:15	—	—
2:37	2:40	2:58	3:20	3:29	3:39	3:49
2:52	2:55	3:13	3:35	B3:44	—	—
3:07	3:10	3:28	3:50	3:59	4:09	4:19
3:22	3:25	3:43	4:05	B4:14	—	—
3:37	3:40	3:58	4:19	4:28	4:38	4:48
3:53	3:56	4:14	4:35	4:44	4:54	5:04
4:09	4:12	4:30	4:50	4:59	5:09	5:19
4:27	4:30	4:48	5:08	5:17	5:27	5:37
4:45	4:48	5:06	5:26	5:35	5:45	5:55
5:04	5:07	5:25	5:45	5:54	6:04	6:14
5:26	5:29	5:47	6:06	6:15	6:24	6:34
5:48	5:51	6:09	6:27	6:36	6:45	6:55
6:10	6:13	6:31	6:49	6:58	7:06	7:16
6:34	6:37	6:55	7:12	7:20	7:28	7:38
—	7:02	7:21	7:38	7:46	7:54	8:04
—	7:34	7:51	8:08	8:16	8:24	8:34
—	8:08	8:24	8:41	8:50	8:59	9:09
—	B8:42	8:59	9:26	9:35	9:43	9:53
—	D9:42	9:58	10:25	10:34	10:42	10:51
—	B10:43	10:58	11:24	11:32	11:40	11:49
—	B11:43	11:58	12:24A	12:32A	12:40A	—
—	B12:43A	12:58A	1:24	1:31	1:39	—

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

MONTEBELLO	EAST LOS ANGELES		BOYLE HEIGHTS	DOWNTOWN LOS ANGELES	KOREATOWN	WILSHIRE CENTER
8	7	6	5	4	2	1
Montebello Metrolink Station	Olympic & Atlantic	Olympic & Indiana	Olympic & Soto	8th & Figueroa	8th & Western	Wilshire Western Station
4:48A	4:56A	5:03A	5:11A	5:27A	5:41A	—
5:21	5:29	5:36	5:44	6:00	6:14	—
—	—	—	6:00	6:18	6:32	6:34A
5:49	5:57	6:05	6:15	6:33	6:47	6:49
—	—	—	6:27	6:47	7:01	7:03
—	—	—	6:40	7:00	7:14	7:16
6:25	6:34	6:43	6:54	7:13	7:27	7:29
—	—	—	7:08	7:28	7:43	7:45
6:54	7:03	7:12	7:23	7:43	7:58	8:00
7:09	7:18	7:27	7:38	7:58	8:15	8:17
—	—	—	7:51	8:13	8:30	8:32
7:39	7:48	7:57	8:07	8:28	8:45	8:47
—	—	B8:12	8:22	8:43	9:00	9:02
8:07	8:17	8:27	8:37	8:58	9:15	9:17
—	—	B8:42	8:52	9:13	9:30	9:32
8:36	8:46	8:56	9:06	9:28	9:46	9:48
—	—	B9:10	9:20	9:43	10:01	10:03
9:04	9:15	9:25	9:35	9:58	10:17	10:19
—	—	B9:39	9:49	10:13	10:32	10:34
9:33	9:44	9:54	10:04	10:28	10:47	10:49
—	—	B10:09	10:19	10:43	11:02	11:04
10:03	10:14	10:24	10:34	10:58	11:17	11:19
—	—	B10:39	10:49	11:13	11:32	11:34
10:33	10:44	10:54	11:04	11:28	11:47	11:49
—	—	B11:08	11:18	11:43	12:02P	12:04P
11:02	11:13	11:23	11:33	11:58	12:17	12:19
—	—	B11:37	11:47	12:13P	12:32	12:34
11:29	11:40	11:50	11:59	12:28	12:47	12:49
—	—	B12:03P	12:13P	12:41	1:00	1:02
11:56	12:06P	12:16	12:26	12:54	1:13	1:15
—	—	B12:29	12:39	1:07	1:26	1:28
12:22P	12:32	12:42	12:52	1:19	1:38	1:40
—	—	B12:55	1:05	1:31	1:50	1:52
12:47	12:57	1:07	1:17	1:43	2:02	2:04
—	—	B1:19	1:29	1:55	2:14	2:16
1:10	1:21	1:31	1:41	2:07	2:26	2:28
—	—	B1:43	1:53	2:19	2:38	2:40
1:34	1:45	1:55	2:05	2:31	2:50	2:52
—	—	B2:07	2:17	2:43	3:02	3:04
1:58	2:09	2:19	2:29	2:55	3:14	3:16
—	—	B2:31	2:41	3:07	3:26	3:28
2:22	2:33	2:43	2:53	3:19	3:38	3:40
—	—	B2:56	3:06	3:32	3:51	3:53
2:51	3:02	3:12	3:22	3:45	4:04	4:06
—	—	B3:25	3:35	3:58	4:17	4:19
3:18	3:29	3:39	3:49	4:12	4:31	4:33
—	—	B3:53	4:03	4:26	4:45	4:47
3:47	3:57	4:07	4:17	4:40	4:59	5:01
—	—	B4:22	4:32	4:55	5:14	5:16
4:17	4:27	4:37	4:47	5:10	5:29	5:31
—	—	B4:52	5:02	5:25	5:44	5:46
4:48	4:58	5:08	5:18	5:40	5:59	6:01
5:05	5:15	5:25	5:35	5:57	6:16	6:18
5:23	5:33	5:43	5:53	6:15	6:34	6:36
5:42	5:52	6:02	6:12	6:34	6:52	—
6:02	6:12	6:22	6:32	6:53	7:11	—
6:22	6:32	6:42	6:52	7:13	7:31	—
6:43	6:53	7:03	7:13	7:33	7:50	—
7:04	7:14	7:24	7:34	7:53	8:09	—
7:27	7:37	7:46	7:55	8:13	8:28	—
7:53	8:02	8:10	8:19	8:37	8:52	—
8:25	8:33	8:41	B8:50	9:16	9:29	—
9:25	9:33	9:41	D9:50	10:16	10:29	—
10:25	10:33	10:41	B10:50	11:16	11:29	—
11:25	11:33	11:41	B11:50	12:16A	12:29A	—
12:25A	12:33A	12:41A	B12:50A	1:16	1:29	—

Sunday and Holiday

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Eastbound *Al Este* (Approximate Times / Tiempos Aproximados)

WILSHIRE CENTER	KOREATOWN	DOWNTOWN LOS ANGELES	BOYLE HEIGHTS	EAST LOS ANGELES		MONTEBELLO
1	2	3	5	6	7	8
Wilshire/ Western Station	8th & Western	9th & Figueroa	Soto & Olympic	Olympic & Indiana	Olympic & Atlantic	Montebello Metrolink Station
—	5:09A	5:24A	5:39A	5:46A	5:53A	6:03A
5:51A	5:53	6:08	6:24	6:31	6:38	6:48
6:24	6:26	6:41	6:57	7:05	7:12	7:22
6:46	6:48	7:04	7:21	7:29	7:36	7:46
7:08	7:10	7:26	7:44	7:52	7:59	8:09
7:30	7:32	7:48	8:06	8:14	8:21	8:31
7:52	7:54	8:10	8:28	8:37	8:45	8:55
8:14	8:16	8:32	8:50	8:59	9:08	9:18
8:36	8:38	8:54	9:12	9:21	9:30	9:40
8:57	8:59	9:16	9:34	9:43	9:52	10:02
9:17	9:19	9:36	9:54	10:03	10:12	10:22
9:37	9:39	9:56	10:14	10:23	10:32	10:42
9:57	9:59	10:16	10:34	10:43	10:52	11:02
10:17	10:19	10:36	10:54	11:03	11:12	11:22
10:37	10:39	10:56	11:15	11:24	11:33	11:43
10:57	10:59	11:18	11:38	11:47	11:56	12:06P
11:17	11:19	11:38	11:58	12:07P	12:16P	12:26
11:37	11:39	11:58	12:18P	12:27	12:36	12:46
11:57	11:59	12:18P	12:38	12:47	12:56	1:06
12:17P	12:19P	12:37	12:58	1:07	1:16	1:26
12:36	12:39	12:57	1:18	1:27	1:36	1:46
12:56	12:59	1:17	1:38	1:47	1:56	2:06
1:16	1:19	1:37	1:58	2:07	2:16	2:26
1:36	1:39	1:57	2:18	2:27	2:36	2:46
1:56	1:59	2:17	2:38	2:47	2:56	3:06
2:16	2:19	2:37	2:57	3:06	3:15	3:25
2:36	2:39	2:56	3:16	3:25	3:34	3:44
2:56	2:59	3:16	3:36	3:45	3:54	4:04
3:16	3:19	3:36	3:56	4:05	4:14	4:24
3:36	3:39	3:56	4:16	4:25	4:34	4:44
3:56	3:59	4:16	4:36	4:45	4:54	5:04
4:16	4:19	4:36	4:56	5:05	5:14	5:24
4:36	4:39	4:56	5:16	5:25	5:34	5:44
5:01	5:04	5:21	5:41	5:50	5:59	6:09
5:26	5:29	5:46	6:04	6:13	6:22	6:32
5:56	5:59	6:16	6:34	6:43	6:52	7:02
6:26	6:29	6:46	7:04	7:13	7:21	7:31
—	6:58	7:16	7:32	7:41	7:49	7:59
—	7:31	7:49	8:05	8:14	8:22	8:32
—	8:07	8:24	8:41	8:50	8:59	9:09
—	B8:42	8:59	9:26	9:35	9:43	9:53
—	D9:42	9:58	10:25	10:34	10:42	10:51
—	B10:43	10:58	11:24	11:32	11:40	11:49
—	B11:43	11:58	12:24A	12:32A	12:40A	—
—	B12:43A	12:58A	1:24	1:31	1:39	—

Westbound *Al Oeste* (Approximate Times / Tiempos Aproximados)

MONTEBELLO	EAST LOS ANGELES		BOYLE HEIGHTS	DOWNTOWN LOS ANGELES	KOREATOWN	WILSHIRE CENTER
8	7	6	5	4	2	1
Montebello Metrolink Station	Olympic & Atlantic	Olympic & Indiana	Olympic & Soto	8th & Figueroa	8th & Western	Wilshire/ Western Station
5:25A	5:34A	5:41A	5:49A	6:04A	6:17A	6:19A
6:19	6:28	6:36	6:46	7:03	7:17	7:19
7:02	7:11	7:19	7:29	7:48	8:02	8:04
7:32	7:42	7:51	8:02	8:21	8:36	8:38
7:57	8:07	8:16	8:27	8:46	9:01	9:03
8:22	8:32	8:41	8:52	9:11	9:27	9:29
8:47	8:57	9:06	9:17	9:36	9:52	9:54
9:11	9:21	9:30	9:41	10:01	10:19	10:21
9:34	9:44	9:54	10:05	10:26	10:44	10:46
9:56	10:06	10:16	10:27	10:48	11:06	11:08
10:18	10:28	10:38	10:49	11:10	11:28	11:30
10:39	10:49	10:59	11:10	11:31	11:48	11:50
10:59	11:09	11:19	11:30	11:51	12:08P	12:10P
11:19	11:29	11:39	11:50	12:11P	12:29	12:31
11:38	11:48	11:58	12:09P	12:31	12:49	12:51
11:58	12:08P	12:18P	12:29	12:51	1:10	1:12
12:17P	12:27	12:37	12:48	1:11	1:30	1:32
12:38	12:48	12:58	1:09	1:31	1:50	1:52
12:58	1:08	1:18	1:29	1:51	2:10	2:12
1:18	1:28	1:38	1:49	2:11	2:30	2:32
1:38	1:48	1:58	2:09	2:31	2:50	2:52
1:58	2:08	2:18	2:29	2:51	3:10	3:12
2:20	2:30	2:39	2:49	3:11	3:30	3:32
2:40	2:50	2:59	3:09	3:31	3:50	3:52
3:00	3:10	3:19	3:29	3:51	4:09	4:11
3:22	3:32	3:41	3:51	4:11	4:29	4:31
3:42	3:52	4:01	4:11	4:31	4:49	4:51
4:02	4:12	4:21	4:31	4:51	5:09	5:11
4:22	4:32	4:41	4:51	5:11	5:29	5:31
4:42	4:52	5:01	5:11	5:31	5:49	5:51
5:03	5:13	5:22	5:32	5:51	6:09	6:11
5:23	5:33	5:42	5:52	6:11	6:28	6:30
5:43	5:53	6:02	6:12	6:31	6:48	—
6:04	6:14	6:22	6:32	6:51	7:08	—
6:29	6:39	6:47	6:57	7:16	7:33	—
6:55	7:05	7:13	7:23	7:41	7:57	—
7:21	7:31	7:40	7:50	8:08	8:23	—
7:54	8:03	8:11	8:20	8:38	8:53	—
8:25	8:33	8:41	B8:50	9:16	9:29	—
9:25	9:33	9:41	D9:50	10:16	10:29	—
10:25	10:33	10:41	B10:50	11:16	11:29	—
11:25	11:33	11:41	B11:50	12:16A	12:29A	—
12:25A	12:33A	12:41A	B12:50A	1:16	1:29	—

Sunday and Holiday Schedules

Sunday and Holiday Schedule in effect on New Year´s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year´s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarchavez or metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip".

Nextrip

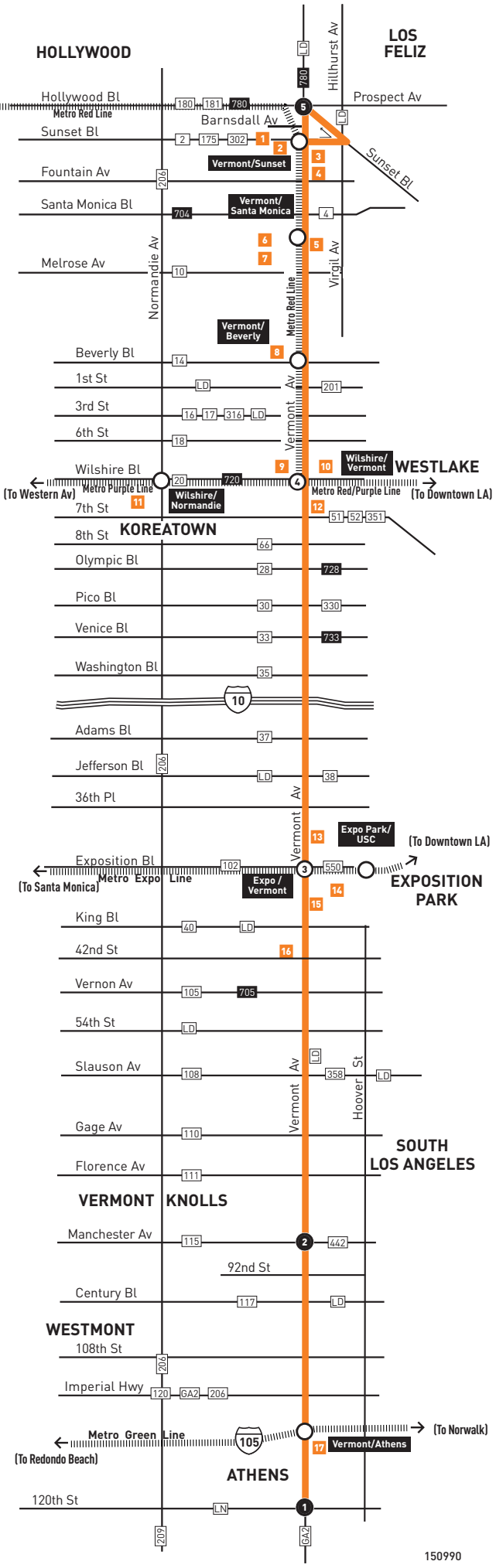
Envie un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net or llamar al 511 y decir "Nextrip".

Special Notes

- B Waits 8 minutes at 8th & Broadway for Downtown transfer connections.
- C Waits 6 minutes at 7th & Spring for Downtown transfer connections.
- D Trip ends at Olympic & Downey 6-9 minutes after time shown.
- E Trip originates at Olympic & Downey 3 minutes before time shown.

Avisos especiales

- B *Espera 8 minutos en la 8th y Broadway por las conexiones de transferencia al Downtown.*
- C *Espera 6 minutos en la 7th y Spring por las conexiones de transferencia al Downtown.*
- D *Viaje termina en Olympic y Downey 6-9 minutos despues de hora mostrada.*
- E *Viaje comienza en Olympic y Downey 3 minutos antes de la hora mostrada..*



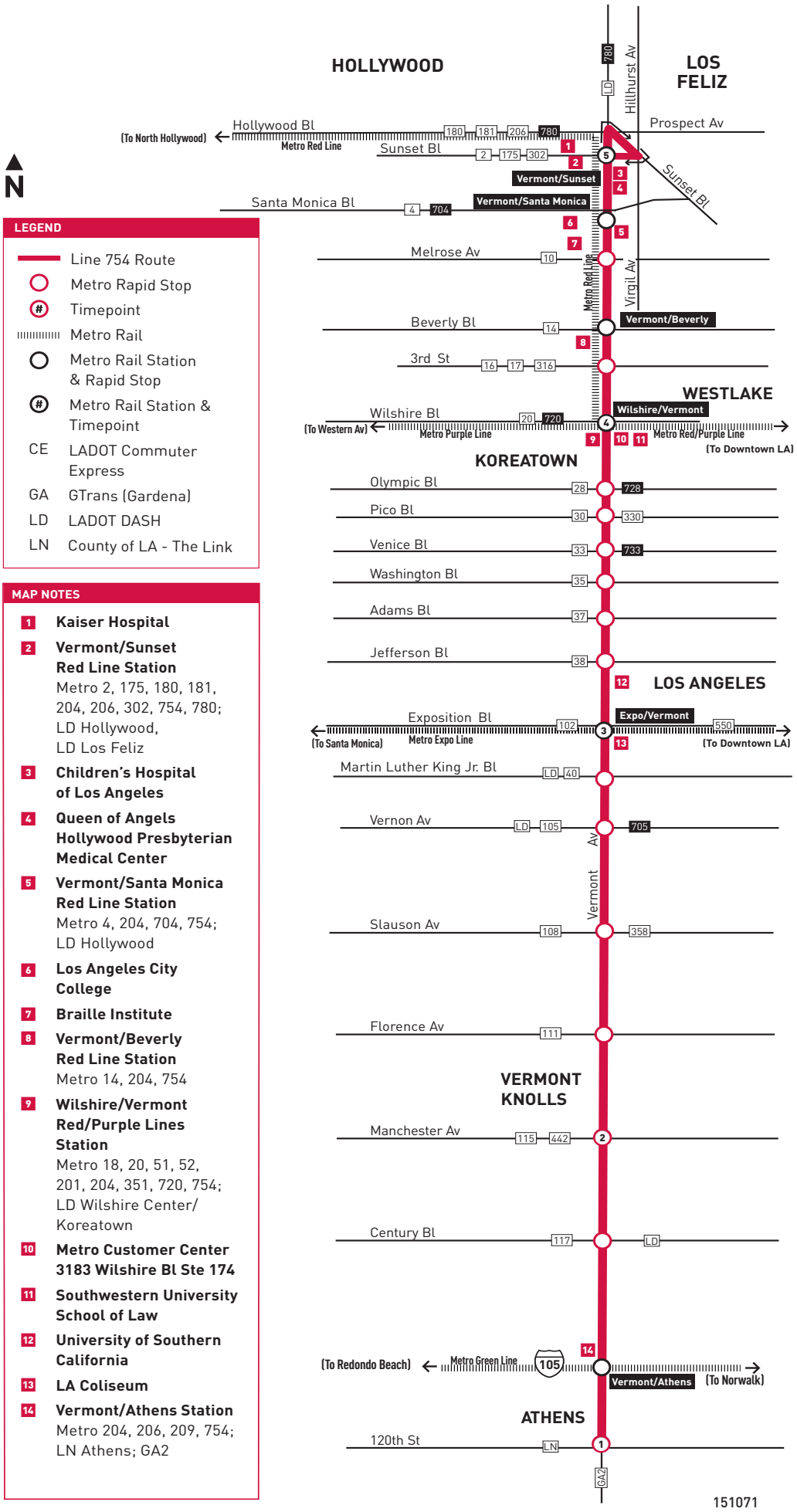
LEGEND

- Line 204 Route
- Metro Rail
- Timepoint
- Metro Rail Station
- Metro Rail Station and Timepoint
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link

MAP NOTES

1. **Kaiser Hospital**
2. **Vermont/Sunset Station** Metro 2, 175, 180, 181, 204, 206, 302, 754, 780; LD Hollywood, Los Feliz
3. **Childrens Hospital of Los Angeles**
4. **Queen of the Angels Hollywood Presbyterian Medical Center**
5. **Vermont/Santa Monica Station** Metro 4, 204, 704, 754; LD Hollywood
6. **Los Angeles City College**
7. **Braille Institute**
8. **Vermont/Beverly Station** Metro 14, 204, 754
9. **Wilshire/Vermont** Metro Customer Center
10. **Wilshire/Vermont Station** Metro 18, 20, 51, 201, 204, 351, 720, 754; LD Wilshire Center/Koreatown
11. **Wilshire/Normandie Purple Line Station**
12. **Southwestern Law School**
13. **University of Southern California**
14. **Exposition Park and Museums**
15. **LA Coliseum**
16. **Manual Arts High School**
17. **Vermont/Athens Station** Metro 204, 206, 209, 754; LN Athens; GA2

ROUTE MAP



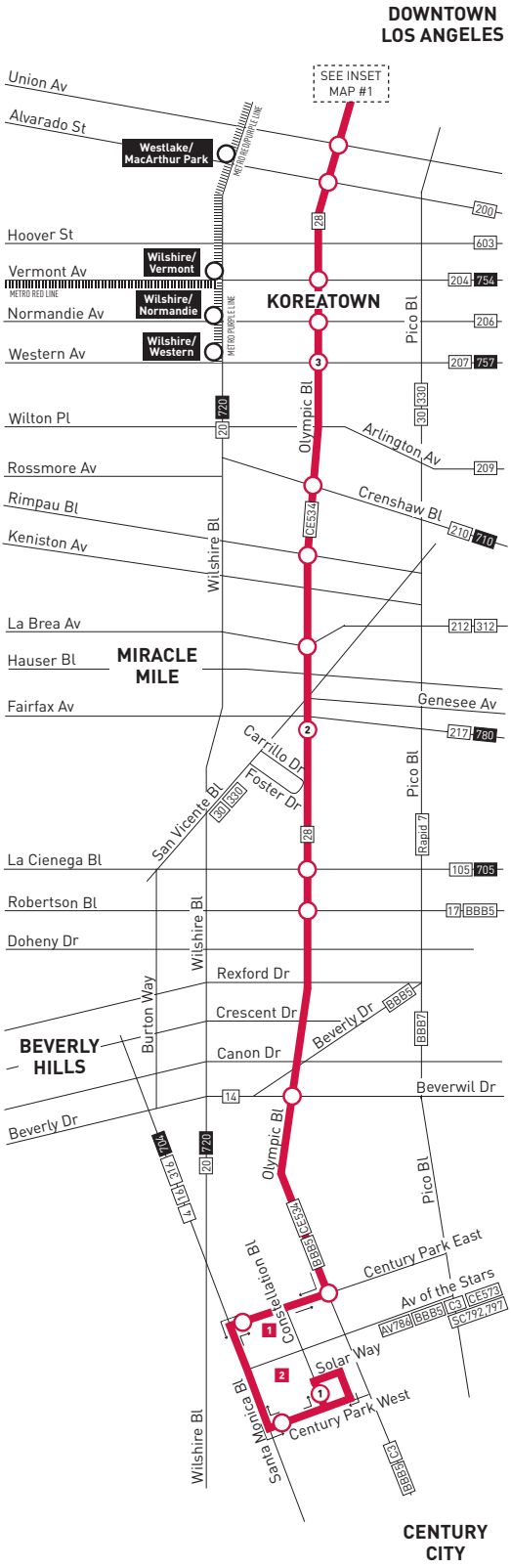
LEGEND

- Line 754 Route
- Metro Rapid Stop
- Timepoint
- Metro Rail
- Metro Rail Station & Rapid Stop
- Metro Rail Station & Timepoint
- CE LADOT Commuter Express
- GA GTrans (Gardena)
- LD LADOT DASH
- LN County of LA - The Link

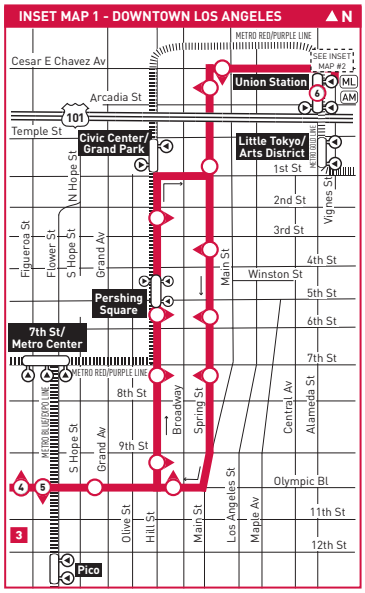
MAP NOTES

1. **Kaiser Hospital**
2. **Vermont/Sunset Red Line Station**
   Metro 2, 175, 180, 181, 204, 206, 302, 754, 780; LD Hollywood, LD Los Feliz
3. **Children's Hospital of Los Angeles**
4. **Queen of Angels Hollywood Presbyterian Medical Center**
5. **Vermont/Santa Monica Red Line Station**
   Metro 4, 204, 704, 754; LD Hollywood
6. **Los Angeles City College**
7. **Braille Institute**
8. **Vermont/Beverly Red Line Station**
   Metro 14, 204, 754
9. **Wilshire/Vermont Red/Purple Lines Station**
   Metro 18, 20, 51, 52, 201, 204, 351, 720, 754; LD Wilshire Center/ Koreatown
10. **Metro Customer Center 3183 Wilshire Bl Ste 174**
11. **Southwestern University School of Law**
12. **University of Southern California**
13. **LA Coliseum**
14. **Vermont/Athens Station**
    Metro 204, 206, 209, 754; LN Athens; GA2

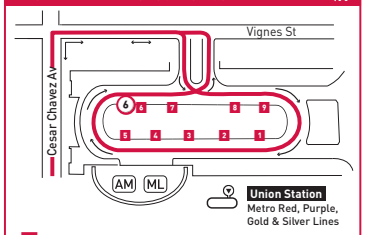
ROUTE MAP



INSET MAP 1 - DOWNTOWN LOS ANGELES



INSET MAP 2 - PATSAOURAS BUS PLAZA

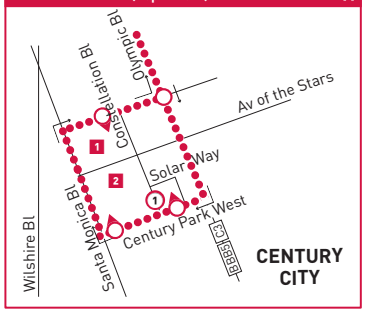


1. LAX FlyAway
2. AVTA 785; LADOT DASH D; Mt St Mary's College Shuttle
3. CE 431, 534; LADOT Bunker Hill Shuttle; SC 794
4. FT 699; OCTA 701; USC Shuttles: HSC, UPC
5. Metro 40, 442, 704
6. Metro 33 (Owl trips), 728, 733
7. Metro 745; Citadel Outlets Express
8. megabus.com
9. Discharge Only

LEGEND

- Line 728 Route
- Line 728 Late Night/Early Morning
- Metro Rail
- Rapid Stop Timepoint
- Rapid Stop Timepoint - Single Direction Only
- Rapid Stop
- Rapid Stop - Single Direction Only
- Metro Rail/Busway Station & Timepoint
- Metro Rail Station
- AV Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- SC Santa Clarita Transit
- AM Amtrak
- ML Metrolink

CENTURY CITY LATE NIGHT/EARLY MORNING LOOP (10pm-7am)



INSET 1 – DOWNTOWN LOS ANGELES

- Line 728 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

MAP NOTES

1. **Century Park East & Constellation** AV786; BBB5; C3; CE573; SC792; 797
2. **Westfield Century City Shopping Center**
3. **Staples Center**

Monday through Friday

Effective Jun 25 2017

728

Eastbound *Al Este* (Approximate Times/*Tiempos Aproximados*)

CENTURY CITY	LOS ANGELES			
1	2	3	4	6
Constellation & Century Park West	Olympic & Fairfax	Olympic & Western	Olympic & Figueroa	Patsaouras Bus Plaza/ LA Union Station
B5:01A	5:12A	5:22A	5:32A	5:48A
B5:29	5:40	5:50	6:00	6:17
B5:49	6:00	6:10	6:20	6:38
B6:09	6:20	6:30	6:40	6:58
B6:21	6:32	6:42	6:52	7:10
B6:33	6:44	6:54	7:04	7:22
B6:45	6:56	7:06	7:16	7:34
B6:54	7:08	7:18	7:28	7:45
B7:05	7:20	7:30	7:44	8:02
B7:14	7:29	7:42	7:56	8:14
7:25	7:41	7:54	8:08	8:25
7:37	7:53	8:06	8:20	8:38
7:49	8:05	8:18	8:32	8:50
8:01	8:17	8:30	8:44	9:01
8:14	8:30	8:42	8:56	9:14
8:26	8:43	8:55	9:09	9:26
8:39	8:56	9:08	9:22	9:40
8:56	9:13	9:25	9:39	9:57
9:13	9:30	9:42	9:56	10:14
9:31	9:48	10:00	10:14	10:32
9:51	10:08	10:20	10:34	10:52
10:11	10:28	10:40	10:54	11:13
10:31	10:48	11:00	11:14	11:33
10:51	11:08	11:20	11:34	11:53
11:11	11:28	11:40	11:54	12:13P
11:31	11:48	11:59	12:15P	12:34
11:50	12:07P	12:20P	12:35	12:54
12:10P	12:27	12:40	12:55	1:15
12:30	12:47	1:00	1:15	1:35
12:49	1:07	1:20	1:35	1:55
1:09	1:27	1:40	1:55	2:15
1:29	1:47	2:00	2:15	2:35
1:49	2:07	2:20	2:35	2:55
2:08	2:26	2:40	2:55	3:16
2:26	2:46	3:00	3:15	3:36
2:44	3:05	3:19	3:34	3:55
2:57	3:20	3:34	3:49	4:10
3:10	3:33	3:47	4:02	4:23
3:22	3:45	3:59	4:14	4:35
3:35	3:58	4:12	4:27	4:48
3:48	4:11	4:25	4:41	5:02
4:01	4:24	4:38	4:54	5:15
4:14	4:37	4:51	5:07	5:27
4:27	4:50	5:04	5:20	5:41
4:37	5:00	5:16	5:32	5:52
4:46	5:12	5:28	5:44	6:04
4:56	5:24	5:40	5:56	6:14
5:07	5:36	5:52	6:08	6:26
5:19	5:48	6:04	6:20	6:38
5:31	6:00	6:16	6:32	6:50
5:46	6:15	6:31	6:47	7:04
6:03	6:32	6:47	7:03	7:21
6:42	7:04	7:17	7:32	7:47
7:17	7:36	7:47	8:01	8:15
7:51	8:07	8:17	8:30	8:44
8:24	8:37	8:47	8:59	9:13

Westbound *Al Oeste* (Approximate Times/*Tiempos Aproximados*)

LOS ANGELES				CENTURY CITY
6	5	3	2	1
Patsaouras Bus Plaza/ LA Union Station	Olympic & Figueroa	Olympic & Western	Olympic & Fairfax	Constellation & Century Park West
5:10A	5:24A	5:34A	5:42A	C5:58A
5:35	5:49	5:59	6:10	C6:25
5:46	6:00	6:11	6:22	C6:37
5:54	6:10	6:21	6:32	C6:47
6:02	6:19	6:30	6:41	C6:56
6:11	6:28	6:39	6:50	7:06
6:19	6:37	6:48	6:59	7:17
6:25	6:44	6:57	7:15	7:33
6:34	6:53	7:06	7:26	7:46
6:42	7:01	7:14	7:34	7:54
6:49	7:09	7:22	7:42	8:02
6:56	7:17	7:30	7:50	8:12
7:03	7:25	7:38	7:59	8:22
7:13	7:35	7:48	8:09	8:32
7:23	7:45	7:58	8:19	8:43
7:35	7:57	8:10	8:31	8:56
7:50	8:12	8:25	8:44	9:09
8:06	8:28	8:41	9:00	9:25
8:23	8:46	8:59	9:17	9:40
8:42	9:05	9:18	9:35	9:55
9:02	9:25	9:38	9:54	10:13
9:22	9:45	9:58	10:12	10:30
9:42	10:05	10:18	10:32	10:50
10:01	10:25	10:38	10:52	11:10
10:21	10:45	10:58	11:12	11:30
10:41	11:05	11:18	11:32	11:50
11:01	11:25	11:38	11:52	12:10P
11:21	11:45	11:58	12:11P	12:29
11:41	12:05P	12:18P	12:31	12:49
11:59	12:24	12:38	12:51	1:09
12:20P	12:44	12:58	1:11	1:29
12:40	1:04	1:18	1:31	1:49
1:01	1:25	1:38	1:51	2:09
1:20	1:44	1:57	2:10	2:28
1:39	2:03	2:16	2:29	2:47
1:57	2:21	2:34	2:47	3:05
2:13	2:37	2:50	3:03	3:20
2:29	2:52	3:05	3:18	3:35
2:42	3:05	3:18	3:31	3:48
2:55	3:18	3:31	3:44	4:01
3:07	3:30	3:43	3:56	4:13
3:19	3:42	3:55	4:08	4:25
3:31	3:54	4:07	4:20	4:37
3:43	4:06	4:19	4:32	4:49
3:55	4:18	4:31	4:44	5:01
4:05	4:28	4:43	4:56	5:13
4:18	4:42	4:57	5:10	5:27
4:33	4:57	5:12	5:25	5:42
4:45	5:11	5:26	5:39	5:56
4:59	5:26	5:41	5:54	6:10
5:14	5:41	5:56	6:09	6:25
5:29	5:56	6:11	6:24	6:40
5:45	6:11	6:26	6:39	6:55
6:05	6:31	6:46	6:59	7:15
6:34	6:58	7:12	7:24	7:40
7:08	7:30	7:42	7:54	8:08
7:41	8:01	8:13	8:23	8:35
8:13	8:31	8:42	8:52	9:04

Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563).
You can also visit m.metro.net or call 511 and say "Nextrip".

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip"

Special Notes

- **B** Trip begins at Century Park East and Constellation Bl at times shown and does not serve stops on Century Park West.
- **C** Trip ends at Century Park East and Constellation Bl at times shown.

Avisos especiales

- **B** *Viajes comienzan en Century Park East y Constellation Bl a la hora mostrada y no tiene paradas de servicio en Century Park West.*
- **C** *Viajes terminan en Century Park East y Constellation Bl a la hora mostrada.*

APPENDIX E

TRAFFIC VOLUME DATA

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Irolo St

East/West 8th St

Day: Wednesday Date: 09/27/2017 Weather: SUNNY

Hours: 7 - 10 & 3 - 6 Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	55	48	41	49
BIKES	39	35	41	71
BUSES	35	32	33	29

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	181	9.15	164	7.30	216	8.00	257	7.15
PM PK 15 MIN	165	17.15	157	16.30	278	17.45	216	16.00
AM PK HOUR	717	8.45	627	7.30	808	7.45	1011	7.00
PM PK HOUR	595	17.00	611	15.15	1001	17.00	780	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	72	528	19	619
8-9	63	585	28	676
9-10	50	626	17	693
15-16	34	412	47	493
16-17	41	461	46	548
17-18	48	515	32	595
TOTAL	308	3127	189	3624

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	42	541	26	609
8-9	45	507	41	593
9-10	45	439	45	529
15-16	43	536	28	607
16-17	33	545	27	605
17-18	43	496	28	567
TOTAL	251	3064	195	3510

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1228	157	23	127	9
1269	212	2	111	3
1222	193	3	56	2
1100	232	32	130	2
1153	271	20	127	0
1162	256	33	137	6
7134	1321	113	688	22

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	19	534	59	612
8-9	30	683	86	799
9-10	37	541	69	647
15-16	27	726	68	821
16-17	32	826	70	928
17-18	34	887	80	1001
TOTAL	179	4197	432	4808

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	946	36	1011
8-9	22	829	48	899
9-10	23	750	41	814
15-16	46	504	40	590
16-17	49	670	44	763
17-18	44	693	43	780
TOTAL	213	4392	252	4857

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1623	144	9	75	9
1698	136	4	42	0
1461	78	0	55	0
1411	150	8	70	3
1691	176	0	74	1
1781	153	8	91	2
9665	837	29	407	15

Prepared by National Data & Surveying Services

Irolo St & 8th St

Peak Hour Turning Movement Count

ID: 17-5634-001
City: Los Angeles

Day: Wednesday
Date: 09/27/2017

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 10:00 AM
NOON	NONE
PM	03:00 PM - 06:00 PM

Irolo St — SOUTHBOUND

AM	41	507	45	0	663	AM
NOON	0	0	0	0	0	NOON
PM	28	496	43	0	592	PM

8th St — EASTBOUND

AM	NOON	PM		
933	0	769	⇦	
0	0	0	↶	0
30	0	34	↱	0
683	0	887	→	2
86	0	80	↴	0
AM	NOON	PM		

8th St — WESTBOUND

PM	NOON	AM		
43	0	48	↰	0
693	0	829	←	2
44	0	22	↶	0
0	0	0	↷	0
962	0	756	⇨	
PM	NOON	AM		

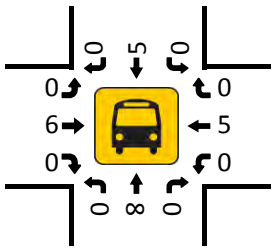
Irolo St — NORTHBOUND

PM	620	0	48	515	32	PM
NOON	0	0	0	0	0	NOON
AM	615	0	63	585	28	AM

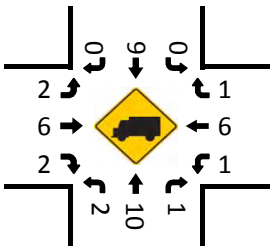
Turning movements (left, through, right, U-turn): 0 1 0 0 | 0 0 1 0

CONTROL			
Signalized			
TEV	2967	0	2943
	AM	NOON	PM
PHF	0.97		0.96

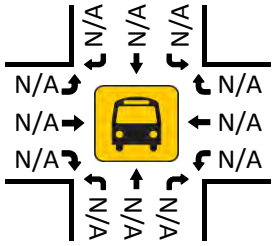
Buses (AM)



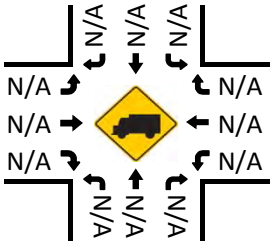
HT (AM)



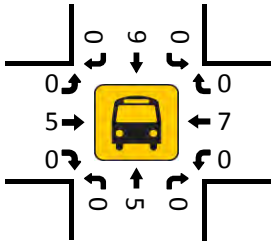
Buses (NOON)



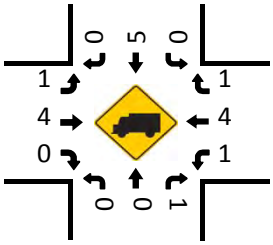
HT (NOON)



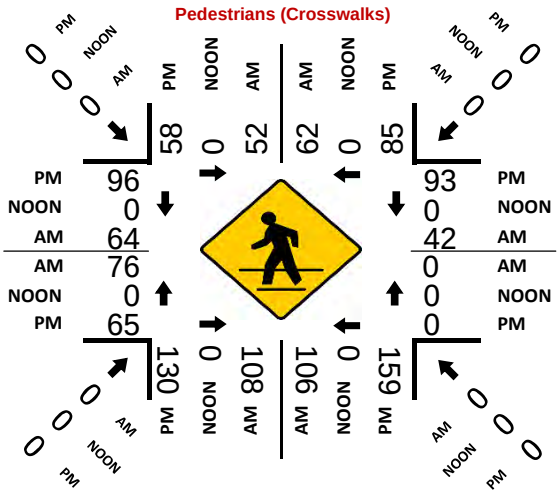
Buses (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-001
Date: 9/27/2017

Total

NS/EW Streets:	Irolo St				Irolo St				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	112	5	0	13	128	3	0	1	96	16	0	8	241	6	0	646
7:15 AM	16	149	4	0	6	138	8	0	4	118	11	0	9	242	6	0	711
7:30 AM	19	145	6	0	14	140	10	0	8	140	13	0	7	240	10	0	752
7:45 AM	20	122	4	0	9	135	5	0	6	180	19	0	5	223	14	0	742
8:00 AM	17	149	8	0	16	133	8	0	8	190	18	0	5	165	19	0	736
8:15 AM	13	143	5	0	6	138	13	0	7	158	21	0	9	207	7	0	727
8:30 AM	13	142	7	0	8	108	11	0	9	171	21	0	4	233	10	0	737
8:45 AM	20	151	8	0	15	128	9	0	6	164	26	0	4	224	12	0	767
9:00 AM	13	160	3	0	7	106	11	0	10	142	18	0	6	159	3	0	638
9:15 AM	11	168	2	0	16	103	13	0	15	124	16	0	5	192	10	0	675
9:30 AM	14	162	5	0	10	114	11	0	6	131	19	0	4	179	18	0	673
9:45 AM	12	136	7	0	12	116	10	0	6	144	16	0	8	220	10	0	697
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	185	1739	64	0	132	1487	112	0	86	1758	214	0	74	2525	125	0	8501
APPROACH %'s :	9.31%	87.47%	3.22%	0.00%	7.63%	85.90%	6.47%	0.00%	4.18%	85.42%	10.40%	0.00%	2.72%	92.69%	4.59%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	63	585	28	0	45	507	41	0	30	683	86	0	22	829	48	0	2967
PEAK HR FACTOR :	0.788	0.969	0.875	0.000	0.703	0.918	0.788	0.000	0.833	0.899	0.827	0.000	0.611	0.889	0.632	0.000	0.967
	0.944				0.944				0.925				0.910				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	7	79	19	0	14	126	11	0	5	190	22	0	10	108	9	0	600
3:15 PM	12	104	10	0	12	132	5	0	9	180	16	0	11	146	11	0	648
3:30 PM	7	114	13	0	8	139	6	0	4	172	11	0	10	124	8	0	616
3:45 PM	8	115	5	0	9	139	6	0	9	184	19	0	15	126	12	0	647
4:00 PM	9	100	11	0	12	138	5	0	5	213	20	0	13	190	13	0	729
4:15 PM	10	115	12	0	9	124	8	0	12	196	14	0	11	159	13	1	684
4:30 PM	14	122	15	0	6	146	5	0	8	218	21	0	11	154	10	0	730
4:45 PM	8	124	8	0	6	137	9	0	7	199	15	0	13	167	8	0	701
5:00 PM	10	111	7	0	6	128	0	0	3	205	27	0	13	178	8	0	696
5:15 PM	15	144	6	0	14	130	10	0	6	206	18	0	13	166	12	0	740
5:30 PM	12	138	9	0	9	130	12	0	14	224	20	0	5	182	14	0	769
5:45 PM	11	122	10	0	14	108	6	0	11	252	15	0	13	167	9	0	738
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	123	1388	125	0	119	1577	83	0	93	2439	218	0	138	1867	127	1	8298
APPROACH %'s :	7.52%	84.84%	7.64%	0.00%	6.69%	88.65%	4.67%	0.00%	3.38%	88.69%	7.93%	0.00%	6.47%	87.53%	5.95%	0.05%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	48	515	32	0	43	496	28	0	34	887	80	0	44	693	43	0	2943
PEAK HR FACTOR :	0.800	0.894	0.800	0.000	0.768	0.954	0.583	0.000	0.607	0.880	0.741	0.000	0.846	0.952	0.768	0.000	0.957
	0.902				0.920				0.900				0.970				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-001
Date: 9/27/2017

Cars

NS/EW Streets:	Irolo St				Irolo St				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	109	5	0	12	123	3	0	1	92	16	0	8	236	4	0	626
7:15 AM	15	143	4	0	6	135	8	0	4	114	11	0	9	238	6	0	693
7:30 AM	18	144	6	0	14	137	9	0	8	138	13	0	5	237	9	0	738
7:45 AM	20	119	4	0	7	131	5	0	5	175	18	0	5	219	14	0	722
8:00 AM	16	143	8	0	16	131	8	0	6	187	18	0	5	163	19	0	720
8:15 AM	12	141	5	0	6	135	13	0	7	154	20	0	9	207	7	0	716
8:30 AM	13	135	7	0	8	105	11	0	9	168	21	0	4	228	9	0	718
8:45 AM	20	148	7	0	15	125	9	0	6	162	25	0	3	220	12	0	752
9:00 AM	12	155	3	0	7	105	11	0	10	141	18	0	6	158	3	0	629
9:15 AM	11	165	2	0	14	102	13	0	15	123	15	0	5	191	10	0	666
9:30 AM	13	157	5	0	10	112	9	0	6	128	19	0	4	176	17	0	656
9:45 AM	12	133	7	0	11	115	10	0	6	141	15	0	8	216	10	0	684
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	179	1692	63	0	126	1456	109	0	83	1723	209	0	71	2489	120	0	8320
APPROACH %'s :	9.26%	87.49%	3.26%	0.00%	7.45%	86.10%	6.45%	0.00%	4.12%	85.51%	10.37%	0.00%	2.65%	92.87%	4.48%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	61	567	27	0	45	496	41	0	28	671	84	0	21	818	47	0	2906
PEAK HR FACTOR :	0.76	0.958	0.844	0.000	0.703	0.919	0.788	0.000	0.778	0.897	0.840	0.000	0.583	0.897	0.618	0.000	0.966
		0.936				0.939				0.928				0.919			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	7	78	19	0	14	120	11	0	5	188	22	0	9	106	8	0	587
3:15 PM	12	97	10	0	11	128	5	0	9	178	16	0	11	146	10	0	633
3:30 PM	7	111	13	0	8	135	6	0	4	169	11	0	10	122	8	0	604
3:45 PM	8	111	5	0	9	136	6	0	9	182	19	0	13	124	12	0	634
4:00 PM	9	98	11	0	12	135	5	0	5	210	20	0	13	187	13	0	718
4:15 PM	10	111	12	0	8	122	8	0	11	192	14	0	11	157	13	1	670
4:30 PM	14	117	15	0	6	142	5	0	8	217	21	0	11	151	10	0	717
4:45 PM	8	120	8	0	6	136	9	0	7	196	15	0	12	166	8	0	691
5:00 PM	10	110	7	0	6	126	0	0	3	201	27	0	13	175	8	0	686
5:15 PM	15	144	6	0	14	128	10	0	6	204	18	0	12	164	11	0	732
5:30 PM	12	136	8	0	9	126	12	0	13	223	20	0	5	180	14	0	758
5:45 PM	11	120	10	0	14	105	6	0	11	250	15	0	13	163	9	0	727
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	123	1353	124	0	117	1539	83	0	91	2410	218	0	133	1841	124	1	8157
APPROACH %'s :	7.69%	84.56%	7.75%	0.00%	6.73%	88.50%	4.77%	0.00%	3.35%	88.64%	8.02%	0.00%	6.34%	87.71%	5.91%	0.05%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	48	510	31	0	43	485	28	0	33	878	80	0	43	682	42	0	2903
PEAK HR FACTOR :	0.80	0.885	0.775	0.000	0.768	0.947	0.583	0.000	0.635	0.878	0.741	0.000	0.827	0.947	0.750	0.000	0.957
		0.892				0.914				0.898				0.964			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-001
Date: 9/27/2017

Buses

NS/EW Streets:	Irolo St				Irolo St				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	2	0	0	0	3	0	0	0	2	0	0	8
7:15 AM	0	3	0	0	0	1	0	0	0	3	0	0	0	1	0	0	8
7:30 AM	0	1	0	0	0	2	0	0	0	1	0	0	0	2	0	0	6
7:45 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
8:00 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	2	0	0	7
8:15 AM	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	5
8:30 AM	0	2	0	0	0	3	0	0	0	1	0	0	0	2	0	0	8
8:45 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4
9:00 AM	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	5
9:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4
9:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	0	0	0	16	0	0	0	19	0	0	0	14	0	0	66
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	8	0	0	0	5	0	0	0	6	0	0	0	5	0	0	24
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.625	0.000	0.000	0.750
	0.500				0.417				0.500				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
3:15 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
3:30 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	6
3:45 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	6
4:00 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	4
4:15 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	4
4:30 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	2	0	0	7
4:45 PM	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0	0	6
5:00 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	2	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:30 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	2	0	0	7
5:45 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	2	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	18	0	0	0	16	0	0	0	14	0	0	0	15	0	0	63
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	6	0	0	0	5	0	0	0	7	0	0	23
PEAK HR FACTOR :	0.00	0.625	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.875	0.000	0.000	0.821
	0.625				0.750				0.625				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-001
Date: 9/27/2017

HT

NS/EW Streets:	Irolo St				Irolo St				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	1	3	0	0	0	1	0	0	0	3	2	0	12
7:15 AM	1	3	0	0	0	2	0	0	0	1	0	0	0	3	0	0	10
7:30 AM	1	0	0	0	0	1	1	0	0	1	0	0	2	1	1	0	8
7:45 AM	0	3	0	0	2	1	0	0	1	2	1	0	0	4	0	0	14
8:00 AM	1	2	0	0	0	2	0	0	2	2	0	0	0	0	0	0	9
8:15 AM	1	1	0	0	0	2	0	0	0	1	1	0	0	0	0	0	6
8:30 AM	0	5	0	0	0	0	0	0	0	2	0	0	0	3	1	0	11
8:45 AM	0	2	1	0	0	2	0	0	0	1	1	0	1	3	0	0	11
9:00 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
9:15 AM	0	3	0	0	2	0	0	0	0	0	1	0	0	1	0	0	7
9:30 AM	1	4	0	0	0	1	2	0	0	3	0	0	0	1	1	0	13
9:45 AM	0	2	0	0	1	1	0	0	0	2	1	0	0	3	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	30	1	0	6	15	3	0	3	16	5	0	3	22	5	0	115
APPROACH %'s :	16.22%	81.08%	2.70%	0.00%	25.00%	62.50%	12.50%	0.00%	12.50%	66.67%	20.83%	0.00%	10.00%	73.33%	16.67%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	2	10	1	0	0	6	0	0	2	6	2	0	1	6	1	0	37
PEAK HR FACTOR :	0.500	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.250	0.750	0.500	0.000	0.250	0.500	0.250	0.000	0.841
	0.650				0.750				0.625				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	0	0	0	5	0	0	0	1	0	0	1	1	1	0	10
3:15 PM	0	5	0	0	1	3	0	0	0	1	0	0	0	0	1	0	11
3:30 PM	0	1	0	0	0	3	0	0	0	2	0	0	0	0	0	0	6
3:45 PM	0	2	0	0	0	1	0	0	0	1	0	0	2	1	0	0	7
4:00 PM	0	1	0	0	0	1	0	0	0	2	0	0	0	3	0	0	7
4:15 PM	0	2	0	0	1	2	0	0	1	3	0	0	0	1	0	0	10
4:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	6
4:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	1	1	0	5
5:30 PM	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	1	0	2	22	0	0	2	15	0	0	5	11	3	0	78
APPROACH %'s :	0.00%	94.44%	5.56%	0.00%	8.33%	91.67%	0.00%	0.00%	11.76%	88.24%	0.00%	0.00%	26.32%	57.89%	15.79%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	5	0	0	1	4	0	0	1	4	1	0	17
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.625	0.000	0.000	0.250	0.333	0.000	0.000	0.250	0.500	0.250	0.000	0.850
	0.250				0.625				0.417				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-001
Date: 9/27/2017

Bikes

NS/EW Streets:	Irolo St				Irolo St				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	4
7:15 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	2	0	0	6
7:30 AM	0	1	1	0	0	1	0	0	0	1	0	0	0	2	0	0	6
7:45 AM	0	0	2	0	0	0	1	0	0	1	0	0	1	3	1	0	9
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:15 AM	0	2	0	0	0	0	1	0	0	1	0	0	0	1	0	0	5
8:30 AM	0	3	0	0	0	0	1	0	0	0	1	0	0	1	0	0	6
8:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
9:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	4
9:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	4
9:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
9:45 AM	1	1	1	0	0	0	0	0	1	0	1	0	0	4	1	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	12	4	0	0	2	5	0	3	9	2	0	1	24	2	0	66
APPROACH %'s :	11.11%	66.67%	22.22%	0.00%	0.00%	28.57%	71.43%	0.00%	21.43%	64.29%	14.29%	0.00%	3.70%	88.89%	7.41%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	1	5	0	0	0	0	2	0	0	4	1	0	0	6	0	0	19
PEAK HR FACTOR :	0.250	0.417	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.250	0.000	0.000	0.750	0.000	0.000	0.792
	0.500				0.500				0.625				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	1	0	0	0	3	0	0	1	4	0	0	9
3:15 PM	1	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0	5
3:30 PM	1	0	0	0	0	2	1	0	0	3	0	0	0	3	1	0	11
3:45 PM	0	1	0	0	0	1	0	0	1	3	0	0	0	3	0	0	9
4:00 PM	1	3	0	0	0	3	1	0	0	2	0	0	0	3	0	0	13
4:15 PM	0	0	0	0	0	4	0	0	1	3	1	0	0	3	0	0	12
4:30 PM	0	0	1	0	1	1	0	0	0	2	0	0	0	4	0	0	9
4:45 PM	2	2	1	0	0	1	0	0	0	1	1	0	0	5	0	0	13
5:00 PM	0	1	0	0	0	1	0	0	0	4	0	0	2	2	0	0	10
5:15 PM	1	1	1	0	0	2	0	0	0	1	0	0	1	4	0	0	11
5:30 PM	0	2	0	0	1	2	2	0	0	0	0	0	0	4	0	0	11
5:45 PM	1	1	0	0	0	2	0	0	0	0	0	0	1	2	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	11	3	0	2	21	5	0	2	23	2	0	5	38	1	0	120
APPROACH %'s :	33.33%	52.38%	14.29%	0.00%	7.14%	75.00%	17.86%	0.00%	7.41%	85.19%	7.41%	0.00%	11.36%	86.36%	2.27%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	5	1	0	1	7	2	0	0	5	0	0	4	12	0	0	39
PEAK HR FACTOR :	0.50	0.625	0.250	0.000	0.250	0.875	0.250	0.000	0.000	0.313	0.000	0.000	0.500	0.750	0.000	0.000	0.886
	0.667				0.500				0.313				0.800				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles

Project ID: 17-5634-001
Date: 9/27/2017

Peds_Adults

NS/EW Streets:	Irolo St		Irolo St		8th St		8th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	8	13	9	18	0	12	21	18	99
7:15 AM	8	15	11	25	0	18	10	19	106
7:30 AM	18	22	18	30	0	27	10	18	143
7:45 AM	29	14	22	24	0	18	25	23	155
8:00 AM	24	21	24	31	0	16	23	11	150
8:15 AM	17	17	20	22	0	12	18	19	125
8:30 AM	4	9	35	31	0	9	17	21	126
8:45 AM	7	12	28	21	0	5	15	12	100
9:00 AM	8	9	18	25	0	16	13	10	99
9:15 AM	6	5	15	17	0	12	12	8	75
9:30 AM	9	8	22	29	0	17	7	13	105
9:45 AM	3	8	32	35	0	10	8	7	103
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	141	153	254	308	0	172	179	179	1386
APPROACH %'s :	47.96%	52.04%	45.20%	54.80%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	52	59	107	105	0	42	73	63	501
PEAK HR FACTOR :	0.542	0.702	0.764	0.847		0.656	0.793	0.750	0.835
	0.617		0.803		0.656		0.895		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	15	15	25	21	0	20	19	13	128
3:15 PM	8	28	23	40	0	7	13	23	142
3:30 PM	12	21	17	38	0	29	19	17	153
3:45 PM	11	20	26	42	0	14	25	21	159
4:00 PM	17	12	28	31	0	15	24	31	158
4:15 PM	16	20	27	53	0	19	24	23	182
4:30 PM	18	15	32	29	0	17	11	26	148
4:45 PM	10	19	41	30	0	23	16	21	160
5:00 PM	4	14	23	36	0	22	7	21	127
5:15 PM	16	20	33	39	0	27	17	19	171
5:30 PM	18	27	27	34	0	18	22	26	172
5:45 PM	18	20	26	38	0	24	16	25	167
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	163	231	328	431	0	235	213	266	1867
APPROACH %'s :	41.37%	58.63%	43.21%	56.79%	0.00%	100.00%	44.47%	55.53%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	56	81	109	147	0	91	62	91	637
PEAK HR FACTOR :	0.778	0.750	0.826	0.942		0.843	0.705	0.875	0.926
	0.761		0.889		0.843		0.797		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles

Project ID: 17-5634-001
Date: 9/27/2017

Peds_Kids

NS/EW Streets:	Irolo St		Irolo St		8th St		8th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	3	2	0	1	1	1	8
7:30 AM	4	3	4	12	0	7	2	3	35
7:45 AM	2	0	1	1	0	1	2	0	7
8:00 AM	0	2	1	0	0	0	0	1	4
8:15 AM	0	1	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	1	0	0	1	0	2
9:00 AM	0	2	1	1	0	0	0	0	4
9:15 AM	0	0	1	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	8	11	17	0	9	8	5	64
APPROACH %'s :	42.86%	57.14%	39.29%	60.71%	0.00%	100.00%	61.54%	38.46%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	3	1	1	0	0	3	1	9
PEAK HR FACTOR :		0.375	0.250	0.250			0.750	0.250	0.563
	0.375		0.500				1.000		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	5	5	0	0	2	1	13
3:15 PM	0	0	1	6	0	0	1	1	9
3:30 PM	0	1	0	5	0	2	2	0	10
3:45 PM	0	1	1	9	0	1	0	1	13
4:00 PM	0	0	3	1	0	0	0	0	4
4:15 PM	0	0	2	2	0	0	0	0	4
4:30 PM	0	0	1	3	0	1	0	0	5
4:45 PM	0	0	4	4	0	0	0	0	8
5:00 PM	1	1	2	0	0	0	0	0	4
5:15 PM	1	0	7	4	0	1	0	1	14
5:30 PM	0	2	1	4	0	1	0	3	11
5:45 PM	0	1	11	4	0	0	3	1	20
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	6	38	47	0	6	8	8	115
APPROACH %'s :	25.00%	75.00%	44.71%	55.29%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	2	4	21	12	0	2	3	5	49
PEAK HR FACTOR :	0.500	0.500	0.477	0.750		0.500	0.250	0.417	0.613
	0.750		0.550		0.500		0.500		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & 8th St
City: Los Angeles

Project ID: 17-5634-001
Date: 9/27/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Irolo St		Irolo St		8th St		8th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	8	13	9	18	0	12	21	18	99
7:15 AM	8	15	14	27	0	19	11	20	114
7:30 AM	22	25	22	42	0	34	12	21	178
7:45 AM	31	14	23	25	0	19	27	23	162
8:00 AM	24	23	25	31	0	16	23	12	154
8:15 AM	17	18	20	22	0	12	19	19	127
8:30 AM	4	9	35	31	0	9	18	21	127
8:45 AM	7	12	28	22	0	5	16	12	102
9:00 AM	8	11	19	26	0	16	13	10	103
9:15 AM	6	5	16	17	0	12	12	8	76
9:30 AM	9	8	22	29	0	17	7	13	105
9:45 AM	3	8	32	35	0	10	8	7	103
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	147	161	265	325	0	181	187	184	1450
APPROACH %'s :	47.73%	52.27%	44.92%	55.08%	0.00%	100.00%	50.40%	49.60%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	52	62	108	106	0	42	76	64	510
PEAK HR FACTOR :	0.542	0.674	0.771	0.855		0.656	0.826	0.762	0.828
	0.606		0.811		0.656		0.897		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	15	15	30	26	0	20	21	14	141
3:15 PM	8	28	24	46	0	7	14	24	151
3:30 PM	12	22	17	43	0	31	21	17	163
3:45 PM	11	21	27	51	0	15	25	22	172
4:00 PM	17	12	31	32	0	15	24	31	162
4:15 PM	16	20	29	55	0	19	24	23	186
4:30 PM	18	15	33	32	0	18	11	26	153
4:45 PM	10	19	45	34	0	23	16	21	168
5:00 PM	5	15	25	36	0	22	7	21	131
5:15 PM	17	20	40	43	0	28	17	20	185
5:30 PM	18	29	28	38	0	19	22	29	183
5:45 PM	18	21	37	42	0	24	19	26	187
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	165	237	366	478	0	241	221	274	1982
APPROACH %'s :	41.04%	58.96%	43.36%	56.64%	0.00%	100.00%	44.65%	55.35%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	58	85	130	159	0	93	65	96	686
PEAK HR FACTOR :	0.806	0.733	0.813	0.924		0.830	0.739	0.828	0.917
	0.761		0.870		0.830		0.789		

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Irolo St

East/West James M Wood Blvd

Day: Wednesday Date: 09/27/2017 Weather: SUNNY

Hours: 7 - 10 & 3 - 6 Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	47	51	8	25
BIKES	40	32	25	46
BUSES	35	32	18	16

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	172	9.30	178	7.30	103	7.45	81	7.45
PM PK 15 MIN	161	17.15	178	16.30	114	17.00	81	15.45
AM PK HOUR	679	8.45	668	7.30	365	7.45	288	7.30
PM PK HOUR	582	17.00	677	15.15	423	17.00	279	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	570	13	597
8-9	24	614	19	657
9-10	21	626	11	658
15-16	23	475	14	512
16-17	26	497	12	535
17-18	18	550	14	582
TOTAL	126	3332	83	3541

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	28	597	18	643
8-9	41	551	30	622
9-10	29	515	14	558
15-16	21	632	16	669
16-17	28	614	17	659
17-18	14	595	25	634
TOTAL	161	3504	120	3785

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1240	67	23	35	7
1279	38	2	30	4
1216	35	1	28	2
1181	30	9	29	2
1194	51	7	24	7
1216	43	7	30	2
7326	264	49	176	24

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	223	38	286
8-9	20	281	36	337
9-10	25	185	34	244
15-16	23	272	59	354
16-17	27	322	48	397
17-18	40	325	58	423
TOTAL	160	1608	273	2041

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	30	189	30	249
8-9	35	195	38	268
9-10	30	158	30	218
15-16	43	186	11	240
16-17	40	195	20	255
17-18	33	225	19	277
TOTAL	211	1148	148	1507

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
535	77	20	31	8
605	66	4	19	1
462	36	0	14	0
594	75	19	21	3
652	89	12	38	0
700	88	15	24	3
3548	431	70	147	15

Prepared by National Data & Surveying Services

Irolo St & James M Wood Blvd

Peak Hour Turning Movement Count

ID: 17-5634-002
City: Los Angeles

Day: Wednesday
Date: 09/27/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NONE	NONE
04:45 PM - 05:45 PM	03:00 PM - 06:00 PM

Irolo St — SOUTHBOUND

AM	22	606	40	0	658	AM
NOON	0	0	0	0	0	NOON
PM	27	609	18	0	596	PM

James M Wood Blvd — EASTBOUND

AM	NOON	PM	
256	0	271	
0	0	0	0
25	0	37	0
275	0	327	1
45	0	58	0
AM	NOON	PM	

James M Wood Blvd — WESTBOUND

	PM	NOON	AM
0	16	0	36
1	227	0	218
0	36	0	34
0	0	0	0
	354	0	337
	PM	NOON	AM

Irolo St — NORTHBOUND

PM	703	0	17	543	9	PM
NOON	0	0	0	0	0	NOON
AM	685	0	16	597	22	AM

Turning movements (left, through, right, U-turn):

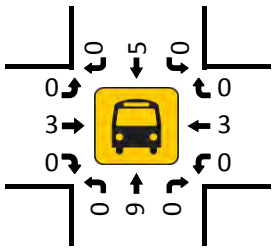
	Left	Through	Right	U-turn
Southbound	0	1	0	0
Westbound	0	1	0	0
Northbound	0	0	1	0
Eastbound	0	0	1	0

CONTROL

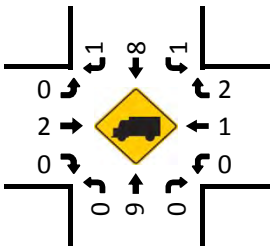
Signalized

	AM	NOON	PM
TEV	1936	0	1924
PHF	0.99		0.97

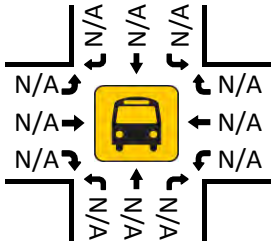
Buses (AM)



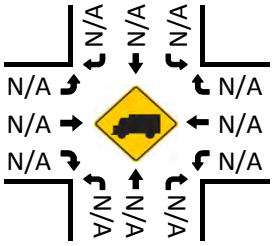
HT (AM)



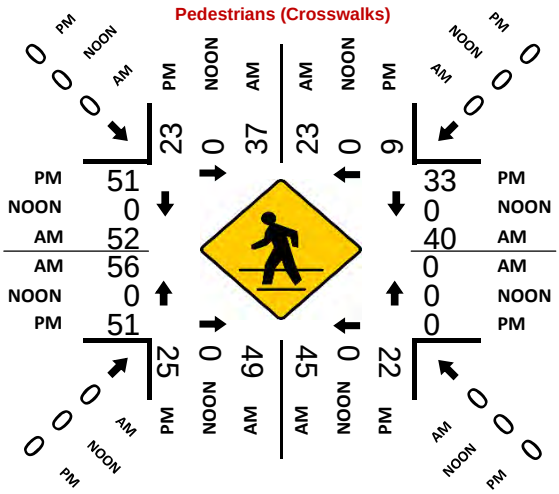
Buses (NOON)



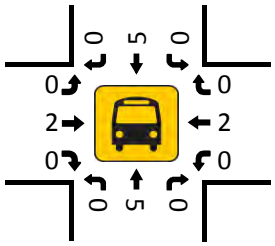
HT (NOON)



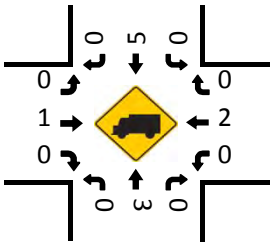
Pedestrians (Crosswalks)



Buses (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-002
Date: 9/27/2017

Total

NS/EW Streets:	Irolo St				Irolo St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	120	2	0	4	138	5	0	4	41	6	0	6	40	7	0	376
7:15 AM	3	158	2	0	4	147	5	0	6	50	8	0	6	39	6	0	434
7:30 AM	4	158	4	0	11	165	2	0	5	54	9	0	9	49	6	0	476
7:45 AM	4	134	5	0	9	147	6	0	10	78	15	0	9	61	11	0	489
8:00 AM	6	154	5	0	13	148	3	0	3	66	15	0	10	56	11	0	490
8:15 AM	2	151	8	0	7	146	11	0	7	77	6	0	6	52	8	0	481
8:30 AM	10	149	3	0	11	123	5	0	9	71	8	0	10	41	7	0	447
8:45 AM	6	160	3	0	10	134	11	0	1	67	7	0	9	46	12	0	466
9:00 AM	8	161	0	0	8	130	3	0	6	45	9	0	4	35	7	0	416
9:15 AM	2	163	4	0	5	112	3	0	5	46	4	0	6	42	5	0	397
9:30 AM	5	165	2	0	4	131	4	0	6	41	13	0	4	44	5	0	424
9:45 AM	6	137	5	0	12	142	4	0	8	53	8	0	16	37	13	0	441
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	1810	43	0	98	1663	62	0	70	689	108	0	95	542	98	0	5337
APPROACH %'s :	3.09%	94.67%	2.25%	0.00%	5.38%	91.22%	3.40%	0.00%	8.07%	79.47%	12.46%	0.00%	12.93%	73.74%	13.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	16	597	22	0	40	606	22	0	25	275	45	0	34	218	36	0	1936
PEAK HR FACTOR :	0.667	0.945	0.688	0.000	0.769	0.918	0.500	0.000	0.625	0.881	0.750	0.000	0.850	0.893	0.818	0.000	0.988
	0.956				0.938				0.837				0.889				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	6	103	4	0	4	154	3	0	6	67	15	0	9	47	0	0	418
3:15 PM	9	122	5	0	6	158	2	0	5	59	20	0	9	34	2	0	431
3:30 PM	7	128	3	0	3	160	9	0	7	61	13	0	14	39	5	0	449
3:45 PM	1	122	2	0	8	160	2	0	5	85	11	0	11	66	4	0	477
4:00 PM	5	114	3	0	8	156	5	0	1	75	17	0	8	50	4	0	446
4:15 PM	7	120	3	0	8	138	5	0	12	80	11	0	14	47	5	0	450
4:30 PM	11	134	6	0	7	169	2	0	4	81	9	0	5	39	9	0	476
4:45 PM	3	129	0	0	5	151	5	0	10	86	11	0	13	59	2	0	474
5:00 PM	2	121	3	0	3	152	7	0	7	81	26	0	11	51	5	0	469
5:15 PM	7	151	3	0	6	158	8	0	10	82	12	0	7	49	5	0	498
5:30 PM	5	142	3	0	4	148	7	0	10	78	9	0	5	68	4	0	483
5:45 PM	4	136	5	0	1	137	3	0	13	84	11	0	10	57	5	0	466
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	67	1522	40	0	63	1841	58	0	90	919	165	0	116	606	50	0	5537
APPROACH %'s :	4.11%	93.43%	2.46%	0.00%	3.21%	93.83%	2.96%	0.00%	7.67%	78.28%	14.05%	0.00%	15.03%	78.50%	6.48%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	17	543	9	0	18	609	27	0	37	327	58	0	36	227	16	0	1924
PEAK HR FACTOR :	0.607	0.899	0.750	0.000	0.750	0.964	0.844	0.000	0.925	0.951	0.558	0.000	0.692	0.835	0.800	0.000	0.966
	0.884				0.951				0.925				0.906				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-002
Date: 9/27/2017

Cars

NS/EW Streets:	Irolo St				Irolo St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	117	2	0	4	132	5	0	3	40	6	0	6	39	7	0	364
7:15 AM	3	153	2	0	4	144	5	0	6	49	8	0	5	38	5	0	422
7:30 AM	4	155	4	0	11	160	2	0	5	54	9	0	9	48	6	0	467
7:45 AM	4	132	5	0	9	141	6	0	10	76	15	0	9	60	10	0	477
8:00 AM	6	149	5	0	13	147	3	0	3	65	15	0	10	55	10	0	481
8:15 AM	2	149	8	0	6	145	10	0	7	75	6	0	6	51	8	0	473
8:30 AM	10	143	3	0	11	119	5	0	9	70	8	0	9	39	7	0	433
8:45 AM	5	156	3	0	10	133	11	0	1	67	7	0	9	45	12	0	459
9:00 AM	8	155	0	0	8	127	3	0	6	44	9	0	4	34	7	0	405
9:15 AM	2	160	4	0	5	109	3	0	5	45	4	0	6	40	5	0	388
9:30 AM	5	158	2	0	4	130	4	0	6	41	13	0	4	43	5	0	415
9:45 AM	6	135	5	0	11	139	4	0	8	52	8	0	15	35	11	0	429
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	58	1762	43	0	96	1626	61	0	69	678	108	0	92	527	93	0	5213
APPROACH %'s :	3.11%	94.58%	2.31%	0.00%	5.38%	91.19%	3.42%	0.00%	8.07%	79.30%	12.63%	0.00%	12.92%	74.02%	13.06%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	16	585	22	0	39	593	21	0	25	270	45	0	34	214	34	0	1898
PEAK HR FACTOR :	0.67	0.944	0.688	0.000	0.750	0.927	0.525	0.000	0.625	0.888	0.750	0.000	0.850	0.892	0.850	0.000	0.986
		0.956				0.944				0.842				0.892			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	6	102	4	0	4	148	3	0	6	66	15	0	8	46	0	0	408
3:15 PM	9	115	5	0	5	156	2	0	5	58	20	0	9	33	2	0	419
3:30 PM	7	125	3	0	3	157	8	0	7	61	13	0	13	37	5	0	439
3:45 PM	1	118	2	0	8	154	2	0	5	83	11	0	10	65	4	0	463
4:00 PM	5	112	3	0	8	153	5	0	1	75	17	0	8	49	4	0	440
4:15 PM	7	117	3	0	8	138	3	0	11	78	11	0	14	46	5	0	441
4:30 PM	11	131	6	0	7	165	2	0	4	79	9	0	4	38	9	0	465
4:45 PM	3	125	0	0	5	148	5	0	10	86	11	0	13	59	2	0	467
5:00 PM	2	120	3	0	3	150	7	0	7	79	26	0	11	50	5	0	463
5:15 PM	7	151	3	0	6	155	8	0	10	81	12	0	7	47	5	0	492
5:30 PM	5	139	3	0	4	146	7	0	10	78	9	0	5	67	4	0	477
5:45 PM	4	134	5	0	1	132	3	0	13	82	11	0	10	55	5	0	455
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	67	1489	40	0	62	1802	55	0	89	906	165	0	112	592	50	0	5429
APPROACH %'s :	4.20%	93.30%	2.51%	0.00%	3.23%	93.90%	2.87%	0.00%	7.67%	78.10%	14.22%	0.00%	14.85%	78.51%	6.63%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	17	535	9	0	18	599	27	0	37	324	58	0	36	223	16	0	1899
PEAK HR FACTOR :	0.61	0.886	0.750	0.000	0.750	0.966	0.844	0.000	0.925	0.942	0.558	0.000	0.692	0.832	0.800	0.000	0.965
		0.871				0.953				0.935				0.905			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-002
Date: 9/27/2017

Buses

NS/EW Streets:	Irolo St				Irolo St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
7:30 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	4
7:45 AM	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5
8:00 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	6
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	2	0	0	0	4	0	0	0	1	0	0	0	1	0	0	8
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
9:00 AM	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	6
9:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
9:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	17	0	0	0	16	0	0	0	9	0	0	0	8	0	0	50
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	6	0	0	0	5	0	0	0	3	0	0	0	3	0	0	17
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.708
	0.375				0.417				0.750				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
3:15 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
3:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
3:45 PM	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	6
4:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	1	0	0	5
4:30 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	5
4:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	3	0	0	0	1	0	0	0	1	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	18	0	0	0	16	0	0	0	9	0	0	0	8	0	0	51
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	5	0	0	0	2	0	0	0	2	0	0	14
PEAK HR FACTOR :	0.00	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.700
	0.625				0.625				0.500				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-002
Date: 9/27/2017

HT

NS/EW Streets:	Irolo St				Irolo St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	4	0	0	1	0	0	0	0	1	0	0	8
7:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	1	1	1	0	7
7:30 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	2	0	0	0	3	0	0	0	1	0	0	0	0	1	0	7
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
8:15 AM	0	1	0	0	1	1	1	0	0	1	0	0	0	1	0	0	6
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6
8:45 AM	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
9:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
9:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	2	0	0	7
9:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
9:45 AM	0	1	0	0	1	3	0	0	0	0	0	0	1	1	2	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	31	0	0	2	21	1	0	1	2	0	0	3	7	5	0	74
APPROACH %'s :	3.13%	96.88%	0.00%	0.00%	8.33%	87.50%	4.17%	0.00%	33.33%	66.67%	0.00%	0.00%	20.00%	46.67%	33.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	6	0	0	1	8	1	0	0	2	0	0	0	1	2	0	21
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.250	0.667	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.500	0.000	0.750
	0.750				0.833				0.500				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	0	0	0	5	0	0	0	0	0	0	1	0	0	0	7
3:15 PM	0	5	0	0	1	1	0	0	0	0	0	0	0	1	0	0	8
3:30 PM	0	1	0	0	0	2	1	0	0	0	0	0	1	1	0	0	6
3:45 PM	0	2	0	0	0	4	0	0	0	1	0	0	1	0	0	0	8
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
4:15 PM	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	4
4:30 PM	0	1	0	0	0	3	0	0	0	1	0	0	1	0	0	0	6
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
5:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	15	0	0	1	23	3	0	1	4	0	0	4	6	0	0	57
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	3.70%	85.19%	11.11%	0.00%	20.00%	80.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	5	0	0	0	1	0	0	0	2	0	0	11
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.688
	0.375				0.417				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-002
Date: 9/27/2017

Bikes

NS/EW Streets:	Irolo St				Irolo St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
7:15 AM	2	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6
7:30 AM	0	2	0	0	0	1	0	0	0	2	1	0	0	2	0	0	8
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	3	1	0	7
8:30 AM	0	3	0	0	0	0	0	0	0	1	0	0	0	4	0	0	8
8:45 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:30 AM	0	1	0	0	0	1	0	0	0	2	0	0	0	2	1	0	7
9:45 AM	1	2	0	0	0	0	0	0	1	0	0	0	1	1	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	16	2	0	0	5	0	0	1	11	1	0	2	17	2	0	60
APPROACH %'s :	14.29%	76.19%	9.52%	0.00%	0.00%	100.00%	0.00%	0.00%	7.69%	84.62%	7.69%	0.00%	9.52%	80.95%	9.52%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	5	1	0	0	3	0	0	0	3	1	0	0	6	1	0	20
PEAK HR FACTOR :	0.000	0.625	0.250	0.000	0.000	0.750	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.500	0.250	0.000	0.625
	0.750				0.750				0.333				0.438				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5
3:15 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	4
3:30 PM	0	1	0	0	0	1	0	0	0	3	0	0	0	1	2	0	8
3:45 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0	5
4:00 PM	0	2	0	0	0	6	0	0	0	1	0	0	0	3	0	0	12
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	4
4:30 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	5	0	0	8
4:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	2	0	0	5
5:15 PM	1	3	1	0	0	1	1	0	0	2	0	0	0	1	0	0	10
5:30 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	2	1	0	7
5:45 PM	0	2	0	0	0	4	0	0	0	1	0	0	2	1	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	16	2	0	1	24	2	0	1	11	0	0	2	18	5	0	83
APPROACH %'s :	5.26%	84.21%	10.53%	0.00%	3.70%	88.89%	7.41%	0.00%	8.33%	91.67%	0.00%	0.00%	8.00%	72.00%	20.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	8	1	0	0	6	1	0	1	3	0	0	0	5	1	0	27
PEAK HR FACTOR :	0.25	0.667	0.250	0.000	0.000	0.500	0.250	0.000	0.250	0.375	0.000	0.000	0.000	0.625	0.250	0.000	0.675
	0.500				0.583				0.500				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-002
Date: 9/27/2017

Peds_Adults

NS/EW Streets:	Irolo St		Irolo St		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	4	1	7	0	6	8	6	33
7:15 AM	0	3	6	5	0	7	9	8	38
7:30 AM	8	5	8	9	0	9	8	13	60
7:45 AM	10	4	18	13	0	9	16	9	79
8:00 AM	9	3	9	2	0	4	16	7	50
8:15 AM	4	6	6	7	0	9	7	14	53
8:30 AM	2	3	2	2	0	4	5	6	24
8:45 AM	2	1	4	6	0	2	8	3	26
9:00 AM	3	2	11	3	0	2	4	4	29
9:15 AM	1	3	3	3	0	4	5	1	20
9:30 AM	4	7	7	2	0	6	9	6	41
9:45 AM	4	4	4	2	0	2	6	1	23
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	48	45	79	61	0	64	101	78	476
APPROACH %'s :	51.61%	48.39%	56.43%	43.57%	0.00%	100.00%	56.42%	43.58%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	31	18	41	31	0	31	47	43	242
PEAK HR FACTOR :	0.775	0.750	0.569	0.596		0.861	0.734	0.768	0.766
	0.875		0.581		0.861		0.900		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	4	2	5	0	5	8	5	33
3:15 PM	1	3	2	4	0	2	6	11	29
3:30 PM	2	6	2	4	0	4	8	8	34
3:45 PM	4	5	3	8	0	10	13	16	59
4:00 PM	7	3	1	8	0	11	8	13	51
4:15 PM	1	1	5	10	0	10	8	11	46
4:30 PM	3	0	6	6	0	5	10	8	38
4:45 PM	7	2	8	7	0	12	18	13	67
5:00 PM	2	0	7	3	0	5	6	9	32
5:15 PM	3	2	6	6	0	5	7	8	37
5:30 PM	7	4	2	5	0	9	12	17	56
5:45 PM	5	7	9	5	0	5	16	13	60
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	46	37	53	71	0	83	120	132	542
APPROACH %'s :	55.42%	44.58%	42.74%	57.26%	0.00%	100.00%	47.62%	52.38%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	19	8	23	21	0	31	43	47	192
PEAK HR FACTOR :	0.679	0.500	0.719	0.750		0.646	0.597	0.691	0.716
	0.614		0.733		0.646		0.726		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-002
Date: 9/27/2017

Peds_Kids

NS/EW Streets:	Irolo St		Irolo St		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	1	0	0	0	4	7
7:30 AM	1	4	2	5	0	2	2	6	22
7:45 AM	1	1	4	9	0	6	5	3	29
8:00 AM	3	0	2	0	0	0	2	0	7
8:15 AM	1	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	1	0	0	0	0	0	0	0	1
9:45 AM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	6	11	15	0	9	11	13	72
APPROACH %'s :	53.85%	46.15%	42.31%	57.69%	0.00%	100.00%	45.83%	54.17%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	6	5	8	14	0	9	9	9	60
PEAK HR FACTOR :	0.500	0.313	0.500	0.389		0.375	0.450	0.375	0.517
	0.550		0.423		0.375		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	0	0	4	4
3:15 PM	0	0	1	2	0	0	3	0	6
3:30 PM	0	2	0	1	0	1	1	2	7
3:45 PM	0	0	0	5	0	2	6	3	16
4:00 PM	0	0	2	3	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	1	2	3
4:30 PM	4	0	1	0	0	0	4	0	9
4:45 PM	3	0	1	0	0	0	3	2	9
5:00 PM	1	0	1	0	0	0	1	0	3
5:15 PM	0	1	0	0	0	0	2	0	3
5:30 PM	0	0	0	1	0	2	2	2	7
5:45 PM	0	0	3	2	0	1	6	2	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	3	9	14	0	6	29	17	86
APPROACH %'s :	72.73%	27.27%	39.13%	60.87%	0.00%	100.00%	63.04%	36.96%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	4	1	2	1	0	2	8	4	22
PEAK HR FACTOR :	0.333	0.250	0.500	0.250		0.250	0.667	0.500	0.611
	0.417		0.750		0.250		0.600		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Irolo St & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-002
Date: 9/27/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Irolo St		Irolo St		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	4	1	7	0	6	8	6	33
7:15 AM	0	3	8	6	0	7	9	12	45
7:30 AM	9	9	10	14	0	11	10	19	82
7:45 AM	11	5	22	22	0	15	21	12	108
8:00 AM	12	3	11	2	0	4	18	7	57
8:15 AM	5	6	6	7	0	10	7	14	55
8:30 AM	2	3	2	2	0	4	7	6	26
8:45 AM	2	1	4	6	0	2	8	3	26
9:00 AM	3	2	12	3	0	2	4	4	30
9:15 AM	1	3	3	3	0	4	5	1	20
9:30 AM	5	7	7	2	0	6	9	6	42
9:45 AM	4	5	4	2	0	2	6	1	24
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	55	51	90	76	0	73	112	91	548
APPROACH %'s :	51.89%	48.11%	54.22%	45.78%	0.00%	100.00%	55.17%	44.83%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	37	23	49	45	0	40	56	52	302
PEAK HR FACTOR :	0.771	0.639	0.557	0.511		0.667	0.667	0.684	0.699
	0.833		0.534		0.667		0.818		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	4	2	5	0	5	8	9	37
3:15 PM	1	3	3	6	0	2	9	11	35
3:30 PM	2	8	2	5	0	5	9	10	41
3:45 PM	4	5	3	13	0	12	19	19	75
4:00 PM	7	3	3	11	0	11	8	13	56
4:15 PM	1	1	5	10	0	10	9	13	49
4:30 PM	7	0	7	6	0	5	14	8	47
4:45 PM	10	2	9	7	0	12	21	15	76
5:00 PM	3	0	8	3	0	5	7	9	35
5:15 PM	3	3	6	6	0	5	9	8	40
5:30 PM	7	4	2	6	0	11	14	19	63
5:45 PM	5	7	12	7	0	6	22	15	74
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	54	40	62	85	0	89	149	149	628
APPROACH %'s :	57.45%	42.55%	42.18%	57.82%	0.00%	100.00%	50.00%	50.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	23	9	25	22	0	33	51	51	214
PEAK HR FACTOR :	0.575	0.563	0.694	0.786		0.688	0.607	0.671	0.704
	0.667		0.734		0.688		0.708		

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Mariposa Ave

East/West 8th St

Day: Wednesday Date: 09/27/2017 Weather: SUNNY

Hours: 7 - 10 & 3 - 6 Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	2	15	48	60
BIKES	11	27	45	85
BUSES	0	0	33	29

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	38	7.45	51	7.45	241	8.00	273	7.30
PM PK 15 MIN	27	16.45	86	17.15	289	17.45	246	17.45
AM PK HOUR	126	7.30	197	7.30	840	7.45	1067	7.00
PM PK HOUR	98	16.45	323	17.00	1003	17.00	952	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	77	20	110
8-9	5	89	15	109
9-10	9	64	14	87
15-16	8	49	15	72
16-17	6	52	21	79
17-18	9	56	30	95
TOTAL	50	387	115	552

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	88	34	48	170
8-9	93	22	44	159
9-10	81	12	53	146
15-16	132	48	39	219
16-17	152	72	76	300
17-18	179	86	58	323
TOTAL	725	274	318	1317

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
280	88	33	213	124
268	109	18	236	94
233	81	6	46	4
291	174	36	243	130
379	114	21	104	27
418	137	29	163	43
1869	703	143	1005	422

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	646	12	678
8-9	33	787	12	832
9-10	31	591	6	628
15-16	26	839	21	886
16-17	20	919	27	966
17-18	26	961	16	1003
TOTAL	156	4743	94	4993

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	942	112	1067
8-9	20	867	127	1014
9-10	5	771	109	885
15-16	21	608	107	736
16-17	11	763	76	850
17-18	30	799	123	952
TOTAL	100	4750	654	5504

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1745	50	20	60	14
1846	69	9	104	15
1513	19	0	24	0
1622	113	47	106	37
1816	73	10	48	4
1955	76	16	59	12
10497	400	102	401	82

Prepared by National Data & Surveying Services

Mariposa Ave & 8th St

Peak Hour Turning Movement Count

ID: 17-5634-003
City: Los Angeles

Day: Wednesday
Date: 09/27/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

Mariposa Ave — SOUTHBOUND

AM	60	30	107	0	275	AM
NOON	0	0	0	0	0	NOON
PM	58	86	179	0	205	PM
	0	1	0	0		

8th St — EASTBOUND

AM	NOON	PM	
938	0	866	
0	0	0	0
27	0	26	0
777	0	961	2
16	0	16	0

8th St — WESTBOUND

	PM	NOON	AM
0	123	0	153
2	799	0	868
0	29	0	25
0	1	0	0
	1171	0	905

CONTROL

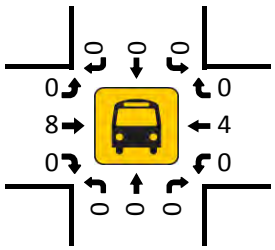
Signalized

	AM	NOON	PM
TEV	2189	0	2373
PHF	0.95		0.93

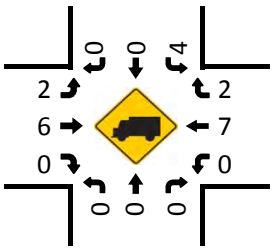
Mariposa Ave — NORTHBOUND

PM	131	0	9	56	30	PM
NOON	0	0	0	0	0	NOON
AM	71	0	10	95	21	AM
		0	0	1	0	

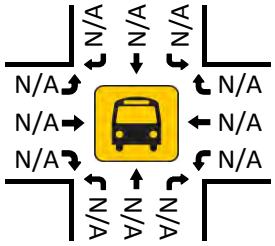
Buses (AM)



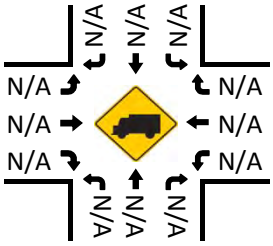
HT (AM)



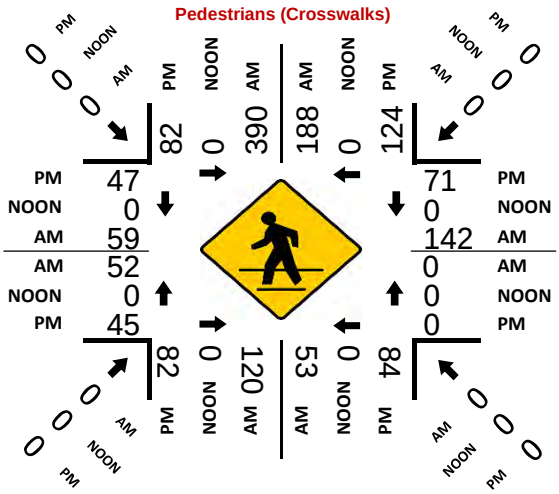
Buses (NOON)



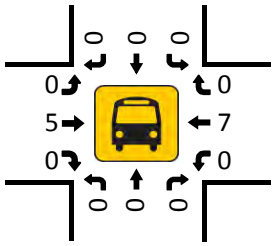
HT (NOON)



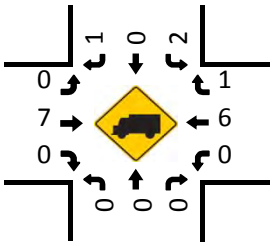
Pedestrians (Crosswalks)



Buses (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-003
Date: 9/27/2017

Total

NS/EW Streets:	Mariposa Ave				Mariposa Ave				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	15	2	0	17	10	11	0	2	120	2	0	1	240	20	0	442
7:15 AM	2	12	4	0	20	6	8	0	7	146	1	0	3	243	17	0	469
7:30 AM	3	26	6	0	24	11	12	0	2	178	5	0	0	237	36	0	540
7:45 AM	6	24	8	0	27	7	17	0	9	202	4	0	9	222	39	0	574
8:00 AM	0	28	3	0	25	6	20	0	7	230	4	0	10	185	35	0	553
8:15 AM	1	17	4	0	31	6	11	0	9	167	3	0	6	224	43	0	522
8:30 AM	3	24	4	0	16	3	6	1	10	191	4	0	4	235	17	0	518
8:45 AM	1	20	4	0	20	7	7	0	7	199	1	0	0	223	32	0	521
9:00 AM	4	20	6	0	20	3	9	0	5	142	1	0	1	169	24	0	404
9:15 AM	1	19	3	0	17	1	16	0	7	148	4	0	0	189	24	0	429
9:30 AM	1	15	4	0	27	5	16	0	9	150	0	0	3	189	29	0	448
9:45 AM	3	10	1	0	17	3	12	0	10	151	1	0	1	224	32	0	465
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	230	49	0	261	68	145	1	84	2024	30	0	38	2580	348	0	5885
APPROACH %'s :	8.82%	75.16%	16.01%	0.00%	54.95%	14.32%	30.53%	0.21%	3.93%	94.67%	1.40%	0.00%	1.28%	86.99%	11.73%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	10	95	21	0	107	30	60	0	27	777	16	0	25	868	153	0	2189
PEAK HR FACTOR :	0.417	0.848	0.656	0.000	0.863	0.682	0.750	0.000	0.750	0.845	0.800	0.000	0.625	0.916	0.890	0.000	0.953
	0.829				0.966				0.851				0.958				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	14	5	0	26	8	9	0	9	216	10	0	6	124	35	0	463
3:15 PM	2	10	3	0	40	15	9	0	6	191	7	0	6	153	19	2	463
3:30 PM	2	13	4	0	39	18	7	0	6	229	3	0	4	170	30	0	525
3:45 PM	3	12	3	0	27	7	14	0	5	203	1	0	3	161	23	0	462
4:00 PM	3	7	5	0	39	20	23	0	3	233	6	0	1	197	18	0	555
4:15 PM	1	14	5	0	40	21	16	0	5	212	8	0	2	187	19	0	530
4:30 PM	0	13	4	0	46	18	20	0	6	246	7	0	7	189	20	0	576
4:45 PM	2	18	7	0	26	13	17	1	6	228	6	0	1	190	19	0	534
5:00 PM	6	6	8	0	46	25	13	0	8	213	3	0	3	209	21	0	561
5:15 PM	1	15	8	0	39	28	19	0	3	238	1	0	8	198	32	0	590
5:30 PM	2	19	6	0	46	16	12	0	7	238	3	0	4	191	39	1	584
5:45 PM	0	16	8	0	48	17	14	0	8	272	9	0	14	201	31	0	638
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	157	66	0	462	206	173	1	72	2719	64	0	59	2170	306	3	6481
APPROACH %'s :	9.35%	63.82%	26.83%	0.00%	54.87%	24.47%	20.55%	0.12%	2.52%	95.24%	2.24%	0.00%	2.32%	85.50%	12.06%	0.12%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	9	56	30	0	179	86	58	0	26	961	16	0	29	799	123	1	2373
PEAK HR FACTOR :	0.375	0.737	0.938	0.000	0.932	0.768	0.763	0.000	0.813	0.883	0.444	0.000	0.518	0.956	0.788	0.250	0.930
	0.880				0.939				0.868				0.967				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-003
Date: 9/27/2017

Cars

NS/EW Streets:	Mariposa Ave				Mariposa Ave				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	15	2	0	17	10	10	0	2	114	2	0	1	234	19	0	428
7:15 AM	2	12	4	0	20	6	8	0	7	144	1	0	3	238	17	0	462
7:30 AM	3	26	6	0	22	11	12	0	2	174	5	0	0	231	35	0	527
7:45 AM	6	24	8	0	27	7	17	0	8	199	4	0	9	219	39	0	567
8:00 AM	0	28	3	0	24	6	20	0	7	226	4	0	10	183	35	0	546
8:15 AM	1	17	4	0	30	6	11	0	8	164	3	0	6	224	42	0	516
8:30 AM	3	24	4	0	16	3	6	1	10	188	4	0	4	230	16	0	509
8:45 AM	1	20	4	0	20	7	7	0	7	196	1	0	0	217	31	0	511
9:00 AM	4	20	5	0	20	3	9	0	5	141	1	0	0	168	24	0	400
9:15 AM	1	19	3	0	17	1	16	0	7	148	4	0	0	189	23	0	428
9:30 AM	1	15	4	0	27	5	16	0	8	146	0	0	3	186	29	0	440
9:45 AM	3	10	1	0	17	3	12	0	10	146	1	0	1	218	31	0	453
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	27	230	48	0	257	68	144	1	81	1986	30	0	37	2537	341	0	5787
APPROACH %'s :	8.85%	75.41%	15.74%	0.00%	54.68%	14.47%	30.64%	0.21%	3.86%	94.71%	1.43%	0.00%	1.27%	87.03%	11.70%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	10	95	21	0	103	30	60	0	25	763	16	0	25	857	151	0	2156
PEAK HR FACTOR :	0.42	0.848	0.656	0.000	0.858	0.682	0.750	0.000	0.781	0.844	0.800	0.000	0.625	0.927	0.899	0.000	0.951
	0.829				0.946				0.848				0.949				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	14	5	0	26	8	9	0	9	214	10	0	6	122	33	0	457
3:15 PM	2	10	3	0	38	15	9	0	6	187	6	0	5	151	19	2	453
3:30 PM	2	13	4	0	38	18	7	0	6	226	3	0	4	168	29	0	518
3:45 PM	3	12	3	0	27	7	14	0	5	200	1	0	3	157	23	0	455
4:00 PM	3	7	4	0	39	20	22	0	3	229	5	0	1	195	18	0	546
4:15 PM	1	14	5	0	40	21	15	0	5	208	8	0	2	185	19	0	523
4:30 PM	0	13	4	0	45	18	20	0	6	244	7	0	7	186	19	0	569
4:45 PM	2	18	7	0	25	13	17	1	6	224	6	0	1	188	19	0	527
5:00 PM	6	6	8	0	46	25	12	0	8	210	3	0	3	206	21	0	554
5:15 PM	1	15	8	0	39	28	19	0	3	236	1	0	8	195	32	0	585
5:30 PM	2	19	6	0	45	16	12	0	7	235	3	0	4	188	38	1	576
5:45 PM	0	16	8	0	47	17	14	0	8	268	9	0	14	197	31	0	629
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	157	65	0	455	206	170	1	72	2681	62	0	58	2138	301	3	6392
APPROACH %'s :	9.39%	64.08%	26.53%	0.00%	54.69%	24.76%	20.43%	0.12%	2.56%	95.24%	2.20%	0.00%	2.32%	85.52%	12.04%	0.12%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	9	56	30	0	177	86	57	0	26	949	16	0	29	786	122	1	2344
PEAK HR FACTOR :	0.38	0.737	0.938	0.000	0.941	0.768	0.750	0.000	0.813	0.885	0.444	0.000	0.518	0.954	0.803	0.250	0.932
	0.880				0.930				0.869				0.969				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-003
Date: 9/27/2017

Buses

NS/EW Streets:	Mariposa Ave				Mariposa Ave				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	19	0	0	0	14	0	0	33
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.500	0.000	0.000	0.600
										0.667				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	14	0	0	0	15	0	0	29
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	0	12
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.875	0.000	0.000	1.000
										0.625				0.875			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-003
Date: 9/27/2017

HT

NS/EW Streets:	Mariposa Ave				Mariposa Ave				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	4	1	0	8
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
7:30 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	4	1	0	8
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	5
8:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	1	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	1	0	8
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	1	0	0	5
9:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	5	1	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	4	0	1	0	3	19	0	0	1	29	7	0	65
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	80.00%	0.00%	20.00%	0.00%	13.64%	86.36%	0.00%	0.00%	2.70%	78.38%	18.92%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	4	0	0	0	2	6	0	0	0	7	2	0	21
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.750	0.000	0.000	0.000	0.438	0.500	0.000	0.656
					0.500				0.667				0.450				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	4
3:15 PM	0	0	0	0	2	0	0	0	0	3	1	0	1	2	0	0	9
3:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	1	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
4:00 PM	0	0	1	0	0	0	1	0	0	3	1	0	0	2	0	0	8
4:15 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	1	0	0	5
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1	0	4
4:45 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	1	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	2	0	0	0	1	1	0	5
5:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	7	0	3	0	0	24	2	0	1	17	5	0	60
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	70.00%	0.00%	30.00%	0.00%	0.00%	92.31%	7.69%	0.00%	4.35%	73.91%	21.74%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	0	1	0	0	7	0	0	0	6	1	0	17
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.583	0.000	0.000	0.000	0.750	0.250	0.000	0.708
					0.750				0.583				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles
Control: Signalized

Project ID: 17-5634-003
Date: 9/27/2017

Bikes

NS/EW Streets:	Mariposa Ave				Mariposa Ave				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	1	0	5
7:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3
7:45 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	5
8:00 AM	0	0	1	0	0	0	0	0	0	3	0	0	0	1	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
8:30 AM	0	0	2	0	1	0	0	0	0	1	0	0	0	1	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
9:00 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	2	0	6
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	4
9:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	3	2	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	4	0	3	0	0	0	2	13	0	0	0	23	8	0	55
APPROACH %'s :	0.00%	33.33%	66.67%	0.00%	100.00%	0.00%	0.00%	0.00%	13.33%	86.67%	0.00%	0.00%	0.00%	74.19%	25.81%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	1	0	0	0	0	0	1	6	0	0	0	4	2	0	16
PEAK HR FACTOR :	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.500	0.000	0.800
	0.750								0.583				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	0	0	1	0	0	0	0	3	0	0	0	3	0	0	8
3:15 PM	0	0	0	0	3	1	1	0	0	4	0	0	0	1	1	0	11
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	3	0	10
3:45 PM	0	1	0	0	1	0	1	0	0	2	0	0	0	5	0	0	10
4:00 PM	0	0	0	0	1	0	1	0	0	2	0	0	0	2	1	0	7
4:15 PM	0	1	0	0	1	2	0	0	0	3	0	0	0	3	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	3	0	10
4:45 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	4	0	0	8
5:00 PM	0	0	0	0	3	0	0	0	0	3	0	0	0	4	0	0	10
5:15 PM	0	0	0	0	2	0	1	0	0	2	0	0	0	2	2	0	9
5:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	1	6	1	0	11
5:45 PM	0	1	0	0	2	0	2	0	1	0	0	0	0	2	1	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	15	3	6	0	1	29	0	0	1	41	12	0	113
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	62.50%	12.50%	25.00%	0.00%	3.33%	96.67%	0.00%	0.00%	1.85%	75.93%	22.22%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	7	0	3	0	1	7	0	0	1	14	4	0	39
PEAK HR FACTOR :	0.00	0.500	0.000	0.000	0.583	0.000	0.375	0.000	0.250	0.583	0.000	0.000	0.250	0.583	0.500	0.000	0.886
	0.500				0.625				0.667				0.594				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles

Project ID: 17-5634-003
Date: 9/27/2017

Peds_Adults

NS/EW Streets:	Mariposa Ave		Mariposa Ave		8th St		8th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	8	9	2	7	0	13	2	7	48
7:15 AM	17	8	7	4	0	9	5	2	52
7:30 AM	49	18	10	10	0	22	11	9	129
7:45 AM	69	35	36	12	0	16	3	11	182
8:00 AM	66	63	21	13	0	42	10	16	231
8:15 AM	35	40	17	10	0	40	12	19	173
8:30 AM	9	15	16	11	0	18	4	3	76
8:45 AM	4	4	7	14	0	4	4	1	38
9:00 AM	3	5	6	10	0	6	3	2	35
9:15 AM	3	4	12	9	0	6	4	6	44
9:30 AM	7	9	12	8	0	6	2	0	44
9:45 AM	9	6	16	8	0	6	1	1	47
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	279	216	162	116	0	188	61	77	1099
APPROACH %'s :	56.36%	43.64%	58.27%	41.73%	0.00%	100.00%	44.20%	55.80%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	219	156	84	45	0	120	36	55	715
PEAK HR FACTOR :	0.793	0.619	0.583	0.865		0.714	0.750	0.724	0.774
	0.727		0.672		0.714		0.734		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	28	49	26	17	0	32	7	25	184
3:15 PM	25	45	13	32	0	33	19	20	187
3:30 PM	8	46	14	29	0	18	16	11	142
3:45 PM	9	33	13	30	0	23	7	8	123
4:00 PM	8	10	16	10	0	13	6	9	72
4:15 PM	6	20	10	20	0	9	9	9	83
4:30 PM	12	22	14	14	0	15	8	14	99
4:45 PM	15	11	20	10	0	11	7	11	85
5:00 PM	11	19	22	15	0	7	6	9	89
5:15 PM	22	14	12	15	0	19	9	13	104
5:30 PM	19	27	24	19	0	13	10	12	124
5:45 PM	21	30	13	17	0	20	13	4	118
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	184	326	197	228	0	213	117	145	1410
APPROACH %'s :	36.08%	63.92%	46.35%	53.65%	0.00%	100.00%	44.66%	55.34%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	73	90	71	66	0	59	38	38	435
PEAK HR FACTOR :	0.830	0.750	0.740	0.868		0.738	0.731	0.731	0.877
	0.799		0.797		0.738		0.864		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles

Project ID: 17-5634-003
Date: 9/27/2017

Peds_Kids

NS/EW Streets:	Mariposa Ave		Mariposa Ave		8th St		8th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	7	0	1	1	0	4	1	1	15
7:15 AM	4	0	2	0	0	1	5	1	13
7:30 AM	40	0	7	3	0	4	1	0	55
7:45 AM	65	8	18	1	0	5	10	1	108
8:00 AM	41	16	9	3	0	9	5	2	85
8:15 AM	25	8	2	1	0	4	0	1	41
8:30 AM	1	1	2	0	0	1	0	0	5
8:45 AM	2	0	1	0	0	1	1	0	5
9:00 AM	0	0	2	0	0	0	0	0	2
9:15 AM	0	0	0	1	0	0	0	0	1
9:30 AM	0	1	0	0	0	0	0	0	1
9:45 AM	3	0	2	1	0	0	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	188	34	46	11	0	29	23	6	337
APPROACH %'s :	84.68%	15.32%	80.70%	19.30%	0.00%	100.00%	79.31%	20.69%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	171	32	36	8	0	22	16	4	289
PEAK HR FACTOR :	0.658	0.500	0.500	0.667		0.611	0.400	0.500	0.669
	0.695		0.579		0.611		0.455		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	2	31	3	5	0	15	0	11	67
3:15 PM	0	78	5	4	0	16	4	10	117
3:30 PM	0	8	5	6	0	3	5	8	35
3:45 PM	1	10	3	5	0	3	1	8	31
4:00 PM	4	5	2	5	0	1	2	2	21
4:15 PM	2	6	3	2	0	1	1	0	15
4:30 PM	1	4	0	3	0	1	0	1	10
4:45 PM	3	2	4	2	0	1	2	2	16
5:00 PM	0	11	2	5	0	3	3	2	26
5:15 PM	1	3	3	0	0	1	1	4	13
5:30 PM	3	6	4	7	0	5	1	1	27
5:45 PM	5	14	2	6	0	3	2	2	34
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	178	36	50	0	53	22	51	412
APPROACH %'s :	11.00%	89.00%	41.86%	58.14%	0.00%	100.00%	30.14%	69.86%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	9	34	11	18	0	12	7	9	100
PEAK HR FACTOR :	0.450	0.607	0.688	0.643		0.600	0.583	0.563	0.735
	0.566		0.659		0.600		0.800		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Mariposa Ave & 8th St
City: Los Angeles

Project ID: 17-5634-003
Date: 9/27/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Mariposa Ave		Mariposa Ave		8th St		8th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	15	9	3	8	0	17	3	8	63
7:15 AM	21	8	9	4	0	10	10	3	65
7:30 AM	89	18	17	13	0	26	12	9	184
7:45 AM	134	43	54	13	0	21	13	12	290
8:00 AM	107	79	30	16	0	51	15	18	316
8:15 AM	60	48	19	11	0	44	12	20	214
8:30 AM	10	16	18	11	0	19	4	3	81
8:45 AM	6	4	8	14	0	5	5	1	43
9:00 AM	3	5	8	10	0	6	3	2	37
9:15 AM	3	4	12	10	0	6	4	6	45
9:30 AM	7	10	12	8	0	6	2	0	45
9:45 AM	12	6	18	9	0	6	1	1	53
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	467	250	208	127	0	217	84	83	1436
APPROACH %'s :	65.13%	34.87%	62.09%	37.91%	0.00%	100.00%	50.30%	49.70%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	390	188	120	53	0	142	52	59	1004
PEAK HR FACTOR :	0.728	0.595	0.556	0.828		0.696	0.867	0.738	0.794
	0.777		0.646		0.696		0.841		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	30	80	29	22	0	47	7	36	251
3:15 PM	25	123	18	36	0	49	23	30	304
3:30 PM	8	54	19	35	0	21	21	19	177
3:45 PM	10	43	16	35	0	26	8	16	154
4:00 PM	12	15	18	15	0	14	8	11	93
4:15 PM	8	26	13	22	0	10	10	9	98
4:30 PM	13	26	14	17	0	16	8	15	109
4:45 PM	18	13	24	12	0	12	9	13	101
5:00 PM	11	30	24	20	0	10	9	11	115
5:15 PM	23	17	15	15	0	20	10	17	117
5:30 PM	22	33	28	26	0	18	11	13	151
5:45 PM	26	44	15	23	0	23	15	6	152
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	206	504	233	278	0	266	139	196	1822
APPROACH %'s :	29.01%	70.99%	45.60%	54.40%	0.00%	100.00%	41.49%	58.51%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	82	124	82	84	0	71	45	47	535
PEAK HR FACTOR :	0.788	0.705	0.732	0.808		0.772	0.750	0.691	0.880
	0.736		0.769		0.772		0.852		

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Fedora St

East/West Olympic Blvd

Day: Wednesday Date: 09/27/2017 Weather: SUNNY

Hours: 7 - 10 & 3 - 6 Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	3	5	138	155
BIKES	5	8	41	51
BUSES	0	0	60	56

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	53	7.45	37	7.45	529	8.30	431	7.00
PM PK 15 MIN	53	17.45	44	16.45	486	17.00	434	17.30
AM PK HOUR	173	7.15	115	7.30	1920	8.00	1582	7.45
PM PK HOUR	162	17.00	166	16.45	1818	16.15	1562	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	59	31	142
8-9	55	50	27	132
9-10	31	44	35	110
15-16	24	35	28	87
16-17	39	47	29	115
17-18	51	83	28	162
TOTAL	252	318	178	748

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	24	47	37	108
8-9	20	41	33	94
9-10	20	31	38	89
15-16	16	47	31	94
16-17	14	72	32	118
17-18	29	99	33	161
TOTAL	123	337	204	664

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
250	49	9	35	7
226	27	1	30	2
199	39	2	21	2
181	67	8	38	3
233	64	1	28	2
323	55	1	47	2
1412	301	22	199	18

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	1128	28	1185
8-9	41	1849	30	1920
9-10	42	1459	25	1526
15-16	49	1603	45	1697
16-17	44	1646	43	1733
17-18	49	1715	53	1817
TOTAL	254	9400	224	9878

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	1534	25	1570
8-9	24	1500	22	1546
9-10	26	1208	21	1255
15-16	44	1092	32	1168
16-17	45	1242	58	1345
17-18	39	1473	50	1562
TOTAL	189	8049	208	8446

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2755	26	10	13	5
3466	12	2	10	2
2781	27	0	13	0
2865	44	5	6	2
3078	39	3	5	0
3379	37	1	12	0
18324	185	21	59	9

Prepared by National Data & Surveying Services

Fedora St & Olympic Blvd

Peak Hour Turning Movement Count

ID: 17-5634-004
City: Los Angeles

Day: Wednesday
Date: 09/27/2017

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

Fedora St — SOUTHBOUND

AM	36	48	21	0	125	AM
NOON	0	0	0	0	0	NOON
PM	33	99	29	0	182	PM

Olympic Blvd — EASTBOUND

AM	NOON	PM	
1639	0	1557	
0	0	0	0
36	0	49	1
1784	0	1715	3
36	0	53	0

Olympic Blvd — WESTBOUND

	PM	NOON	AM
0	50	0	22
3	1473	0	1541
1	39	0	19
0	0	0	0
	1772	0	1831

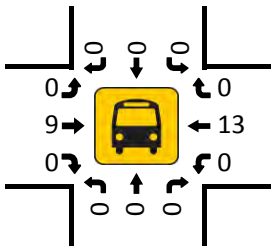
Fedora St — NORTHBOUND

PM	191	0	51	83	28	PM
NOON	0	0	0	0	0	NOON
AM	103	0	62	67	26	AM

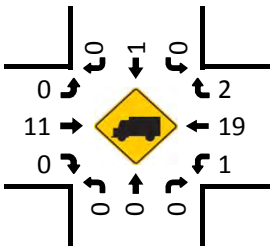
Turning movements (AM / NOON / PM): 0 1 0 0 — 0 0 1 0

CONTROL			
Signalized			
TEV	3698	0	3702
	AM	NOON	PM
PHF	0.94		0.95

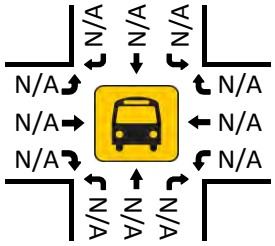
Buses (AM)



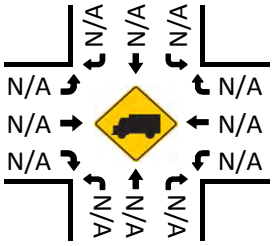
HT (AM)



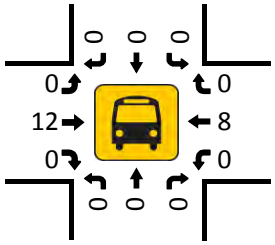
Buses (NOON)



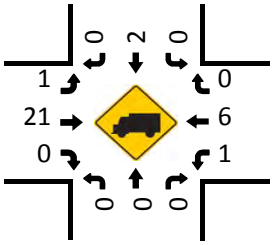
HT (NOON)



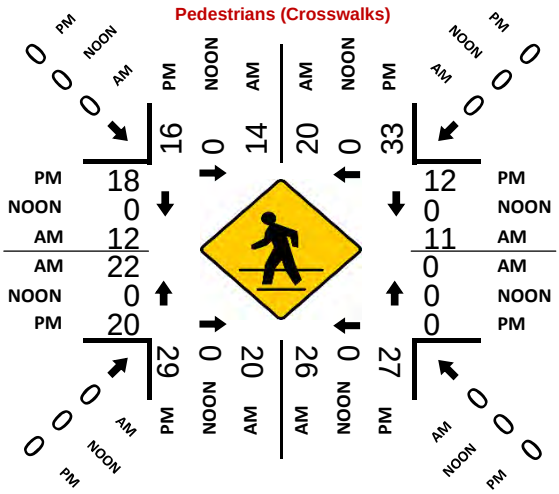
Buses (PM)



HT (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-004
Date: 9/27/2017

Total

NS/EW Streets:	Fedora St				Fedora St				Olympic Blvd				Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	7	5	0	8	7	9	0	4	179	4	0	1	423	7	0	659
7:15 AM	16	11	9	0	3	6	9	0	9	264	5	0	3	360	5	0	700
7:30 AM	12	14	10	0	6	13	10	0	10	330	9	0	3	376	7	0	800
7:45 AM	19	27	7	0	7	21	9	0	6	355	10	0	4	375	6	0	846
8:00 AM	21	19	8	0	2	11	12	0	9	488	9	0	8	387	6	0	980
8:15 AM	10	12	5	0	8	11	5	0	9	430	11	0	6	394	4	0	905
8:30 AM	12	9	6	0	4	5	10	0	12	511	6	0	1	385	6	0	967
8:45 AM	12	10	8	0	6	14	6	0	11	420	4	0	9	334	6	0	840
9:00 AM	10	10	9	0	5	8	11	0	5	389	9	0	11	318	7	0	792
9:15 AM	7	12	9	0	2	8	8	0	17	367	5	0	6	312	2	0	755
9:30 AM	9	12	11	0	7	8	7	0	7	373	7	0	3	300	3	0	747
9:45 AM	5	10	6	0	6	7	12	0	13	330	4	0	5	278	9	1	686
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	138	153	93	0	64	119	108	0	112	4436	83	0	60	4242	68	1	9677
APPROACH %'s :	35.94%	39.84%	24.22%	0.00%	21.99%	40.89%	37.11%	0.00%	2.42%	95.79%	1.79%	0.00%	1.37%	97.05%	1.56%	0.02%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	62	67	26	0	21	48	36	0	36	1784	36	0	19	1541	22	0	3698
PEAK HR FACTOR :	0.738	0.620	0.813	0.000	0.656	0.571	0.750	0.000	0.750	0.873	0.818	0.000	0.594	0.978	0.917	0.000	0.943
	0.731				0.709				0.877				0.979				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	3	5	7	0	3	6	11	0	8	333	7	1	12	293	5	0	694
3:15 PM	7	9	10	0	4	17	4	0	12	445	9	0	9	263	8	0	797
3:30 PM	6	13	9	0	6	9	6	0	15	430	11	0	9	267	7	2	790
3:45 PM	8	8	2	0	3	15	10	0	13	395	18	0	12	269	12	0	765
4:00 PM	10	10	6	0	2	12	10	0	14	374	13	0	11	332	18	0	812
4:15 PM	8	14	7	0	5	14	6	0	9	448	4	0	13	296	13	0	837
4:30 PM	10	9	8	0	5	16	4	0	9	403	12	0	14	313	11	1	815
4:45 PM	11	14	8	0	2	30	12	0	12	421	14	0	6	301	16	0	847
5:00 PM	13	22	4	0	11	23	9	0	11	457	18	0	13	378	17	0	976
5:15 PM	16	18	4	0	7	29	5	0	13	396	16	0	7	317	11	0	839
5:30 PM	9	13	10	0	5	25	8	0	9	437	11	0	10	410	14	0	961
5:45 PM	13	30	10	0	6	22	11	0	16	425	8	0	9	368	8	0	926
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	114	165	85	0	59	218	96	0	141	4964	141	1	125	3807	140	3	10059
APPROACH %'s :	31.32%	45.33%	23.35%	0.00%	15.82%	58.45%	25.74%	0.00%	2.69%	94.61%	2.69%	0.02%	3.07%	93.42%	3.44%	0.07%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	51	83	28	0	29	99	33	0	49	1715	53	0	39	1473	50	0	3702
PEAK HR FACTOR :	0.797	0.692	0.700	0.000	0.659	0.853	0.750	0.000	0.766	0.938	0.736	0.000	0.750	0.898	0.735	0.000	0.948
	0.764				0.936				0.935				0.900				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-004
Date: 9/27/2017

Cars

NS/EW Streets:	Fedora St				Fedora St				Olympic Blvd				Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	7	5	0	8	7	9	0	4	173	4	0	1	409	7	0	639
7:15 AM	16	10	9	0	2	6	9	0	9	255	5	0	3	354	5	0	683
7:30 AM	12	14	10	0	6	13	10	0	10	326	8	0	3	369	7	0	788
7:45 AM	19	27	7	0	7	21	9	0	6	348	10	0	4	367	6	0	831
8:00 AM	21	19	8	0	2	10	12	0	9	482	9	0	7	379	4	0	962
8:15 AM	10	12	5	0	8	11	5	0	9	426	11	0	6	387	4	0	894
8:30 AM	12	9	6	0	4	5	10	0	12	508	6	0	1	376	6	0	955
8:45 AM	12	10	8	0	6	14	6	0	11	413	4	0	9	322	6	0	821
9:00 AM	10	10	9	0	5	8	11	0	5	385	9	0	11	282	7	0	752
9:15 AM	7	12	9	0	2	8	8	0	17	358	4	0	6	279	2	0	712
9:30 AM	8	12	11	0	7	8	7	0	7	369	7	0	3	287	3	0	729
9:45 AM	5	10	6	0	6	7	12	0	12	321	4	0	5	276	9	1	674
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	137	152	93	0	63	118	108	0	111	4364	81	0	59	4087	66	1	9440
APPROACH %'s :	35.86%	39.79%	24.35%	0.00%	21.80%	40.83%	37.37%	0.00%	2.44%	95.79%	1.78%	0.00%	1.40%	97.01%	1.57%	0.02%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	62	67	26	0	21	47	36	0	36	1764	36	0	18	1509	20	0	3642
PEAK HR FACTOR :	0.74	0.620	0.813	0.000	0.656	0.560	0.750	0.000	0.750	0.868	0.818	0.000	0.643	0.975	0.833	0.000	0.946
	0.731				0.703				0.873				0.974				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	3	5	7	0	3	6	11	0	8	321	7	1	12	287	5	0	676
3:15 PM	7	9	10	0	4	17	4	0	12	430	9	0	9	258	8	0	777
3:30 PM	6	13	8	0	6	9	6	0	15	412	11	0	9	263	7	2	767
3:45 PM	8	8	2	0	3	14	10	0	13	386	18	0	11	264	12	0	749
4:00 PM	10	10	6	0	2	12	10	0	14	363	13	0	11	327	18	0	796
4:15 PM	8	14	7	0	5	14	6	0	9	436	4	0	13	290	13	0	819
4:30 PM	10	9	8	0	5	16	4	0	9	397	12	0	14	310	11	1	806
4:45 PM	11	14	8	0	2	30	12	0	12	415	14	0	6	298	16	0	838
5:00 PM	13	22	4	0	11	22	9	0	11	447	18	0	13	374	17	0	961
5:15 PM	16	18	4	0	7	28	5	0	13	391	16	0	6	314	11	0	829
5:30 PM	9	13	10	0	5	25	8	0	8	427	11	0	10	407	14	0	947
5:45 PM	13	30	10	0	6	22	11	0	16	417	8	0	9	364	8	0	914
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	114	165	84	0	59	215	96	0	140	4842	141	1	123	3756	140	3	9879
APPROACH %'s :	31.40%	45.45%	23.14%	0.00%	15.95%	58.11%	25.95%	0.00%	2.73%	94.50%	2.75%	0.02%	3.06%	93.39%	3.48%	0.07%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	51	83	28	0	29	97	33	0	48	1682	53	0	38	1459	50	0	3651
PEAK HR FACTOR :	0.80	0.692	0.700	0.000	0.659	0.866	0.750	0.000	0.750	0.941	0.736	0.000	0.731	0.896	0.735	0.000	0.950
	0.764				0.946				0.936				0.897				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-004
Date: 9/27/2017

Buses

NS/EW Streets:	Fedora St				Fedora St				Olympic Blvd				Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
9:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	26	0	0	0	28	0	0	54
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	9	0	0	0	13	0	0	22
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.650	0.000	0.000	0.786
										0.750				0.650			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	34	0	0	0	28	0	0	62
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	0	20
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.000	0.000	0.000	0.667	0.000	0.000	0.625
										0.600				0.667			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-004
Date: 9/27/2017

HT

NS/EW Streets:	Fedora St				Fedora St				Olympic Blvd				Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12
7:15 AM	0	1	0	0	1	0	0	0	0	6	0	0	0	5	0	0	13
7:30 AM	0	0	0	0	0	0	0	0	0	2	1	0	0	5	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
8:00 AM	0	0	0	0	0	1	0	0	0	5	0	0	1	5	2	0	14
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	10	0	0	13
9:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	35	0	0	39
9:15 AM	0	0	0	0	0	0	0	0	0	7	1	0	0	32	0	0	40
9:30 AM	1	0	0	0	0	0	0	0	0	3	0	0	0	11	0	0	15
9:45 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	2	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	1	1	0	0	1	46	2	0	1	127	2	0	183
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	2.04%	93.88%	4.08%	0.00%	0.77%	97.69%	1.54%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	11	0	0	1	19	2	0	34
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.550	0.000	0.000	0.250	0.792	0.250	0.000	0.607
					0.250				0.550				0.688				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	12
3:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	3	0	0	17
3:30 PM	0	0	1	0	0	0	0	0	0	11	0	0	0	2	0	0	14
3:45 PM	0	0	0	0	0	1	0	0	0	7	0	0	1	3	0	0	12
4:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	0	12
4:30 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	1	0	0	0	5	0	0	0	1	0	0	7
5:15 PM	0	0	0	0	0	1	0	0	0	3	0	0	1	1	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	1	6	0	0	0	2	0	0	9
5:45 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	3	0	0	1	88	0	0	2	23	0	0	118
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	1.12%	98.88%	0.00%	0.00%	8.00%	92.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	1	21	0	0	1	6	0	0	31
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.750	0.000	0.000	0.250	0.750	0.000	0.000	0.861
					0.500				0.786				0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-004
Date: 9/27/2017

Bikes

NS/EW Streets:	Fedora St				Fedora St				Olympic Blvd				Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
7:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	0	0	1	0	0	4	0	0	0	3	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
9:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	5
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
9:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	3	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	1	0	0	0	1	1	0	2	14	0	0	0	22	1	0	45
APPROACH %'s :	75.00%	25.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	95.65%	4.35%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	3	0	0	0	0	0	1	0	0	5	0	0	0	6	0	0	15
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.313	0.000	0.000	0.000	0.500	0.000	0.000	0.375
	0.375				0.250				0.313				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	5
3:15 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	6	1	0	11
3:30 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	0	0	5
4:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
5:00 PM	0	0	0	0	0	1	0	0	0	3	0	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	4	1	0	4	21	0	0	0	27	1	0	60
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	16.67%	66.67%	16.67%	0.00%	16.00%	84.00%	0.00%	0.00%	0.00%	96.43%	3.57%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	11	0	0	0	11	0	0	23
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.917	0.000	0.000	0.000	0.458	0.000	0.000	0.719
					0.250				0.917				0.458				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles

Project ID: 17-5634-004
Date: 9/27/2017

Peds_Adults

NS/EW Streets:	Fedora St		Fedora St		Olympic Blvd		Olympic Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	4	6	4	0	2	0	2	20
7:15 AM	3	6	3	3	0	3	0	3	21
7:30 AM	7	6	5	5	0	7	3	0	33
7:45 AM	1	6	13	10	0	1	12	6	49
8:00 AM	3	4	1	5	0	4	2	1	20
8:15 AM	7	3	1	3	0	4	1	3	22
8:30 AM	2	4	4	3	0	0	0	0	13
8:45 AM	0	7	7	3	0	2	2	3	24
9:00 AM	3	1	3	4	0	3	2	3	19
9:15 AM	3	2	6	4	0	3	3	2	23
9:30 AM	2	5	7	8	0	4	7	4	37
9:45 AM	2	3	4	3	0	3	1	5	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	35	51	60	55	0	36	33	32	302
APPROACH %'s :	40.70%	59.30%	52.17%	47.83%	0.00%	100.00%	50.77%	49.23%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	13	17	19	21	0	9	15	10	104
PEAK HR FACTOR :	0.464	0.708	0.365	0.525		0.563	0.313	0.417	0.531
	0.750		0.435		0.563		0.347		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	4	8	5	6	0	2	0	8	33
3:15 PM	5	6	3	14	0	1	8	2	39
3:30 PM	2	5	10	7	0	1	8	7	40
3:45 PM	4	4	12	10	0	2	3	8	43
4:00 PM	6	2	11	7	0	2	6	3	37
4:15 PM	2	6	2	8	0	2	14	4	38
4:30 PM	1	4	9	12	0	1	3	4	34
4:45 PM	4	3	5	10	0	0	3	2	27
5:00 PM	3	7	8	3	0	3	6	5	35
5:15 PM	2	8	5	14	0	2	7	8	46
5:30 PM	5	7	7	7	0	5	2	2	35
5:45 PM	6	9	9	2	0	2	5	2	35
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	44	69	86	100	0	23	65	55	442
APPROACH %'s :	38.94%	61.06%	46.24%	53.76%	0.00%	100.00%	54.17%	45.83%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	16	31	29	26	0	12	20	17	151
PEAK HR FACTOR :	0.667	0.861	0.806	0.464		0.600	0.714	0.531	0.821
	0.783		0.724		0.600		0.617		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles

Project ID: 17-5634-004
Date: 9/27/2017

Peds_Kids

NS/EW Streets:	Fedora St		Fedora St		Olympic Blvd		Olympic Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	2	0	1	0	0	2	0	0	5
7:30 AM	2	1	0	3	0	3	3	0	12
7:45 AM	0	2	0	5	0	0	7	0	14
8:00 AM	0	1	0	0	0	1	0	0	2
8:15 AM	1	0	0	0	0	1	0	2	4
8:30 AM	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	2	0	0	0	0	0	2
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	4	4	8	0	7	10	2	42
APPROACH %'s :	63.64%	36.36%	33.33%	66.67%	0.00%	100.00%	83.33%	16.67%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	3	1	5	0	2	7	2	21
PEAK HR FACTOR :	0.250	0.375	0.250	0.250		0.500	0.250	0.250	0.375
	0.500		0.300		0.500		0.321		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	2	0	2	0	0	2	0	0	6
3:15 PM	0	1	0	2	0	0	1	0	4
3:30 PM	0	0	2	0	0	0	0	2	4
3:45 PM	0	0	2	0	0	0	1	1	4
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	2	0	1	0	0	3	0	6
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	2	0	0	0	0	0	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	5	6	4	0	2	5	4	28
APPROACH %'s :	28.57%	71.43%	60.00%	40.00%	0.00%	100.00%	55.56%	44.44%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	2	0	1	0	0	0	1	4
PEAK HR FACTOR :		0.250		0.250				0.250	0.333
	0.250		0.250				0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Fedora St & Olympic Blvd
City: Los Angeles

Project ID: 17-5634-004
Date: 9/27/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Fedora St		Fedora St		Olympic Blvd		Olympic Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	4	6	4	0	2	0	2	20
7:15 AM	5	6	4	3	0	5	0	3	26
7:30 AM	9	7	5	8	0	10	6	0	45
7:45 AM	1	8	13	15	0	1	19	6	63
8:00 AM	3	5	1	5	0	5	2	1	22
8:15 AM	8	3	1	3	0	5	1	5	26
8:30 AM	2	4	5	3	0	0	0	0	14
8:45 AM	0	7	7	3	0	2	2	3	24
9:00 AM	5	1	3	4	0	3	2	3	21
9:15 AM	3	2	6	4	0	3	3	2	23
9:30 AM	2	5	9	8	0	4	7	4	39
9:45 AM	2	3	4	3	0	3	1	5	21
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	42	55	64	63	0	43	43	34	344
APPROACH %'s :	43.30%	56.70%	50.39%	49.61%	0.00%	100.00%	55.84%	44.16%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	14	20	20	26	0	11	22	12	125
PEAK HR FACTOR :	0.438	0.625	0.385	0.433		0.550	0.289	0.500	0.496
	0.773		0.411		0.550		0.340		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	6	8	7	6	0	4	0	8	39
3:15 PM	5	7	3	16	0	1	9	2	43
3:30 PM	2	5	12	7	0	1	8	9	44
3:45 PM	4	4	14	10	0	2	4	9	47
4:00 PM	6	2	11	7	0	2	6	3	37
4:15 PM	2	8	2	9	0	2	17	4	44
4:30 PM	1	4	9	12	0	1	3	4	34
4:45 PM	4	3	5	10	0	0	3	2	27
5:00 PM	3	7	8	3	0	3	6	5	35
5:15 PM	2	8	5	14	0	2	7	8	46
5:30 PM	5	7	7	8	0	5	2	2	36
5:45 PM	6	11	9	2	0	2	5	3	38
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	46	74	92	104	0	25	70	59	470
APPROACH %'s :	38.33%	61.67%	46.94%	53.06%	0.00%	100.00%	54.26%	45.74%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	16	33	29	27	0	12	20	18	155
PEAK HR FACTOR :	0.667	0.750	0.806	0.482		0.600	0.714	0.563	0.842
	0.721		0.737		0.600		0.633		

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Catalina St

East/West James M Wood Blvd

Day: Wednesday Date: 09/27/2017 Weather: SUNNY

Hours: 7 - 10 & 3 - 6 Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	5	12	18	29
BIKES	11	30	35	30
BUSES	0	0	18	16

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	66	9.00	59	8.00	130	8.15	98	8.00
PM PK 15 MIN	59	17.45	106	17.15	122	17.45	111	17.30
AM PK HOUR	220	8.15	195	8.30	484	7.45	344	7.30
PM PK HOUR	215	17.00	373	16.45	439	16.30	371	16.45

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	16	144	36	196	*7-8*	23	88	23	134	330	72	13	35	11
8-9	5	164	33	202	*8-9*	37	109	38	184	386	29	0	36	1
9-10	3	185	19	207	*9-10*	23	114	33	170	377	27	0	21	1
15-16	7	129	16	152	*15-16*	42	162	50	254	406	31	6	32	7
16-17	11	141	22	174	*16-17*	56	220	49	325	499	37	1	30	4
17-18	6	177	32	215	*17-18*	62	236	73	371	586	38	5	32	7
TOTAL	48	940	158	1146	TOTAL	243	929	266	1438	2584	234	25	186	31

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	50	303	16	369	*7-8*	13	229	61	303	672	65	17	26	2
8-9	55	413	8	476	*8-9*	10	249	57	316	792	36	1	23	4
9-10	39	246	12	297	*9-10*	9	204	53	266	563	17	0	10	2
15-16	42	334	15	391	*15-16*	19	225	55	299	690	48	10	42	16
16-17	48	356	18	422	*16-17*	17	244	46	307	729	45	4	16	4
17-18	54	359	23	436	*17-18*	21	278	69	368	804	50	5	27	0
TOTAL	288	2011	92	2391	TOTAL	89	1429	341	1859	4250	261	37	144	28

Prepared by National Data & Surveying Services

Catalina St & James M Wood Blvd

Peak Hour Turning Movement Count

ID: 17-5634-005
City: Los Angeles

Day: Wednesday
Date: 09/27/2017

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

Catalina St — SOUTHBOUND

AM	37	99	37	0	274	AM
NOON	0	0	0	0	0	NOON
PM	73	236	62	0	300	PM

James M Wood Blvd — EASTBOUND

AM	NOON	PM	
313	0	357	
0	0	0	0
57	0	54	0
417	0	359	1
10	0	23	0

James M Wood Blvd — WESTBOUND

	PM	NOON	AM
0	69	0	62
1	278	0	264
0	21	0	12
0	0	0	0
	453	0	486

Catalina St — NORTHBOUND

PM	280	0	6	177	32	PM
NOON	0	0	0	0	0	NOON
AM	121	0	12	155	32	AM

Turning movements (AM / NOON / PM):

	AM	NOON	PM
Southbound left	0	1	0
Southbound right	0	0	0
Westbound left	0	1	0
Westbound right	0	0	0
Eastbound left	0	0	1
Eastbound right	0	0	0
Northbound left	0	0	1
Northbound right	0	0	0

CONTROL			
Signalized			
TEV	1194	0	1390
	AM	NOON	PM
PHF	0.92		0.96

Buses (AM)

0	0	0
0		0
0		3
3	0	0

HT (AM)

0	2	0
0		1
4		5
0	1	0

Buses (NOON)

N/A	N/A	N/A
N/A		N/A
N/A		N/A
N/A	N/A	N/A

HT (NOON)

N/A	N/A	N/A
N/A		N/A
N/A		N/A
N/A	N/A	N/A

Pedestrians (Crosswalks)

PM	29	13	0	19	26	0	26	27	PM
NOON	0	0	0	0	0	0	0	0	NOON
AM	10	0	0	0	0	0	0	34	AM
AM	55	0	0	0	0	0	0	0	AM
NOON	0	0	0	0	0	0	0	0	NOON
PM	26	17	0	20	38	0	26	0	PM

Buses (PM)

0	0	0
0		0
0		3
3	0	0

HT (PM)

0	0	1
0		0
3		3
0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-005
Date: 9/27/2017

Total

NS/EW Streets:	Catalina St				Catalina St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	23	7	0	6	18	5	0	9	53	4	0	5	48	15	0	194
7:15 AM	0	43	7	0	4	15	8	0	14	68	5	0	1	48	7	0	220
7:30 AM	7	40	11	0	3	32	3	0	11	81	4	0	2	61	20	0	275
7:45 AM	8	38	11	0	10	23	7	0	16	101	3	0	5	72	19	0	313
8:00 AM	2	42	4	0	14	31	14	0	13	105	3	0	2	77	19	0	326
8:15 AM	2	43	8	0	2	12	5	0	15	112	3	0	3	54	10	0	269
8:30 AM	0	32	9	0	11	33	11	0	13	99	1	0	2	61	14	0	286
8:45 AM	1	47	12	0	10	33	8	0	14	97	1	0	3	57	14	0	297
9:00 AM	1	63	2	0	5	28	6	0	9	64	1	1	0	49	15	0	244
9:15 AM	2	38	3	0	5	35	10	0	7	63	5	0	2	54	9	0	233
9:30 AM	0	31	9	0	5	22	8	0	8	48	2	0	3	49	14	0	199
9:45 AM	0	53	5	0	8	29	9	0	14	71	4	0	4	52	15	0	264
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	493	88	0	83	311	94	0	143	962	36	1	32	682	171	0	3120
APPROACH %'s :	3.97%	81.49%	14.55%	0.00%	17.01%	63.73%	19.26%	0.00%	12.52%	84.24%	3.15%	0.09%	3.62%	77.06%	19.32%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	155	32	0	37	99	37	0	57	417	10	0	12	264	62	0	1194
PEAK HR FACTOR :	0.375	0.901	0.727	0.000	0.661	0.750	0.661	0.000	0.891	0.931	0.833	0.000	0.600	0.857	0.816	0.000	0.916
	0.873				0.733				0.931				0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	34	3	0	7	37	11	0	12	83	2	0	1	50	11	0	251
3:15 PM	2	28	5	0	11	40	12	0	10	77	4	0	6	43	14	0	252
3:30 PM	4	29	3	0	13	45	10	0	8	82	2	0	6	57	14	0	273
3:45 PM	1	38	5	0	11	40	17	0	12	92	7	0	6	75	16	0	320
4:00 PM	2	36	2	0	16	50	12	0	13	81	4	0	4	58	8	0	286
4:15 PM	2	39	0	1	13	52	10	0	13	90	2	0	3	58	11	0	294
4:30 PM	3	26	14	0	13	57	13	0	14	99	7	0	6	52	10	0	314
4:45 PM	3	40	6	0	14	61	14	0	8	86	5	0	4	76	17	0	334
5:00 PM	2	36	8	0	16	54	18	0	12	84	6	0	1	73	15	0	325
5:15 PM	1	44	10	0	21	69	16	0	7	103	8	0	5	57	12	0	353
5:30 PM	3	46	6	0	12	63	15	0	13	81	0	0	8	80	23	0	350
5:45 PM	0	51	8	0	13	50	24	0	22	91	9	0	7	68	19	0	362
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	447	70	1	160	618	172	0	144	1049	56	0	57	747	170	0	3714
APPROACH %'s :	4.25%	82.62%	12.94%	0.18%	16.84%	65.05%	18.11%	0.00%	11.53%	83.99%	4.48%	0.00%	5.85%	76.69%	17.45%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	6	177	32	0	62	236	73	0	54	359	23	0	21	278	69	0	1390
PEAK HR FACTOR :	0.500	0.868	0.800	0.000	0.738	0.855	0.760	0.000	0.614	0.871	0.639	0.000	0.656	0.869	0.750	0.000	0.960
	0.911				0.875				0.893				0.829				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-005
Date: 9/27/2017

Cars

NS/EW Streets:	Catalina St				Catalina St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	23	7	0	6	18	5	0	9	52	3	0	5	46	15	0	190
7:15 AM	0	43	7	0	4	15	8	0	14	68	4	0	1	47	7	0	218
7:30 AM	7	40	11	0	3	32	3	0	10	81	4	0	2	60	20	0	273
7:45 AM	8	38	11	0	10	23	7	0	16	100	2	0	5	70	18	0	308
8:00 AM	2	42	4	0	14	30	14	0	13	105	2	0	2	75	19	0	322
8:15 AM	2	42	8	0	2	12	5	0	15	110	2	0	3	53	10	0	264
8:30 AM	0	32	9	0	11	32	11	0	13	98	1	0	2	58	14	0	281
8:45 AM	1	47	12	0	10	33	8	0	14	97	0	0	3	56	14	0	295
9:00 AM	1	63	2	0	5	28	6	0	9	63	0	1	0	47	15	0	240
9:15 AM	2	37	3	0	5	35	10	0	7	63	4	0	2	52	9	0	229
9:30 AM	0	30	9	0	5	22	8	0	8	47	2	0	2	48	14	0	195
9:45 AM	0	53	5	0	8	28	9	0	14	71	3	0	4	48	15	0	258
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	490	88	0	83	308	94	0	142	955	27	1	31	660	170	0	3073
APPROACH %'s :	3.99%	81.40%	14.62%	0.00%	17.11%	63.51%	19.38%	0.00%	12.62%	84.89%	2.40%	0.09%	3.60%	76.66%	19.74%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	12	154	32	0	37	97	37	0	57	413	7	0	12	256	61	0	1175
PEAK HR FACTOR :	0.38	0.917	0.727	0.000	0.661	0.758	0.661	0.000	0.891	0.939	0.875	0.000	0.600	0.853	0.803	0.000	0.912
		0.868				0.737				0.939				0.857			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	33	3	0	7	36	11	0	12	83	1	0	1	48	11	0	246
3:15 PM	2	28	5	0	11	39	12	0	9	76	3	0	6	41	12	0	244
3:30 PM	4	29	3	0	12	44	10	0	6	82	2	0	6	53	14	0	265
3:45 PM	1	38	5	0	10	40	17	0	12	92	5	0	6	72	16	0	314
4:00 PM	2	36	2	0	15	50	12	0	12	81	4	0	4	58	8	0	284
4:15 PM	2	39	0	1	13	51	10	0	13	90	0	0	3	57	11	0	290
4:30 PM	3	25	14	0	12	57	13	0	14	99	7	0	6	51	10	0	311
4:45 PM	3	40	6	0	14	61	14	0	8	85	4	0	4	76	17	0	332
5:00 PM	2	36	8	0	16	54	18	0	12	83	6	0	1	71	15	0	322
5:15 PM	1	44	10	0	21	69	16	0	7	102	6	0	5	56	12	0	349
5:30 PM	3	46	6	0	12	63	15	0	13	81	0	0	8	79	23	0	349
5:45 PM	0	51	8	0	12	50	24	0	22	90	8	0	7	66	19	0	357
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	23	445	70	1	155	614	172	0	140	1044	46	0	57	728	168	0	3663
APPROACH %'s :	4.27%	82.56%	12.99%	0.19%	16.47%	65.25%	18.28%	0.00%	11.38%	84.88%	3.74%	0.00%	5.98%	76.39%	17.63%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	6	177	32	0	61	236	73	0	54	356	20	0	21	272	69	0	1377
PEAK HR FACTOR :	0.50	0.868	0.800	0.000	0.726	0.855	0.760	0.000	0.614	0.873	0.625	0.000	0.656	0.861	0.750	0.000	0.964
		0.911				0.873				0.896				0.823			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-005
Date: 9/27/2017

Buses

NS/EW Streets:	Catalina St				Catalina St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	9	0	0	8	0	0	17
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.750
									0.750				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	9	0	0	8	0	0	17
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	6
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375	0.000	0.000	0.750
									0.375				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-005
Date: 9/27/2017

HT

NS/EW Streets:	Catalina St				Catalina St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
9:30 AM	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	3	0	0	1	7	0	0	1	14	1	0	30
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	6.25%	87.50%	6.25%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	4	0	0	0	5	1	0	13
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.625	0.250	0.000	0.813
	0.250				0.500				0.500				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
3:15 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	2	2	0	7
3:30 PM	0	0	0	0	1	1	0	0	2	0	0	0	0	2	0	0	6
3:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	3	0	0	5
4:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	5	4	0	0	4	5	1	0	0	11	2	0	34
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	55.56%	44.44%	0.00%	0.00%	40.00%	50.00%	10.00%	0.00%	0.00%	84.62%	15.38%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	3	0	0	0	3	0	0	7
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.583
					0.250				0.750				0.750				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-005
Date: 9/27/2017

Bikes

NS/EW Streets:	Catalina St				Catalina St				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	3	2	0	1	1	0	0	0	0	0	0	7
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
8:00 AM	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	4
8:15 AM	0	0	0	0	2	0	0	0	0	1	0	0	0	1	1	0	5
8:30 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
9:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	2	0	0	0	1	1	0	0	0	2	0	0	6
9:45 AM	1	1	0	0	2	1	0	0	1	0	0	0	0	1	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	1	0	6	4	4	0	4	15	0	0	0	10	1	0	47
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	42.86%	28.57%	28.57%	0.00%	21.05%	78.95%	0.00%	0.00%	0.00%	90.91%	9.09%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	1	0	2	0	2	0	1	5	0	0	0	6	1	0	18
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.000	0.250	0.625	0.000	0.000	0.000	0.500	0.250	0.000	0.750
	0.250				0.500				0.750				0.583				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	1	2	1	0	0	0	0	0	0	2	1	0	7
3:15 PM	0	1	1	0	0	0	0	0	2	0	0	0	0	2	0	0	6
3:30 PM	1	2	0	0	0	2	0	0	0	1	0	0	2	1	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
4:15 PM	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
4:45 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
5:00 PM	0	0	0	0	1	0	1	0	0	1	0	0	0	0	1	0	4
5:15 PM	0	0	0	0	2	0	1	0	1	3	0	0	0	0	0	0	7
5:30 PM	0	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	4
5:45 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	5	1	0	4	6	6	0	3	13	0	0	2	13	4	0	59
APPROACH %'s :	25.00%	62.50%	12.50%	0.00%	25.00%	37.50%	37.50%	0.00%	18.75%	81.25%	0.00%	0.00%	10.53%	68.42%	21.05%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	1	4	0	1	7	0	0	0	3	2	0	21
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.375	0.250	0.500	0.000	0.250	0.583	0.000	0.000	0.000	0.375	0.500	0.000	0.750
					0.667				0.500				0.417				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-005
Date: 9/27/2017

Peds_Adults

NS/EW Streets:	Catalina St		Catalina St		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	1	4	0	6	2	3	18
7:15 AM	2	3	5	2	0	5	2	3	22
7:30 AM	3	10	9	24	0	5	26	4	81
7:45 AM	4	11	10	17	0	10	24	1	77
8:00 AM	9	5	5	13	0	5	17	2	56
8:15 AM	4	3	3	0	0	14	3	2	29
8:30 AM	1	4	2	1	0	1	1	5	15
8:45 AM	5	5	2	3	0	3	0	6	24
9:00 AM	1	1	5	2	0	2	3	0	14
9:15 AM	2	3	6	1	0	4	4	0	20
9:30 AM	2	1	4	3	0	1	4	0	15
9:45 AM	8	3	3	3	0	3	5	1	26
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	42	50	55	73	0	59	91	27	397
APPROACH %'s :	45.65%	54.35%	42.97%	57.03%	0.00%	100.00%	77.12%	22.88%	
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	18	23	20	31	0	30	45	10	177
PEAK HR FACTOR :	0.500	0.523	0.500	0.456		0.536	0.469	0.500	0.575
	0.683		0.472		0.536		0.550		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	2	3	2	4	0	6	3	2	22
3:15 PM	3	1	5	3	0	13	5	11	41
3:30 PM	14	2	4	3	0	19	6	8	56
3:45 PM	5	2	5	5	0	4	2	11	34
4:00 PM	5	2	5	7	0	2	8	7	36
4:15 PM	10	1	1	6	0	4	8	5	35
4:30 PM	3	2	6	6	0	8	3	7	35
4:45 PM	1	6	4	2	0	2	5	2	22
5:00 PM	5	1	3	3	0	4	1	4	21
5:15 PM	3	3	2	5	0	2	8	6	29
5:30 PM	2	4	5	10	0	6	7	5	39
5:45 PM	3	11	5	5	0	15	6	13	58
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	56	38	47	59	0	85	62	81	428
APPROACH %'s :	59.57%	40.43%	44.34%	55.66%	0.00%	100.00%	43.36%	56.64%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	13	19	15	23	0	27	22	28	147
PEAK HR FACTOR :	0.650	0.432	0.750	0.575		0.450	0.688	0.538	0.634
	0.571		0.633		0.450		0.658		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-005
Date: 9/27/2017

Peds_Kids

NS/EW Streets:	Catalina St		Catalina St		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	2
7:30 AM	0	6	0	6	0	2	6	1	21
7:45 AM	0	3	0	7	0	0	10	0	20
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	1	0	0	0	0	2	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	11	0	13	0	8	16	2	52
APPROACH %'s :	15.38%	84.62%	0.00%	100.00%	0.00%	100.00%	88.89%	11.11%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	1	3	0	7	0	4	10	0	25
PEAK HR FACTOR :	0.250	0.250		0.250		0.500	0.250		0.313
	0.333		0.250		0.500		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	0	0	0	3	1	0	4
3:15 PM	1	0	3	0	0	6	0	4	14
3:30 PM	3	1	0	2	0	4	2	0	12
3:45 PM	1	1	0	1	0	3	0	3	9
4:00 PM	0	1	0	1	0	0	0	3	5
4:15 PM	3	0	0	0	0	3	1	0	7
4:30 PM	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	2	0	0	4	0	6
5:30 PM	0	3	1	0	0	0	0	1	5
5:45 PM	0	4	1	1	0	0	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	10	5	7	0	20	8	11	69
APPROACH %'s :	44.44%	55.56%	41.67%	58.33%	0.00%	100.00%	42.11%	57.89%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	7	2	3	0	0	4	1	17
PEAK HR FACTOR :		0.438	0.500	0.375			0.250	0.250	0.708
	0.438		0.625				0.313		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Catalina St & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-005
Date: 9/27/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Catalina St		Catalina St		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	1	4	0	6	2	3	18
7:15 AM	2	5	5	2	0	5	2	3	24
7:30 AM	3	16	9	30	0	7	32	5	102
7:45 AM	4	14	10	24	0	10	34	1	97
8:00 AM	9	5	5	13	0	5	17	2	56
8:15 AM	5	3	3	0	0	16	3	2	32
8:30 AM	1	4	2	1	0	3	1	5	17
8:45 AM	5	5	2	3	0	3	0	7	25
9:00 AM	1	1	5	2	0	2	3	0	14
9:15 AM	2	3	6	1	0	4	4	0	20
9:30 AM	2	1	4	3	0	1	4	0	15
9:45 AM	9	3	3	3	0	5	5	1	29
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	44	61	55	86	0	67	107	29	449
APPROACH %'s :	41.90%	58.10%	39.01%	60.99%	0.00%	100.00%	78.68%	21.32%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	19	26	20	38	0	34	55	10	202
PEAK HR FACTOR :	0.528	0.464	0.500	0.396		0.531	0.404	0.500	0.521
	0.625		0.426		0.531		0.464		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	2	3	2	4	0	9	4	2	26
3:15 PM	4	1	8	3	0	19	5	15	55
3:30 PM	17	3	4	5	0	23	8	8	68
3:45 PM	6	3	5	6	0	7	2	14	43
4:00 PM	5	3	5	8	0	2	8	10	41
4:15 PM	13	1	1	6	0	7	9	5	42
4:30 PM	3	2	6	6	0	9	3	7	36
4:45 PM	1	6	4	2	0	2	5	2	22
5:00 PM	5	1	3	3	0	4	1	4	21
5:15 PM	3	3	2	7	0	2	12	6	35
5:30 PM	2	7	6	10	0	6	7	6	44
5:45 PM	3	15	6	6	0	15	6	13	64
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	64	48	52	66	0	105	70	92	497
APPROACH %'s :	57.14%	42.86%	44.07%	55.93%	0.00%	100.00%	43.21%	56.79%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	13	26	17	26	0	27	26	29	164
PEAK HR FACTOR :	0.650	0.433	0.708	0.650		0.450	0.542	0.558	0.641
	0.542		0.672		0.450		0.724		

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Vermont Ave

East/West James M Wood Blvd

Day: Wednesday Date: 09/27/2017 Weather: SUNNY

Hours: 7 - 10 & 3 - 6 Chekrs: NDS

School Day: YES I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	149	138	22	34
BIKES	72	66	34	15
BUSES	109	103	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	394	7.00	339	7.45	113	8.30	85	7.45
PM PK 15 MIN	356	17.30	333	15.15	115	16.45	97	17.45
AM PK HOUR	1462	7.00	1273	7.30	428	8.00	315	7.15
PM PK HOUR	1378	17.00	1281	15.00	436	16.00	347	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	1326	43	1462
8-9	78	1212	54	1344
9-10	99	1138	53	1290
15-16	57	1070	65	1192
16-17	66	1134	107	1307
17-18	63	1200	115	1378
TOTAL	456	7080	437	7973

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	1145	18	1215
8-9	82	1107	31	1220
9-10	76	1068	33	1177
15-16	80	1165	36	1281
16-17	92	1132	49	1273
17-18	85	1133	32	1250
TOTAL	467	6750	199	7416

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2677	36	3	62	8
2564	32	1	57	1
2467	36	0	56	2
2473	86	6	96	7
2580	65	1	79	4
2628	63	2	84	4
15389	318	13	434	26

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	250	33	317
8-9	30	356	42	428
9-10	31	190	54	275
15-16	40	273	61	374
16-17	34	348	54	436
17-18	36	318	59	413
TOTAL	205	1735	303	2243

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	34	211	51	296
8-9	22	222	36	280
9-10	39	179	30	248
15-16	42	178	38	258
16-17	50	203	42	295
17-18	31	266	50	347
TOTAL	218	1259	247	1724

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
613	46	7	30	1
708	33	1	26	1
523	52	0	30	0
632	115	19	50	1
731	127	10	45	5
760	111	7	70	0
3967	484	44	251	8

Prepared by National Data & Surveying Services

Vermont Ave & James M Wood Blvd

Peak Hour Turning Movement Count

ID: 17-5634-006
City: Los Angeles

Day: Wednesday
Date: 09/27/2017

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NONE	NONE
05:00 PM - 06:00 PM	03:00 PM - 06:00 PM

Vermont Ave — SOUTHBOUND

AM	35	1162	76	0	1291	AM
NOON	0	0	0	0	0	NOON
PM	32	1133	85	0	1286	PM

James M Wood Blvd — EASTBOUND

AM	NOON	PM	
360	0	361	
0	0	0	0
39	0	36	0
314	0	318	1
40	0	59	0
AM	NOON	PM	

James M Wood Blvd — WESTBOUND

PM	NOON	AM	
50	0	52	0
266	0	229	1
31	0	25	0
0	0	0	0
518	0	443	
PM	NOON	AM	

Vermont Ave — NORTHBOUND

PM	1223	0	63	1200	115	PM
NOON	0	0	0	0	0	NOON
AM	1227	0	96	1200	53	AM

0	2	1	0

0	1	2	0

CONTROL			
Signalized			
TEV	3321	0	3388
	AM	NOON	PM
PHF	0.96		0.97

Buses (AM)

0	14	0
0		0
0		0
0	18	0

HT (AM)

0	18	2
0		2
3		2
1	28	3

Buses (NOON)

N/A	N/A	N/A
N/A		N/A
N/A		N/A
N/A	N/A	N/A

HT (NOON)

N/A	N/A	N/A
N/A		N/A
N/A		N/A
N/A	N/A	N/A

Buses (PM)

3	14	0
0		0
0		0
0	12	0

HT (PM)

0	10	1
4		1
0		0
0	9	2

Pedestrians (Crosswalks)

PM	79	0	43
NOON	0	0	0
AM	20	0	26
AM	31	64	0
NOON	0	0	0
PM	39	45	0
PM	42	23	0
NOON	0	0	0
AM	24	23	0
AM	0	0	0
NOON	0	0	0
PM	0	0	0
PM	70	0	0
NOON	0	0	0
AM	38	0	0
AM	0	0	0
NOON	0	0	0
PM	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-006
Date: 9/27/2017

Total

NS/EW Streets:	Vermont Ave				Vermont Ave				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	360	13	0	12	269	2	0	6	42	7	0	11	44	7	0	794
7:15 AM	17	347	6	0	7	269	3	0	7	64	8	0	8	49	11	0	796
7:30 AM	30	310	11	0	14	293	7	0	13	72	7	0	12	54	15	0	838
7:45 AM	25	309	13	0	19	314	6	0	8	72	11	0	3	64	18	0	862
8:00 AM	16	264	12	0	22	287	12	0	11	82	8	0	7	62	12	0	795
8:15 AM	25	317	17	0	21	268	10	0	7	88	14	0	3	49	7	0	826
8:30 AM	18	315	15	0	14	281	4	0	7	95	11	0	3	58	7	0	828
8:45 AM	19	316	10	0	25	271	5	0	5	91	9	0	9	53	10	0	823
9:00 AM	26	317	11	0	19	258	8	0	5	49	7	0	10	38	9	0	757
9:15 AM	30	265	7	0	25	261	9	0	8	45	10	0	11	48	4	0	723
9:30 AM	22	267	13	0	15	279	5	0	7	51	13	0	7	46	7	0	732
9:45 AM	21	289	22	0	17	270	11	0	11	45	24	0	11	47	10	0	778
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	270	3676	150	0	210	3320	82	0	95	796	129	0	95	612	117	0	9552
APPROACH %'s :	6.59%	89.75%	3.66%	0.00%	5.81%	91.92%	2.27%	0.00%	9.31%	78.04%	12.65%	0.00%	11.53%	74.27%	14.20%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	96	1200	53	0	76	1162	35	0	39	314	40	0	25	229	52	0	3321
PEAK HR FACTOR :	0.800	0.946	0.779	0.000	0.864	0.925	0.729	0.000	0.750	0.892	0.714	0.000	0.521	0.895	0.722	0.000	0.963
	0.939				0.939				0.901				0.900				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	15	279	10	0	24	290	7	0	9	66	16	0	10	48	8	0	782
3:15 PM	14	278	20	0	19	302	12	0	8	64	15	0	12	35	9	0	788
3:30 PM	15	251	15	0	18	279	8	0	7	62	22	0	12	42	11	0	742
3:45 PM	13	262	20	0	19	294	9	0	16	81	8	0	8	53	10	0	793
4:00 PM	21	271	30	0	22	273	7	0	13	74	15	0	15	42	14	0	797
4:15 PM	16	278	29	0	28	270	10	0	9	81	15	0	12	53	7	1	809
4:30 PM	16	291	23	0	23	295	13	0	7	100	7	0	13	54	13	0	855
4:45 PM	13	294	25	0	19	294	19	0	5	93	17	0	9	54	8	0	850
5:00 PM	13	288	29	0	23	269	9	0	7	83	7	0	10	62	13	0	813
5:15 PM	19	295	29	0	19	280	3	0	12	86	10	0	8	59	11	0	831
5:30 PM	14	305	37	0	21	292	12	0	8	78	17	0	6	69	12	0	871
5:45 PM	17	312	20	0	22	292	8	0	9	71	25	0	7	76	14	0	873
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	186	3404	287	0	257	3430	117	0	110	939	174	0	122	647	130	1	9804
APPROACH %'s :	4.80%	87.80%	7.40%	0.00%	6.76%	90.17%	3.08%	0.00%	8.99%	76.78%	14.23%	0.00%	13.56%	71.89%	14.44%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	63	1200	115	0	85	1133	32	0	36	318	59	0	31	266	50	0	3388
PEAK HR FACTOR :	0.829	0.962	0.777	0.000	0.924	0.970	0.667	0.000	0.750	0.924	0.590	0.000	0.775	0.875	0.893	0.000	0.970
	0.968				0.962				0.956				0.894				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-006
Date: 9/27/2017

Cars

NS/EW Streets:	Vermont Ave				Vermont Ave				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	342	13	0	11	263	2	0	6	42	5	0	9	41	7	0	761
7:15 AM	17	336	6	0	7	262	3	0	7	63	8	0	8	48	10	0	775
7:30 AM	30	297	9	0	14	287	6	0	13	72	7	0	12	54	15	0	816
7:45 AM	24	295	12	0	18	307	5	0	8	72	10	0	3	64	18	0	836
8:00 AM	16	257	12	0	21	277	11	0	11	82	8	0	6	62	12	0	775
8:15 AM	24	305	17	0	21	259	9	0	7	85	14	0	3	47	5	0	796
8:30 AM	18	302	15	0	13	273	4	0	7	94	11	0	3	58	7	0	805
8:45 AM	19	306	10	0	23	257	3	0	5	91	9	0	9	53	9	0	794
9:00 AM	25	305	10	0	18	249	6	0	5	49	7	0	10	37	9	0	730
9:15 AM	30	256	7	0	25	258	8	0	8	45	9	0	11	46	3	0	706
9:30 AM	22	254	13	0	14	271	5	0	7	51	13	0	7	46	7	0	710
9:45 AM	20	274	22	0	17	259	10	0	10	44	24	0	11	43	8	0	742
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	265	3529	146	0	202	3222	72	0	94	790	125	0	92	599	110	0	9246
APPROACH %'s :	6.73%	89.57%	3.71%	0.00%	5.78%	92.16%	2.06%	0.00%	9.32%	78.30%	12.39%	0.00%	11.49%	74.78%	13.73%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	94	1154	50	0	74	1130	31	0	39	311	39	0	24	227	50	0	3223
PEAK HR FACTOR :	0.78	0.946	0.735	0.000	0.881	0.920	0.705	0.000	0.750	0.915	0.696	0.000	0.500	0.887	0.694	0.000	0.964
	0.938				0.936				0.917				0.885				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	15	267	9	0	24	279	6	0	9	65	16	0	10	47	8	0	755
3:15 PM	14	272	20	0	19	296	12	0	8	63	15	0	11	33	9	0	772
3:30 PM	15	239	15	0	17	268	6	0	7	61	22	0	12	39	11	0	712
3:45 PM	13	246	20	0	19	276	9	0	16	80	8	0	8	52	10	0	757
4:00 PM	21	263	29	0	21	262	7	0	13	73	15	0	14	42	14	0	774
4:15 PM	16	272	28	0	28	255	9	0	9	81	15	0	12	53	7	1	786
4:30 PM	16	284	23	0	22	288	12	0	7	99	7	0	13	54	13	0	838
4:45 PM	12	286	25	0	19	284	19	0	5	92	17	0	9	54	8	0	830
5:00 PM	13	283	29	0	23	261	7	0	7	82	7	0	10	62	13	0	797
5:15 PM	19	290	29	0	18	272	3	0	12	84	10	0	8	59	11	0	815
5:30 PM	14	300	35	0	21	288	12	0	8	78	17	0	6	69	12	0	860
5:45 PM	17	306	20	0	22	288	7	0	9	70	25	0	7	75	13	0	859
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	185	3308	282	0	253	3317	109	0	110	928	174	0	120	639	129	1	9555
APPROACH %'s :	4.90%	87.63%	7.47%	0.00%	6.88%	90.16%	2.96%	0.00%	9.08%	76.57%	14.36%	0.00%	13.50%	71.88%	14.51%	0.11%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	63	1179	113	0	84	1109	29	0	36	314	59	0	31	265	49	0	3331
PEAK HR FACTOR :	0.83	0.963	0.807	0.000	0.913	0.963	0.604	0.000	0.750	0.935	0.590	0.000	0.775	0.883	0.942	0.000	0.968
	0.971				0.952				0.965				0.908				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-006
Date: 9/27/2017

Buses

NS/EW Streets:	Vermont Ave				Vermont Ave				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	3	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	0	8
8:00 AM	0	5	0	0	0	6	1	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	5	0	0	0	3	1	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	5	0	0	0	8	1	0	0	0	0	0	0	0	0	0	14
9:00 AM	0	5	0	0	0	3	1	0	0	0	0	0	0	0	0	0	9
9:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3
9:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
9:45 AM	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	55	0	0	0	40	8	0	0	0	0	0	0	0	0	0	103
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	83.33%	16.67%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	18	0	0	0	14	4	0	0	0	0	0	0	0	0	0	36
PEAK HR FACTOR :	0.000	0.900	0.000	0.000	0.000	0.583	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
	0.900				0.643												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	8	0	0	0	5	1	0	0	0	0	0	0	0	0	0	14
3:15 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
3:30 PM	0	5	0	0	0	4	2	0	0	0	0	0	0	0	0	0	11
3:45 PM	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14
4:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	4	0	0	0	5	1	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	8
4:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	3	0	0	0	3	2	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	3	0	0	0	4	1	0	0	0	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	54	0	0	0	47	8	0	0	0	0	0	0	0	0	0	109
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	85.45%	14.55%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	12	0	0	0	14	3	0	0	0	0	0	0	0	0	0	29
PEAK HR FACTOR :	0.00	0.750	0.000	0.000	0.000	0.875	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.906
	0.750				0.850												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-006
Date: 9/27/2017

HT

NS/EW Streets:	Vermont Ave				Vermont Ave				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	10	0	0	1	3	0	0	0	0	2	0	2	3	0	0	22
7:15 AM	0	8	0	0	0	3	0	0	0	1	0	0	0	1	1	0	14
7:30 AM	0	10	2	0	0	3	0	0	0	0	0	0	0	0	0	0	15
7:45 AM	1	9	1	0	1	5	0	0	0	0	1	0	0	0	0	0	18
8:00 AM	0	2	0	0	1	4	0	0	0	0	0	0	1	0	0	0	8
8:15 AM	1	7	0	0	0	6	0	0	0	3	0	0	0	2	2	0	21
8:30 AM	0	6	0	0	1	5	0	0	0	1	0	0	0	0	0	0	13
8:45 AM	0	5	0	0	2	6	1	0	0	0	0	0	0	0	1	0	15
9:00 AM	1	7	1	0	1	6	1	0	0	0	0	0	0	1	0	0	18
9:15 AM	0	7	0	0	0	3	0	0	0	0	1	0	0	2	1	0	14
9:30 AM	0	9	0	0	1	4	0	0	0	0	0	0	0	0	0	0	14
9:45 AM	1	12	0	0	0	10	0	0	1	1	0	0	0	4	2	0	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	92	4	0	8	58	2	0	1	6	4	0	3	13	7	0	203
APPROACH %'s :	4.95%	91.09%	3.96%	0.00%	11.76%	85.29%	2.94%	0.00%	9.09%	54.55%	36.36%	0.00%	13.04%	56.52%	30.43%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	28	3	0	2	18	0	0	0	3	1	0	1	2	2	0	62
PEAK HR FACTOR :	0.500	0.700	0.375	0.000	0.500	0.750	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.738
	0.688				0.833				0.333				0.313				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	4	1	0	0	6	0	0	0	1	0	0	0	1	0	0	13
3:15 PM	0	2	0	0	0	5	0	0	0	1	0	0	1	2	0	0	11
3:30 PM	0	7	0	0	1	7	0	0	0	1	0	0	0	3	0	0	19
3:45 PM	0	8	0	0	0	12	0	0	0	1	0	0	0	1	0	0	22
4:00 PM	0	4	1	0	1	7	0	0	0	1	0	0	1	0	0	0	15
4:15 PM	0	2	1	0	0	10	0	0	0	0	0	0	0	0	0	0	13
4:30 PM	0	3	0	0	1	4	0	0	0	1	0	0	0	0	0	0	9
4:45 PM	1	3	0	0	0	5	0	0	0	1	0	0	0	0	0	0	10
5:00 PM	0	2	0	0	0	5	0	0	0	1	0	0	0	0	0	0	8
5:15 PM	0	1	0	0	1	4	0	0	0	2	0	0	0	0	0	0	8
5:30 PM	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	1	1	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	42	5	0	4	66	0	0	0	11	0	0	2	8	1	0	140
APPROACH %'s :	2.08%	87.50%	10.42%	0.00%	5.71%	94.29%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	18.18%	72.73%	9.09%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	9	2	0	1	10	0	0	0	4	0	0	0	1	1	0	28
PEAK HR FACTOR :	0.00	0.750	0.250	0.000	0.250	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.875
	0.550				0.550				0.500				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles
Control: Signalized

Project ID: 17-5634-006
Date: 9/27/2017

Bikes

NS/EW Streets:	Vermont Ave				Vermont Ave				James M Wood Blvd				James M Wood Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	4
7:15 AM	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6
7:30 AM	0	3	0	0	0	1	0	0	1	1	1	0	0	0	0	0	7
7:45 AM	1	4	0	0	0	2	0	0	0	1	0	0	0	0	1	0	9
8:00 AM	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	5
8:30 AM	0	2	0	0	1	3	0	0	0	2	0	0	1	3	0	0	12
8:45 AM	1	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6
9:00 AM	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	4
9:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
9:30 AM	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
9:45 AM	0	1	0	0	0	1	0	0	0	1	1	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	24	0	0	2	11	0	0	1	13	4	0	1	6	2	0	69
APPROACH %'s :	17.24%	82.76%	0.00%	0.00%	15.38%	84.62%	0.00%	0.00%	5.56%	72.22%	22.22%	0.00%	11.11%	66.67%	22.22%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	8	0	0	0	4	0	0	1	4	2	0	0	2	1	0	24
PEAK HR FACTOR :	0.500	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.250	1.000	0.500	0.000	0.000	0.250	0.250	0.000	0.667
	0.500				0.500				0.583				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
3:15 PM	1	4	0	0	1	4	0	0	0	0	0	0	0	1	0	0	11
3:30 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
3:45 PM	1	4	0	0	0	5	1	0	0	3	0	0	0	1	0	0	15
4:00 PM	1	2	1	0	0	1	1	0	0	1	1	0	0	0	0	0	8
4:15 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	5
4:30 PM	0	6	0	0	0	5	0	0	0	0	0	0	0	2	0	0	13
4:45 PM	0	2	1	0	0	5	1	0	0	0	1	0	1	0	0	0	11
5:00 PM	0	2	0	0	0	17	0	0	0	3	0	0	0	0	0	0	22
5:15 PM	1	4	1	0	0	3	0	0	0	1	1	0	0	0	0	0	11
5:30 PM	0	4	0	0	0	1	0	0	1	0	0	0	0	1	0	0	7
5:45 PM	0	6	0	0	0	1	0	0	0	1	1	0	0	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	35	3	0	1	47	5	0	2	10	4	0	1	5	0	0	118
APPROACH %'s :	11.63%	81.40%	6.98%	0.00%	1.89%	88.68%	9.43%	0.00%	12.50%	62.50%	25.00%	0.00%	16.67%	83.33%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	16	1	0	0	22	0	0	1	5	2	0	0	1	0	0	49
PEAK HR FACTOR :	0.25	0.667	0.250	0.000	0.000	0.324	0.000	0.000	0.250	0.417	0.500	0.000	0.000	0.250	0.000	0.000	0.557
	0.750				0.324				0.667				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-006
Date: 9/27/2017

Peds_Adults

NS/EW Streets:	Vermont Ave		Vermont Ave		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	8	3	2	0	4	1	4	24
7:15 AM	2	9	3	7	0	8	12	2	43
7:30 AM	5	18	7	5	0	8	11	5	59
7:45 AM	2	16	3	6	0	10	9	2	48
8:00 AM	10	15	5	5	0	8	5	7	55
8:15 AM	7	9	9	4	0	10	2	4	45
8:30 AM	0	8	4	2	0	6	6	0	26
8:45 AM	4	4	1	2	0	2	9	0	22
9:00 AM	4	8	6	0	0	3	6	3	30
9:15 AM	14	3	4	4	0	13	7	9	54
9:30 AM	4	12	4	7	0	7	10	5	49
9:45 AM	6	5	11	0	0	7	4	8	41
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	60	115	60	44	0	86	82	49	496
APPROACH %'s :	34.29%	65.71%	57.69%	42.31%	0.00%	100.00%	62.60%	37.40%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	24	58	24	20	0	36	27	18	207
PEAK HR FACTOR :	0.600	0.806	0.667	0.833		0.900	0.614	0.643	0.877
	0.820		0.846		0.900		0.703		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	8	6	4	7	0	6	9	11	51
3:15 PM	13	9	8	9	0	14	8	16	77
3:30 PM	13	17	24	3	0	16	6	27	106
3:45 PM	20	10	22	9	0	14	10	28	113
4:00 PM	11	9	18	5	0	14	21	20	98
4:15 PM	8	9	6	11	0	9	8	12	63
4:30 PM	9	12	5	4	0	12	11	20	73
4:45 PM	8	13	12	4	0	10	15	20	82
5:00 PM	9	13	14	2	0	16	5	20	79
5:15 PM	16	10	11	5	0	25	15	22	104
5:30 PM	9	10	7	7	0	15	7	11	66
5:45 PM	8	9	8	9	0	14	12	19	79
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	132	127	139	75	0	165	127	226	991
APPROACH %'s :	50.97%	49.03%	64.95%	35.05%	0.00%	100.00%	35.98%	64.02%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	42	42	40	23	0	70	39	72	328
PEAK HR FACTOR :	0.656	0.808	0.714	0.639		0.700	0.650	0.818	0.788
	0.808		0.926		0.700		0.750		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-006
Date: 9/27/2017

Peds_Kids

NS/EW Streets:	Vermont Ave		Vermont Ave		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	1	0	0	1	1	3
7:30 AM	2	2	0	0	0	1	1	2	8
7:45 AM	0	3	0	2	0	0	2	0	7
8:00 AM	0	1	0	1	0	1	1	0	4
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0	1
9:15 AM	0	1	0	0	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	9	0	4	0	2	5	3	25
APPROACH %'s :	18.18%	81.82%	0.00%	100.00%	0.00%	100.00%	62.50%	37.50%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	6	0	3	0	2	4	2	19
PEAK HR FACTOR :	0.250	0.500		0.375		0.500	0.500	0.250	0.594
	0.500		0.375		0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	0	0	1	0	0	0	1	3	5
3:15 PM	1	0	0	0	0	0	2	0	3
3:30 PM	1	0	5	0	0	0	0	6	12
3:45 PM	4	1	0	0	0	1	1	6	13
4:00 PM	0	0	0	0	0	0	0	4	4
4:15 PM	0	0	0	1	0	2	0	2	5
4:30 PM	3	0	0	0	0	3	1	1	8
4:45 PM	1	0	0	0	0	0	1	1	3
5:00 PM	0	0	2	0	0	0	0	5	7
5:15 PM	0	1	0	0	0	0	0	1	2
5:30 PM	1	2	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	4	8	1	0	6	6	30	66
APPROACH %'s :	73.33%	26.67%	88.89%	11.11%	0.00%	100.00%	16.67%	83.33%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	3	2	0	0	0	0	7	13
PEAK HR FACTOR :	0.250	0.375	0.250					0.350	0.464
	0.333		0.250				0.350		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Vermont Ave & James M Wood Blvd
City: Los Angeles

Project ID: 17-5634-006
Date: 9/27/2017

Pedestrians (Crosswalks)

NS/EW Streets:	Vermont Ave		Vermont Ave		James M Wood Blvd		James M Wood Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	9	3	2	0	4	1	4	25
7:15 AM	2	9	3	8	0	8	13	3	46
7:30 AM	7	20	7	5	0	9	12	7	67
7:45 AM	2	19	3	8	0	10	11	2	55
8:00 AM	10	16	5	6	0	9	6	7	59
8:15 AM	7	9	9	4	0	10	2	4	45
8:30 AM	0	8	4	2	0	6	6	0	26
8:45 AM	4	4	1	2	0	2	9	0	22
9:00 AM	4	9	6	0	0	3	6	3	31
9:15 AM	14	4	4	4	0	13	7	9	55
9:30 AM	4	12	4	7	0	7	10	5	49
9:45 AM	6	5	11	0	0	7	4	8	41
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	62	124	60	48	0	88	87	52	521
APPROACH %'s :	33.33%	66.67%	55.56%	44.44%	0.00%	100.00%	62.59%	37.41%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	26	64	24	23	0	38	31	20	226
PEAK HR FACTOR :	0.650	0.800	0.667	0.719		0.950	0.646	0.714	0.843
	0.833		0.904		0.950		0.671		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
3:00 PM	8	6	5	7	0	6	10	14	56
3:15 PM	14	9	8	9	0	14	10	16	80
3:30 PM	14	17	29	3	0	16	6	33	118
3:45 PM	24	11	22	9	0	15	11	34	126
4:00 PM	11	9	18	5	0	14	21	24	102
4:15 PM	8	9	6	12	0	11	8	14	68
4:30 PM	12	12	5	4	0	15	12	21	81
4:45 PM	9	13	12	4	0	10	16	21	85
5:00 PM	9	13	16	2	0	16	5	25	86
5:15 PM	16	11	11	5	0	25	15	23	106
5:30 PM	10	12	7	7	0	15	7	12	70
5:45 PM	8	9	8	9	0	14	12	19	79
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	143	131	147	76	0	171	133	256	1057
APPROACH %'s :	52.19%	47.81%	65.92%	34.08%	0.00%	100.00%	34.19%	65.81%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	43	45	42	23	0	70	39	79	341
PEAK HR FACTOR :	0.672	0.865	0.656	0.639		0.700	0.650	0.790	0.804
	0.815		0.903		0.700		0.776		

APPENDIX F

RELATED PROJECT TRIP GENERATION

Mariposa Residential
Fedora Residential

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1	Condominiums	208	units	3323 W Olympic Boulevard	409	-13	49	36	39	-1	32
	Retail	3,500	sf								
2	Apartments	378	units	3670 Wilshire Boulevard	2,891	67	184	251	162	95	257
	Retail	8,000	sf								
3	Retail	130,500	sf	450 S Western Avennue	3,019	47	29	77	138	138	276
4	Retail	109,000	sf	3060 W. Olympic Boulevard	4,134	60	26	86	169	191	360
5	Condominiums	224	units	805 S. Catalina Street	1,828	24	119	143	110	57	167
	Retail	7,000	sf								
6	Apartments	136	units	688 S Berendo St	678	10	42	52	41	22	63
7	Apartments	165	units	621 S. Catalina Street	2,776	26	55	81	180	95	275
	Retail	8,000	sf								
	Lounge/Restr/Ntclb	15,000	sf								
	Restaurant	1,547	sf								
8	Apartments	98	units	100 N. Western Avenue	940	17	40	57	54	38	92
	Retail	30,000	sf								
9	Office	55,380	sf	3663 W. Wilshire Boulevard	825	94	44	138	20	3	23
	Nursery School	216	students	Wilshire Temple Master Plan							
	Elementary	420	students								
10	Charter School	696	students	3400 W. 3rd Street	764	146	120	266	43	45	88
11	Hotel	125	rooms	2250 W Pico Boulevard	409	26	19	45	10	9	19
12	Apartments	174	units	680 S. Berendo Street	994	15	60	75	60	32	92
13	Apartments	177	units	685 S. New Hampshire Avenue	1,000	15	61	76	61	32	93
14	Hotel	86	rooms	1020 S. Fedora Street	616	28	14	42	23	21	44
15	Apartments	209	units	3640 W. Wilshire Boulevard	1,182	18	72	90	73	40	113
16	Church	85,308	sf	968 S. Berendo Street	535	23	8	31	3	9	12
17	Restaurant	11,904	sf	135 N. Western Avenue	457	2	2	4	25	13	38
18	Apartments	81	units	940 S. Western Avenue	380	6	31	37	26	11	37
	Retail	8,000	sf								
19	Apartments	411	units	864 S. Vermont Avenue	3,202	24	129	153	164	101	265
	Retail	43,800	sf								
20	Apartments	85	units	535 S. Kingsley Drive	543	8	31	39	36	19	55
21	Apartments	131	units	800 S. Harvard Boulevard	827	14	32	46	44	33	77
	Retail	7,000	sf								
22	Hotel	173	rooms	4110 W. 3rd. Street	1,185	45	35	80	46	40	86
	Retail	2,780	sf								
23	Apartments	91	units	1011 S. Serrano Avenue	545	8	33	41	32	18	50

Mariposa Residential
Fedora Residential

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
24	Apartments	32	units	3200 W Beverly Boulevard	632	4	16	20	39	32	71
	Retail	5,870	sf								
25	Apartments	226	units	3076 W. Olympic Boulevard	1,567	25	78	103	90	56	146
	Retail	16,000	sf								
26	Apartments	120	units	3350 W. Wilshire Boulevard	728	11	43	54	47	25	72
27	Apartments	425	units	3545 W. Wilshire Boulevard	1,288	-36	116	80	121	15	136
	Retail	36,676	sf								
28	Apartments	103	units	605 S. Vermont Avenue	755	17	39	56	42	37	79
	Museum	30,937	sf								
29	Apartments	179	units	627 S. Vermont Avenue	1,304	34	72	106	75	40	115
	Retail	12,000	sf								
30	Retail	20,607	sf	2789 W. Olympic Boulevard	612	16	8	24	25	29	54
	Office	2,780	sf								
31	Apartments	304	units	2972 W. 7th Street	1,018	17	99	116	76	23	99
	Retail	9,735	sf								
32	Apartments	100	units	3100 W. 8th Street	100	10	41	51	10	41	51
	Retail	9,496	sf								
33	Apartments	79	units	1017 S. Mariposa Avenue	373	5	23	28	23	12	35
34	Apartments	85	units	427 S. Berendo Street	288	5	17	22	17	10	27
35	Apartments	161	units	700 S. Manhattan Place	1,260	19	57	76	71	46	117
	Retail	10,000	sf								
36	Apartments	224	units	411 S. Normandie Avenue	1,407	22	86	108	87	47	134
37	Condominiums	206	units	1924 W Temple Street	1,187	-18	74	56	78	13	91
	Apartments	46	units								
	Retail	19,103	sf								
38	Apartments	367	units	3525 W. 8th Street	1,214	8	121	129	83	25	108
	Retail	16,500	sf								
	Market	23,000	sf								
39	Apartments	52	units	619 S Westlake Avenue	254	3	17	20	8	24	
	Public Parking										
40	Apartments	44	units	850 S Crenshaw Boulevard	293	4	18	22	18	10	28
41	Apartments	90	units	815 S Kingsley Drive	521	7	32	39	30	18	48
42	Apartment	140	units	NWC Third & Mariposa	1,036	14	58	72	61	33	94
	Retail	3,490	sf								

Mariposa Residential
Fedora Residential

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
43	School	460	students	1633 W 11th Street	970	194	158	352	29	37	66
44	K-5 Charter Apartments	119	units	4074 W 5th Street	908	13	44	57	51	32	83
	Retail	13,000	sf								
45	Condominiums	32	units	820 S Hoover Street	414	7	15	22	18	14	32
	Retail	4,500	sf								
46	Condominiums	160	units	2850 W 7th Street	1,057	20	72	92	72	42	114
	Hotel	40	rooms								
	Retail	3,600	sf								
47	Hotel	100	rooms	2005 W James M Wood Bl	545	24	18	42	20	18	38
48	Condominiums	80	units	2929 W Leeward Av	476	7	33	40	44	21	65
49	Apartments	399	units	2968 W 6th Street	2,943	73	154	227	168	93	261
	Retail	20,000	sf								
50	Apartments	100	units	241 N Vermont	510	7	38	45	33	16	49
	Retail	5,000	sf								
51	Hotel	99	rooms	2965 W 6th Street	688	7	33	40	44	21	65
	Restaurant	545	sf								
52	Apartments	228	units	3986 W Wilshire Boulevard	503	-50	6	-44	53	25	78
	Retail	12,000	sf								
	Restaurant	3,500	sf								
	Coffee	1,750	sf								
53	Apartments	108	units	1011 S Park View St	594	9	38	47	38	19	57
54	Apartments	81	units	2859 W Francis Av	492	7	28	35	31	5	36
55	Apartments	65	units	326 S Reno	326	5	20	25	20	11	31
56	Apartments	40	units	3330 W Beverly Bl	495	26	34	63	35	32	67
	Child Care	4,237	sf								
57	Apartments	144	units	2405 W 8th St	333	-20	48	28	42	-15	27
	Retail	4,406	sf								
58	Apartments	94	units	1329 W 7th Street	662	16	37	53	39	22	61
	Retail	2,000	sf								
59	Hotel	160	rooms	1700 W Olympic Boulevard	1,157	44	32	76	45	42	87
60	Apartments	90	units	1218 W Ingraham Street	532	8	33	41	17	33	50
61	Condominiums	58	units	742 S Hartford Avenue	333	5	21	26	20	11	31

Mariposa Residential
Fedora Residential

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
62	Restaurant	9,600	sf	1728 W 7th Street	362	-30	-40	-70	50	14	74
	Bar	3,500	sf								
63	Apartments	77	units	616 Westmoreland	446	1	30	31	31	5	36
	Restaurant	2,360	sf								
	Retail	745	sf								
64	Pharmacy	16,572	sf	1302 W Washington	414	-33	-18	-51	21	12	33
65	High School	480	students	1929 Pico Boulevard	821	40	66	206	20	42	62
66	Apartments	103	units	1255 E Elden Avenue	376	0	32	32	28	10	38
67	Apartments	45	units	2649 - 2655 San Marino St	246	4	15	19	15	8	23
68	Office	4,400	sf	888 S Vermont	2,526	45	19	64	171	169	340
	Market	47,208	sf								
69	Apartments	196	units	3875 W Wilshire Boulevard	1,114	17	68	85	69	37	106
70	Hotel	162	rooms	3240 W Wilshire Boulevard	1,353	15	173	188	89	23	112
	Apartments	545	units								
	Retail	5,222	sf								
71	Apartments	478	units	1930 W Wilshire Boulevard	1,355	-44	128	84	103	-41	64
	Theater	850	seats								
	Classroom	50	students								
	Hotel	220	rooms								
72	Apartments	236	units	1000 S Vermont Avenue	2,655	39	94	133	137	102	239
	Commercial	60,300	sf								
73	Hotel	78	rooms	2870 W Olympic Boulevard	1,178	34	23	57	44	40	84
	Retail/Restaurant	16,384	sf								
74	Apartments	173	units	2501 W Olympic Boulevard	1,911	27	72	99	100	73	173
	Retail	36,180	sf								
75	Medical Office	60,000	sf	1122 W Washington Bl	2,060	107	29	136	57	146	203
76	Apartments	252	units	3170 W Olympic Boulevard	1,624	24	89	113	94	56	150
	Retail	32,300	sf								
77	Hotel	200	rooms	631 S Vermont Avenue	2,599	95	95	190	115	120	235
	Condominiums	250	units								
	office	49,227	sf								
	Retail	21,320	sf								
78	Condominiums	506	units	3700 W Wilshire Boulevard	3,500	49	152	201	178	80	258
	Retail	40,323	sf								
	Restaurant	21,712	sf								
79	Apartments	22	units	1919 S Western Avenue	340	8	10	18	17	15	22

Mariposa Residential
Fedora Residential

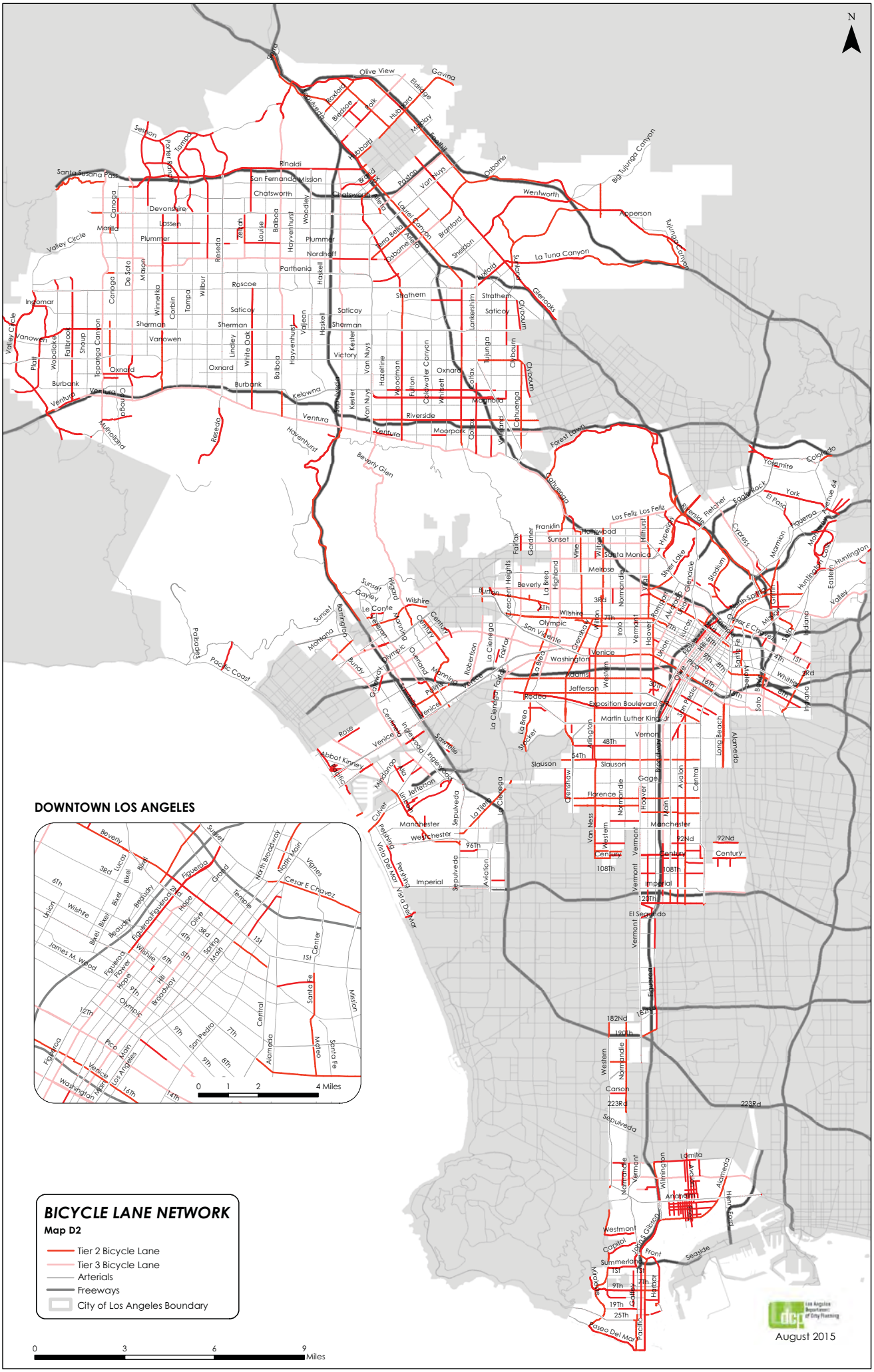
	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
	Retail	7,750	sf								
	Office	266,500	sf								
80	Apartments	122	units	668 S Coronado Street	947	14	48	62	56	34	90
	Retail	1,182	sf								
81	Assited Living	142	units	3377 W Olympic Boulevard	254	12	-3	9	11	25	36
	Medical Office	9,246	sf								
	Restaurant	3,179	sf								
82	Apartments	67	units	748 S Kingsley Drive	406	6	25	31	24	14	38
83	Apartments	760	units	3600 W Wilshire Boulevard	3,264	34	201	235	202	99	301
	Retail	10,670	sf								
84	Hotel	266	rooms	3751 W 6th Street	1,182	29	20	49	33	25	58
	Apartments	44	units								
	Retail	20,000	sf								
85	Hotel	99	rooms	966 S Dewey Avenue	677	28	15	43	24	24	48
86	Apartments	206	units	1009 Crenshaw Boulevard	587	-14	48	34	33	23	56
	Retail	23,590	sf								
87	Hotel	110	rooms	679 S Harvard Boulevard	905	35	26	61	35	31	66
	Retail	1,000	sf								
88	Apartment	net 65	units	923 Fedora Street	432	7	26	33	26	15	41
89	Self Storage	154,024	sf	1810 Venice Boulevard	385	12	10	22	20	20	40
90	Condominiums	49	units	1048 S Oxford Avenue	184	3	8	11	7	7	14
91	Hotel	72	units	3216 W 8th Street	682	22	18	40	46	34	80
	Condominiums	16	units								
	Retail	5,085	sf								
	Karaoke Lounge	3,128	sf								
92	Apartments	26	units	1420 S Bonnie Brae Street	193	3	12	15	12	6	18
93	Hotel	148	rooms	800 S Western	4,229	133	124	257	172	121	293
	Apartments	96	units								
	Retail	29,730	sf								
	Restaurant	20,000	sf								
94	Apartments	53	units	329 S Rampart Bl	279	6	17	23	17	9	26

Mariposa Residential
Fedora Residential

	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
95	Apartments	220	units	635 S Western Avenue	672	10	40	50	40	22	62
	Retail	900	sf								
96	Condominiums	89	units	500 S Oxford Avenue	439	6	27	33	26	13	39
97	Assisted Living	338	beds	1030 Lake Street	939	39	23	62	49	48	97
	Senior Housing	34	units								
98	Office	2,166	empl	510 S Vermont	3,215	216	104	320	121	293	414
	Retail	17,500	sf								
	Apartment	72	units								
	Community Center	13,200	sf								
	Apartment	246	units								
99	Apartments	644	units	2900 Wilshire Boulevard	3,482	81	135	216	137	81	218
	Restaurant	5,500	sf								
	Retail	10,000	sf								
100	Apartments	80	units	422 S Lake Street	532	8	33	41	33	17	50
101A	Apartments	98	units	826,. 834, 840 Maroposa Av	546	8	34	42	24	17	51
	Apartment remova	(16)	units								
101B	Apartments	75	units	837-849 Fedora St	432	7	26	33	27	14	41
	Apartment remova	(10)	units								

APPENDIX G

BICYCLE MASTER PLANS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DOWNTOWN LOS ANGELES
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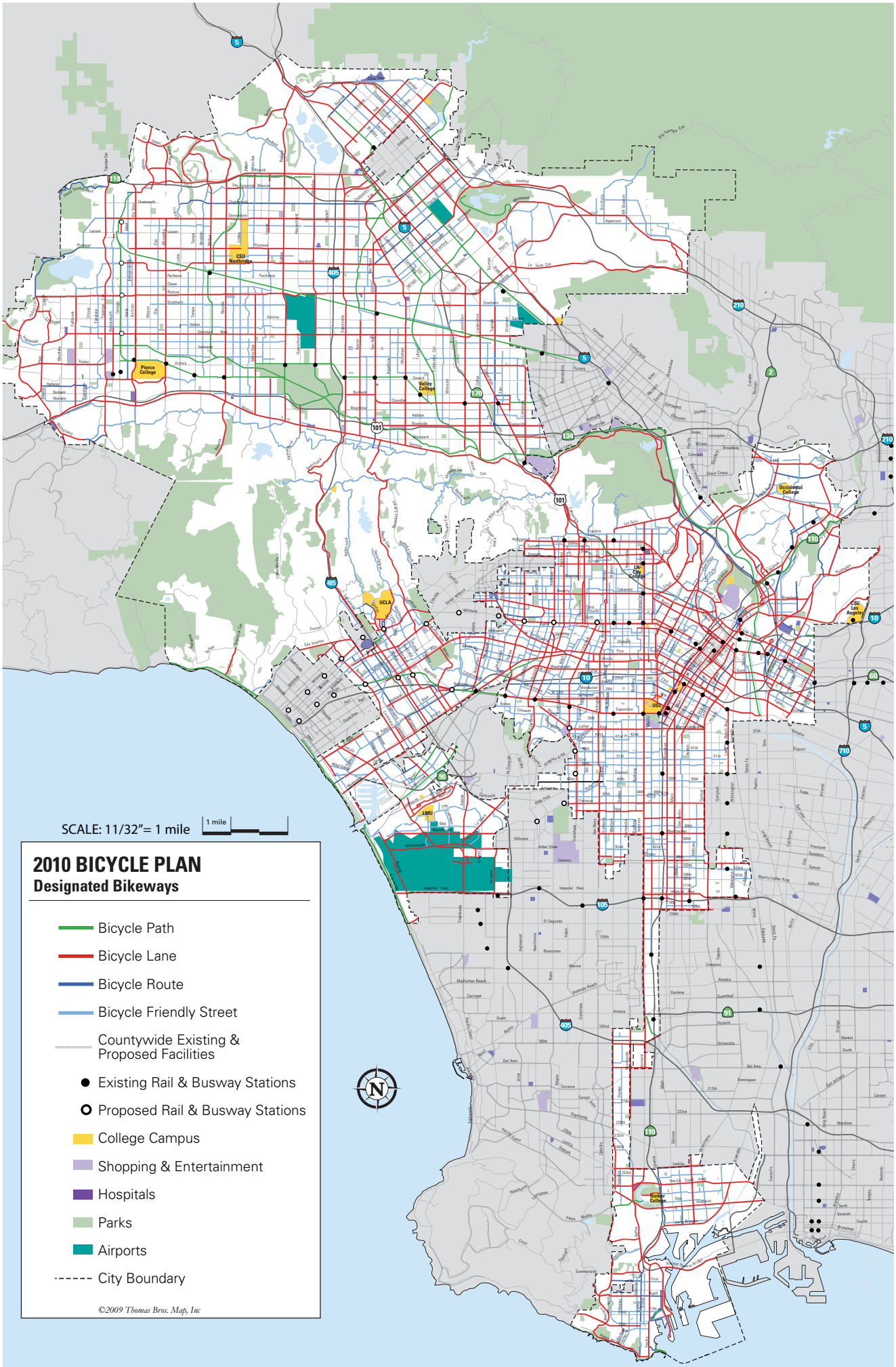
BICYCLE LANE NETWORK
Map D2
Tier 2 Bicycle Lane
Tier 3 Bicycle Lane
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015



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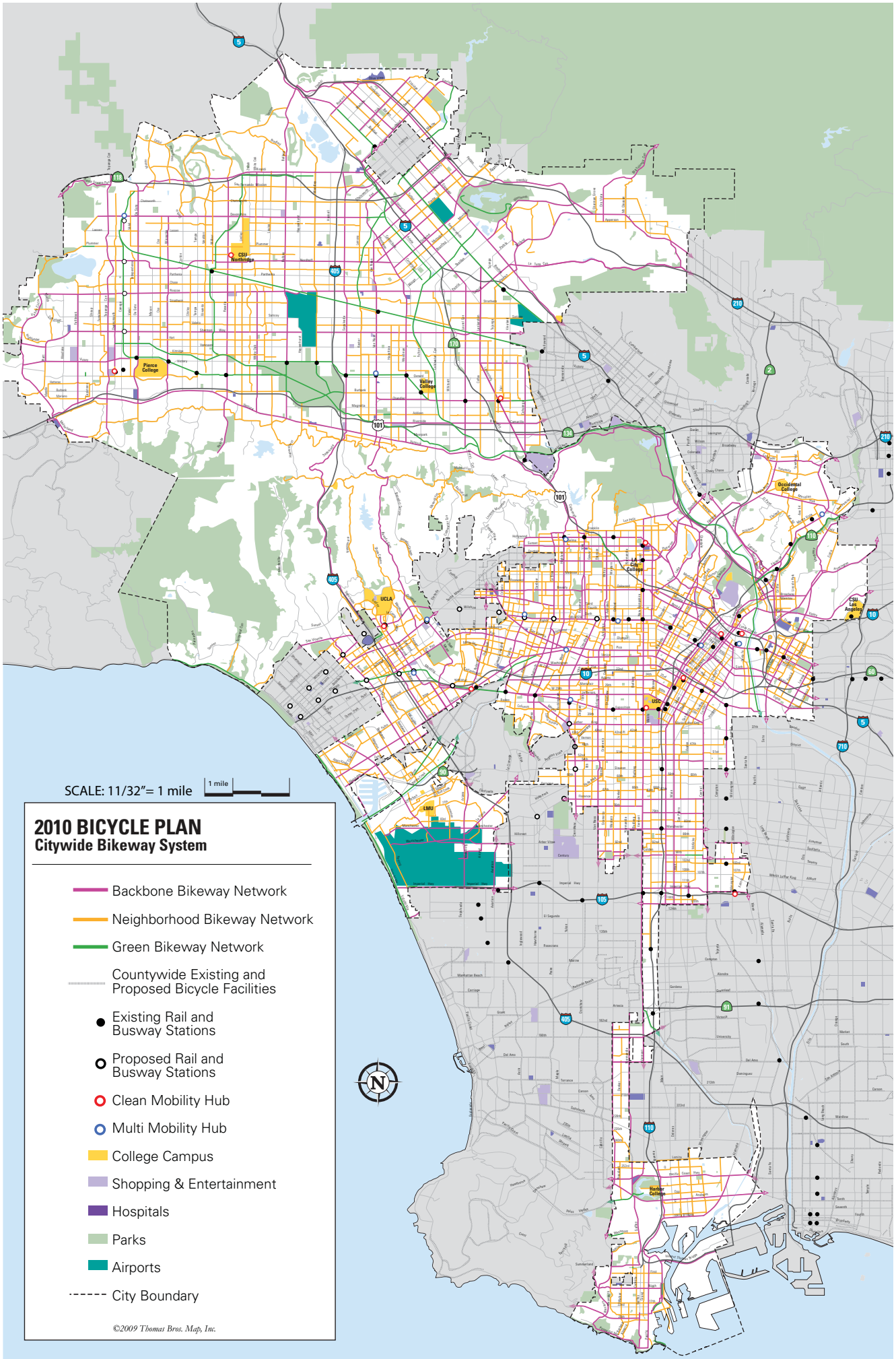

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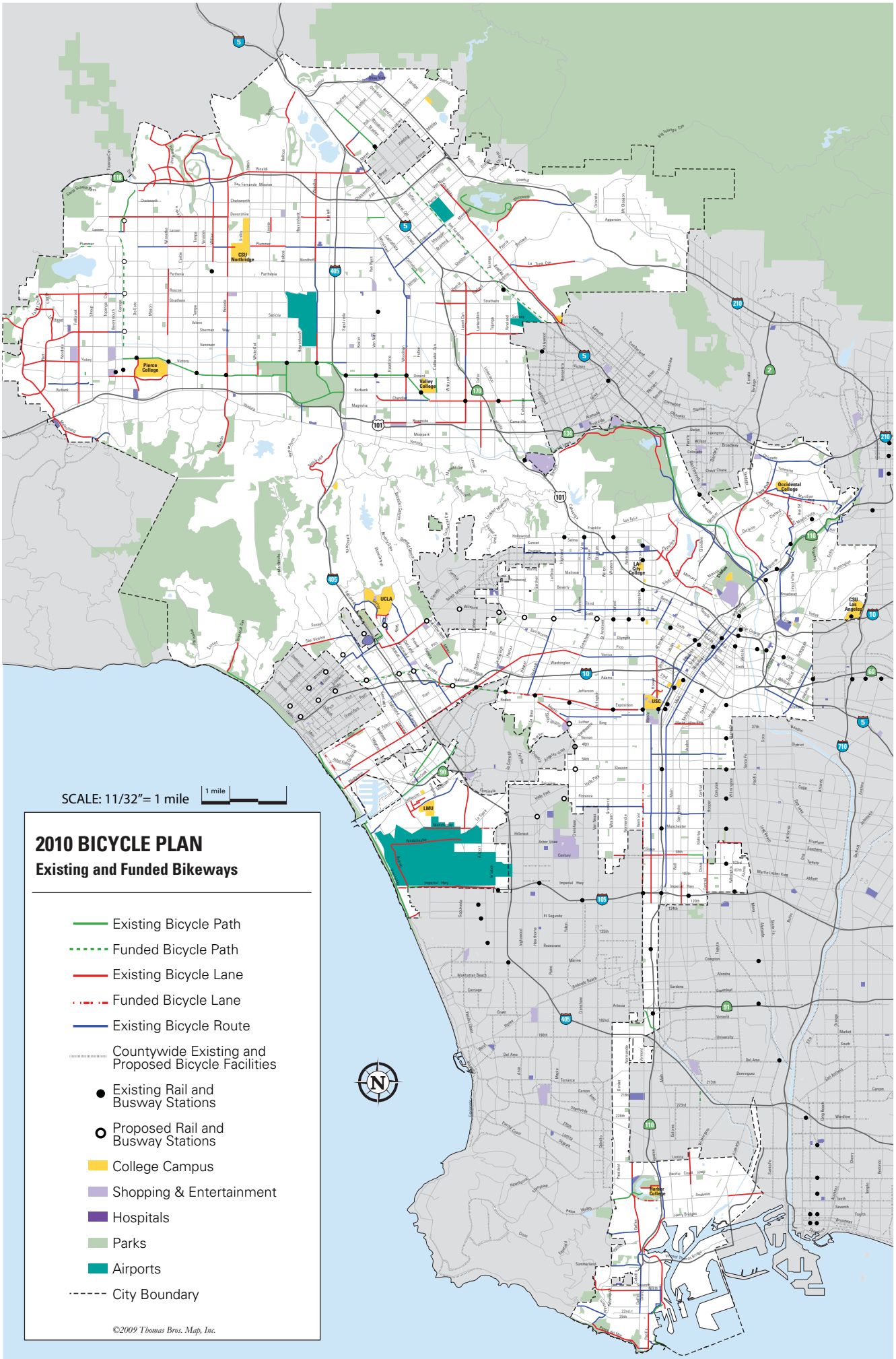
039_map1:06.29.11



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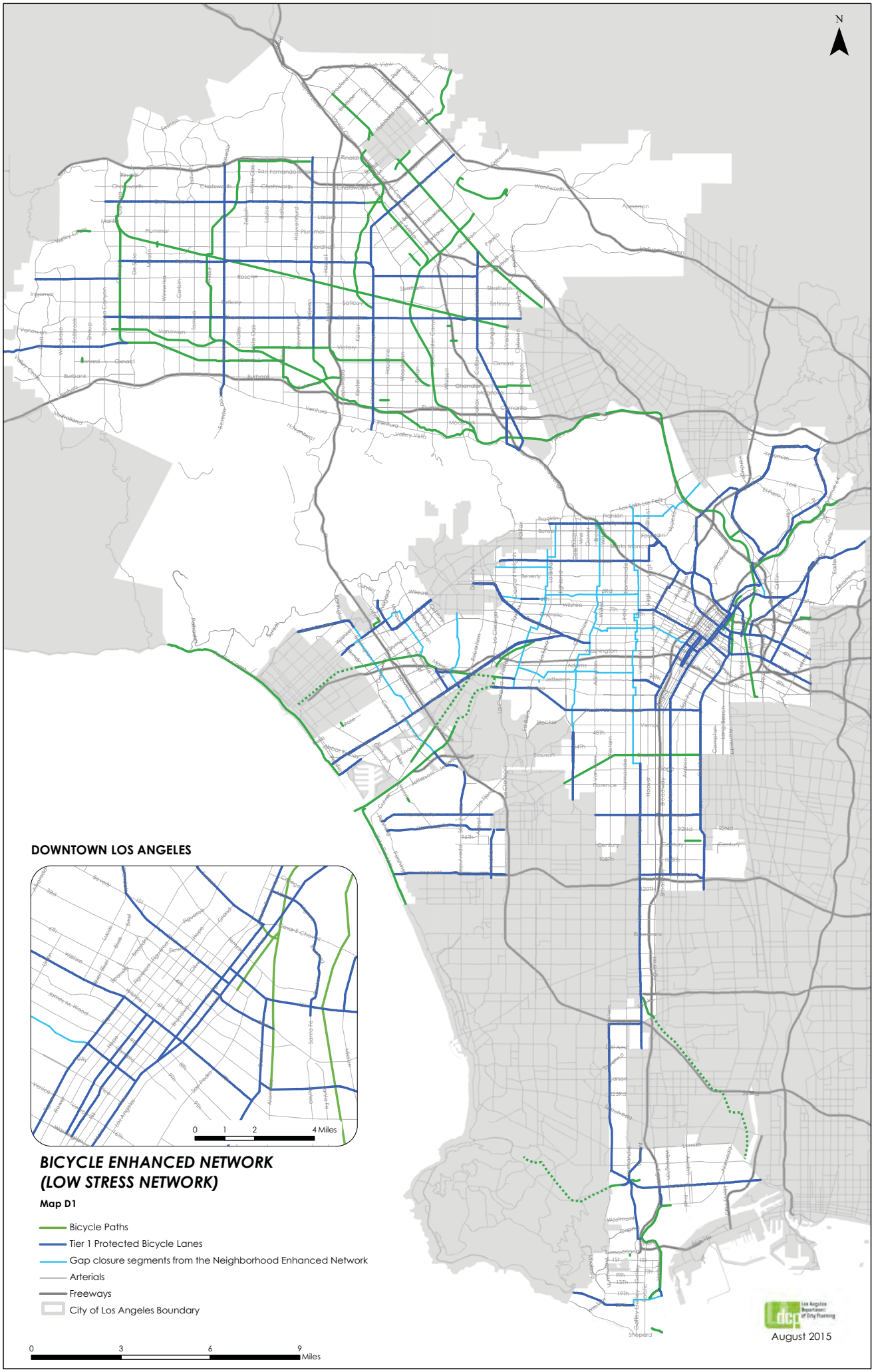
039_map3:07.07.11


N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Gap closure segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015

APPENDIX H

LEVEL OF SERVICE WORKSHEETS

Overland Traffic Consultants, Inc.

CMA WORKSHEETS

MARIPOSA RESIDENTIAL

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
1	East-West Street:	8TH STREET	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	0	63	0	63	63	8	72	0	72	0	72	0	72	0	72	0	72
	Left-Through		0							0				0				0	
	Through	585	0	**676**	2	587	**678**	36	633	0	**753**	2	635	0	**755**	0	635	0	**755**
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	19	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	0	**45**	0	45	**45**	13	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	507	0	593	0	507	593	37	554	0	663	0	554	0	663	0	554	0	663
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	8	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	0	**30**	0	30	**30**	17	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		1							1				1				1	
	Through	683	0	445	0	683	445	68	765	0	579	0	765	0	579	0	765	0	579
	Through-Right		1							1				1				1	
	Right	86	0	445	0	86	445	17	105	0	579	0	105	0	579	0	105	0	579
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	22	0	22	0	22	22	27	49	0	49	0	49	0	49	0	49	0	49
	Left-Through		1							1				1				1	
	Through	829	0	**483**	2	831	**485**	79	925	0	**604**	2	927	0	**606**	0	927	0	**606**
	Through-Right		1							1				1				1	
	Right	48	0	483	2	50	485	37	86	0	604	2	88	0	606	0	88	0	606
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		721	*North-South:*		723	*North-South:*			812	*North-South:*			814	*North-South:*			814
		East-West:		513	*East-West:*		515	*East-West:*			652	*East-West:*			654	*East-West:*			654
		SUM:		1234	*SUM:*		1238	*SUM:*			1464	*SUM:*			1468	*SUM:*			1468
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.825				0.976				0.979				0.979
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.753**			**0.755**				**0.906**				**0.909**				**0.909**
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Capacity Reduced due to high ped count

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
1	East-West Street:	8TH STREET	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	0	48	48	17	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	515	0	**595**	1	516	**596**	50	575	0	**709**	1	576	0	**710**	0	576	0	**710**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	35	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	0	**43**	2	45	**45**	55	99	0	**99**	2	101	0	**101**	0	101	0	**101**
	Left-Through		0							0				0				0	
	Through	496	0	567	2	498	571	50	556	0	701	2	558	0	705	0	558	0	705
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	17	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	0	34	0	34	34	8	43	0	**43**	0	43	0	**43**	0	43	0	**43**
	Left-Through		1							1				1				1	
	Through	887	0	**552**	2	889	**553**	104	1009	0	636	2	1011	0	637	0	1011	0	637
	Through-Right		1							1				1				1	
	Right	80	0	552	0	80	553	8	90	0	636	0	90	0	637	0	90	0	637
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	44	0	**44**	0	44	**44**	33	78	0	78	0	78	0	78	0	78	0	78
	Left-Through		1							1				1				1	
	Through	693	0	456	1	694	457	104	811	0	**683**	1	812	0	**684**	0	812	0	**684**
	Through-Right		1							1				1				1	
	Right	43	0	456	1	44	457	43	87	0	683	1	88	0	684	0	88	0	684
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		638	*North-South:*		641	*North-South:*			808	*North-South:*			811	*North-South:*			811
		East-West:		596	*East-West:*		597	*East-West:*			726	*East-West:*			727	*East-West:*			727
		SUM:		1234	*SUM:*		1238	*SUM:*			1534	*SUM:*			1538	*SUM:*			1538
VOLUME/CAPACITY *(V/C)* RATIO:				0.823			0.825				1.023				1.025				1.025
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.753**			**0.755**				**0.953**				**0.955**				**0.955**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**E**

REMARKS: Capacity Reduced due to high ped count

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
2	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	0	16	**16**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	597	0	635	0	597	636	54	663	0	702	0	663	0	703	0	663	0	703
	Through-Right		0							0				0				0	
	Right	22	0	0	1	23	0	1	23	0	0	1	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	606	0	**668**	0	606	**668**	90	708	0	**771**	0	708	0	**771**	0	708	0	**771**
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	275	0	**345**	1	276	**346**	31	312	0	**384**	1	313	0	**385**	0	313	0	**385**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	0	**34**	3	37	**37**	3	38	0	**38**	3	41	0	**41**	0	41	0	**41**
	Left-Through		0							0				0				0	
	Through	218	0	288	3	221	296	31	253	0	329	3	256	0	337	0	256	0	337
	Through-Right		0							0				0				0	
	Right	36	0	0	2	38	0	1	38	0	0	2	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		684	*North-South:*		684	*North-South:*			787	*North-South:*			787	*North-South:*			787
		East-West:		379	*East-West:*		383	*East-West:*			422	*East-West:*			426	*East-West:*			426
		SUM:		1063	*SUM:*		1067	*SUM:*			1209	*SUM:*			1213	*SUM:*			1213
VOLUME/CAPACITY *(V/C)* RATIO:				0.709			0.711				0.806				0.809				0.809
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.609**			**0.611**				**0.706**				**0.709**				**0.709**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
2	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	543	0	569	0	543	572	128	682	0	711	0	682	0	714	0	682	0	714
	Through-Right		0							0				0				0	
	Right	9	0	0	3	12	0	3	12	0	0	3	15	0	0	0	15	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	0	18	2	20	20	1	19	0	19	2	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	609	0	**654**	0	609	**656**	112	733	0	**780**	0	733	0	**782**	0	733	0	**782**
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	327	0	**422**	3	330	**425**	43	377	0	**474**	3	380	0	**477**	0	380	0	**477**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	0	**36**	2	38	**38**	1	38	0	**38**	2	40	0	**40**	0	40	0	**40**
	Left-Through		0							0				0				0	
	Through	227	0	279	2	229	284	45	277	0	332	2	279	0	337	0	279	0	337
	Through-Right		0							0				0				0	
	Right	16	0	0	1	17	0	1	17	0	0	1	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		671	*North-South:*		673	*North-South:*			797	*North-South:*			799	*North-South:*			799
		East-West:		458	*East-West:*		463	*East-West:*			512	*East-West:*			517	*East-West:*			517
		SUM:		1129	*SUM:*		1136	*SUM:*			1309	*SUM:*			1316	*SUM:*			1316
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.757				0.873				0.877				0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**			**0.657**				**0.773**				**0.777**				**0.777**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MARIPOSA AVENUE	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
3	East-West Street:	8TH STREET	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	0	10	3	13	13	5	15	0	15	3	18	0	18	0	18	0	18
	Left-Through		0							0				0				0	
	Through	95	0	**126**	0	95	**132**	7	104	0	**146**	0	104	0	**152**	0	104	0	**152**
	Through-Right		0							0				0				0	
	Right	21	0	0	3	24	0	6	27	0	0	3	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	0	**107**	0	107	**107**	3	112	0	**112**	0	112	0	**112**	0	112	0	**112**
	Left-Through		0							0				0				0	
	Through	30	0	197	0	30	197	9	40	0	213	0	40	0	213	0	40	0	213
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	61	0	0	0	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	27	0	**27**	0	27	**27**	0	28	0	**28**	0	28	0	**28**	0	28	0	**28**
	Left-Through		1							1				1				1	
	Through	777	0	478	0	777	478	91	884	0	537	0	884	0	537	0	884	0	537
	Through-Right		1							1				1				1	
	Right	16	0	478	1	17	478	5	21	0	537	1	22	0	537	0	22	0	537
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	25	0	25	1	26	26	11	37	0	37	1	38	0	38	0	38	0	38
	Left-Through		1							1				1				1	
	Through	868	0	**561**	0	868	**563**	122	1007	0	**656**	0	1007	0	**658**	0	1007	0	**658**
	Through-Right		1							1				1				1	
	Right	153	0	561	0	153	563	0	156	0	656	0	156	0	658	0	156	0	658
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		233	*North-South:*		239	*North-South:*			258	*North-South:*			264	*North-South:*			264
		East-West:		588	*East-West:*		590	*East-West:*			684	*East-West:*			686	*East-West:*			686
		SUM:		821	*SUM:*		829	*SUM:*			942	*SUM:*			950	*SUM:*			950
VOLUME/CAPACITY *(V/C)* RATIO:				0.547			0.553				0.628				0.633				0.633
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.477**			**0.483**				**0.558**				**0.563**				**0.563**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Capacity reduced due to high pedestrian volumes

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	MARIPOSA AVENUE	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
3	East-West Street:	8TH STREET	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	0	**9**	2	11	**11**	5	14	0	**14**	2	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	56	0	95	0	56	99	11	68	0	123	0	68	0	127	0	68	0	127
	Through-Right		0							0				0				0	
	Right	30	0	0	2	32	0	10	41	0	0	2	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	179	0	179	0	179	179	9	192	0	192	0	192	0	192	0	192	0	192
	Left-Through		0							0				0				0	
	Through	86	0	**323**	0	86	**323**	8	96	0	**347**	0	96	0	**347**	0	96	0	**347**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	**27**	0	27	0	**27**
	Left-Through		1							1				1				1	
	Through	961	0	**541**	0	961	**542**	152	1132	0	**659**	0	1132	0	660	0	1132	0	660
	Through-Right		1							1				1				1	
	Right	16	0	541	3	19	542	7	23	0	659	3	26	0	660	0	26	0	660
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	30	0	**30**	3	33	**33**	11	42	0	**42**	3	45	0	45	0	45	0	45
	Left-Through		1							1				1				1	
	Through	799	0	521	0	799	527	147	962	0	670	0	962	0	**679**	0	962	0	**679**
	Through-Right		1							1				1				1	
	Right	123	0	521	0	123	527	0	125	0	670	0	125	0	679	0	125	0	679
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		332	*North-South:*		334	*North-South:*			361	*North-South:*			363	*North-South:*			363
		East-West:		571	*East-West:*		575	*East-West:*			701	*East-West:*			706	*East-West:*			706
		SUM:		903	*SUM:*		909	*SUM:*			1062	*SUM:*			1069	*SUM:*			1069
VOLUME/CAPACITY *(V/C)* RATIO:				0.602			0.606				0.708				0.713				0.713
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.532**			**0.536**				**0.638**				**0.643**				**0.643**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Capacity reduced due to high pedestrian volumes

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	FEDORA STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
4	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	0	62	0	62	62	0	63	0	**63**	0	63	0	**63**	0	63	0	**63**
	Left-Through		0							0				0				0	
	Through	67	0	**155**	0	67	**155**	7	75	0	165	0	75	0	165	0	75	0	165
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	**21**	3	24	**24**	7	28	0	28	3	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	48	0	105	2	50	113	10	59	0	**137**	2	61	0	**145**	0	61	0	**145**
	Through-Right		0							0				0				0	
	Right	36	0	0	3	39	0	13	50	0	0	3	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	36	1	36	1	37	37	4	41	1	41	1	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	1784	1	**910**	0	1784	**910**	126	1946	1	**992**	0	1946	1	**992**	0	1946	1	**992**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	**19**	0	19	**19**	0	19	1	**19**	0	19	1	**19**	0	19	1	**19**
	Left-Through		0							0				0				0	
	Through	1541	1	782	0	1541	782	88	1660	1	843	0	1660	1	843	0	1660	1	843
	Through-Right		1							1				1				1	
	Right	22	0	22	1	23	23	3	25	0	25	1	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		176	*North-South:*		179	*North-South:*			200	*North-South:*			208	*North-South:*			208
		East-West:		929	*East-West:*		929	*East-West:*			1011	*East-West:*			1011	*East-West:*			1011
		SUM:		1105	*SUM:*		1108	*SUM:*			1211	*SUM:*			1219	*SUM:*			1219
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.739				0.807				0.813				0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.639**				**0.707**				**0.713**				**0.713**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	FEDORA STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
4	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	0	**51**	0	51	**51**	0	52	0	**52**	0	52	0	**52**	0	52	0	**52**
	Left-Through		0							0				0				0	
	Through	83	0	162	2	85	164	12	97	0	178	2	99	0	180	0	99	0	180
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	2	31	31	5	35	0	35	2	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	99	0	**161**	1	100	**166**	9	110	0	**188**	1	111	0	**193**	0	111	0	**193**
	Through-Right		0							0				0				0	
	Right	33	0	0	2	35	0	9	43	0	0	2	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	49	1	49	3	52	52	12	62	1	62	3	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	1715	1	**884**	0	1715	**884**	146	1895	1	**975**	0	1895	1	**975**	0	1895	1	**975**
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	0	54	0	54	0	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	**39**	0	39	**39**	0	40	1	**40**	0	40	1	**40**	0	40	1	**40**
	Left-Through		0							0				0				0	
	Through	1473	1	762	0	1473	763	168	1671	1	865	0	1671	1	866	0	1671	1	866
	Through-Right		1							1				1				1	
	Right	50	0	50	3	53	53	7	58	0	58	3	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		212	*North-South:*		217	*North-South:*			240	*North-South:*			245	*North-South:*			245
		East-West:		923	*East-West:*		923	*East-West:*			1015	*East-West:*			1015	*East-West:*			1015
		SUM:		1135	*SUM:*		1140	*SUM:*			1255	*SUM:*			1260	*SUM:*			1260
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.760				0.837				0.840				0.840
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.660**				**0.737**				**0.740**				**0.740**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CATALINA STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
5	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	12	0	12	0	12	12	1	13	0	13	0	13	0	13	0	13	0	13
	Left-Through		0							0				0				0	
	Through	155	0	**199**	0	155	**199**	12	170	0	**216**	0	170	0	**216**	0	170	0	**216**
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	**37**	0	38	0	**38**	0	38	0	**38**	0	38	0	**38**
	Left-Through		0							0				0				0	
	Through	99	0	173	0	99	173	13	114	0	190	0	114	0	190	0	114	0	190
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	38	0	0	0	38	0	0	0	38	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	2	59	59	1	59	0	59	2	61	0	61	0	61	0	61
	Left-Through		0							0				0				0	
	Through	417	0	**484**	8	425	**494**	39	464	0	**535**	8	472	0	**545**	0	472	0	**545**
	Through-Right		0							0				0				0	
	Right	10	0	0	0	10	0	2	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
	Left-Through		0							0				0				0	
	Through	264	0	338	2	266	340	30	299	0	374	2	301	0	376	0	301	0	376
	Through-Right		0							0				0				0	
	Right	62	0	0	0	62	0	0	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		236	North-South:		236	North-South:			254	North-South:			254	North-South:			254
		East-West:		496	East-West:		506	East-West:			547	East-West:			557	East-West:			557
		SUM:		732	SUM:		742	SUM:			801	SUM:			811	SUM:			811
VOLUME/CAPACITY (V/C) RATIO:				0.488			0.495				0.534				0.541				0.541
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.388**			**0.395**				**0.434**				**0.441**				**0.441**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CATALINA STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
5	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	826,834,840 Mariposa

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	6	0	**6**	0	6	**6**	2	8	0	**8**	0	8	0	**8**	0	8	0	**8**
	Left-Through		0							0				0				0	
	Through	177	0	215	0	177	215	18	199	0	240	0	199	0	240	0	199	0	240
	Through-Right		0							0				0				0	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	62	0	62	0	62	62	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through		0							0				0				0	
	Through	236	0	**371**	0	236	**373**	16	257	0	**395**	0	257	0	**397**	0	257	0	**397**
	Through-Right		0							0				0				0	
	Right	73	0	0	2	75	0	1	75	0	0	2	77	0	0	0	77	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	0	54	1	55	55	1	56	0	56	1	57	0	57	0	57	0	57
	Left-Through		0							0				0				0	
	Through	359	0	**436**	4	363	**441**	45	411	0	**492**	4	415	0	**497**	0	415	0	**497**
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	2	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	**21**	0	21	**21**	0	21	0	**21**	0	21	0	**21**	0	21	0	**21**
	Left-Through		0							0				0				0	
	Through	278	0	368	8	286	376	53	337	0	428	8	345	0	436	0	345	0	436
	Through-Right		0							0				0				0	
	Right	69	0	0	0	69	0	0	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		377	North-South:		379	North-South:			403	North-South:			405	North-South:			405
		East-West:		457	East-West:		462	East-West:			513	East-West:			518	East-West:			518
		SUM:		834	SUM:		841	SUM:			916	SUM:			923	SUM:			923
VOLUME/CAPACITY (V/C) RATIO:				0.556			0.561				0.611				0.615				0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.456**			**0.461**				**0.511**				**0.515**				**0.515**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VERMONT AVENUE	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
6	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	826,834,840 Mariposa

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	Existing Condition Volume	No. of Lanes	Lane Volume	Existing Plus Project Project Traffic	Total Volume	Lane Volume	Future Condition W/O Project Added Volume	Total Volume	No. of Lanes	Lane Volume	Future Condition W/ Project Added Volume	Total Volume	No. of Lanes	Lane Volume	Future W/ Project W/ Mitigation Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	0	96	96	1	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	1200	1	627	0	1200	627	96	1320	1	693	0	1320	1	693	0	1320	1	693
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	11	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	76	1	76	0	76	76	7	85	1	85	0	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	1162	1	599	0	1162	599	134	1319	1	678	0	1319	1	679	0	1319	1	679
	Through-Right		1							1				1				1	
	Right	35	0	35	1	36	36	1	37	0	37	1	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	0	39	3	42	42	15	55	0	55	3	58	0	58	0	58	0	58
	Left-Through		0							0				0				0	
	Through	314	0	393	3	317	401	32	352	0	452	3	355	0	460	0	355	0	460
	Through-Right		0							0				0				0	
	Right	40	0	0	2	42	0	4	45	0	0	2	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	25	0	25	0	25	25	22	48	0	48	0	48	0	48	0	48	0	48
	Left-Through		0							0				0				0	
	Through	229	0	306	1	230	307	28	262	0	378	1	263	0	379	0	263	0	379
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	15	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		703	North-South:		703	North-South:			778	North-South:			778	North-South:			778
		East-West:		418	East-West:		426	East-West:			500	East-West:			508	East-West:			508
		SUM:		1121	SUM:		1129	SUM:			1278	SUM:			1286	SUM:			1286
VOLUME/CAPACITY (V/C) RATIO:				0.747			0.753				0.852				0.857				0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.647			0.653				0.752				0.757				0.757
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VERMONT AVENUE	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
6	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	826,834,840 Mariposa

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	1	1	1	1	1
Override Capacity	0	0	0	0	0

	MOVEMENT	Existing Condition Volume	No. of Lanes	Lane Volume	Existing Plus Project Project Traffic	Total Volume	Lane Volume	Future Condition W/O Project Added Volume	Total Volume	No. of Lanes	Lane Volume	Future Condition W/ Project Added Volume	Total Volume	No. of Lanes	Lane Volume	Future W/ Project W/ Mitigation Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	2	65	65	4	68	1	68	2	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	1200	1	**658**	0	1200	**658**	188	1412	1	**796**	0	1412	1	**796**	0	1412	1	**796**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	62	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	34	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	1133	1	583	0	1133	584	164	1320	1	678	0	1320	1	680	0	1320	1	680
	Through-Right		1							1				1				1	
	Right	32	0	32	3	35	35	3	36	0	36	3	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	36	0	36	2	38	38	6	43	0	43	2	45	0	45	0	45	0	45
	Left-Through		0							0				0				0	
	Through	318	0	**413**	2	320	**418**	40	364	0	**470**	2	366	0	**475**	0	366	0	**475**
	Through-Right		0							0				0				0	
	Right	59	0	0	1	60	0	3	63	0	0	1	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	0	**31**	0	31	**31**	41	73	0	**73**	0	73	0	**73**	0	73	0	**73**
	Left-Through		0							0				0				0	
	Through	266	0	347	3	269	350	46	317	0	468	3	320	0	471	0	320	0	471
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	27	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		743	North-South:		743	North-South:			917	North-South:			917	North-South:			917
		East-West:		444	East-West:		449	East-West:			543	East-West:			548	East-West:			548
		SUM:		1187	SUM:		1192	SUM:			1460	SUM:			1465	SUM:			1465
VOLUME/CAPACITY (V/C) RATIO:				0.791			0.795				0.973				0.977				0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.721			0.725				0.903				0.907				0.907
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Capacity Reduced due to high pedestrian count

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Overland Traffic Consultants, Inc.

CMA WORKSHEETS

FEDORA RESIDENTIAL

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
1	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	837, 841 Fedora

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	0	**16**	0	16	**16**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		0							0				0				0	
	Through	597	0	635	0	597	636	54	663	0	702	0	663	0	703	0	663	0	703
	Through-Right		0							0				0				0	
	Right	22	0	0	1	23	0	1	23	0	0	1	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	606	0	**668**	0	606	**668**	90	708	0	**771**	0	708	0	**771**	0	708	0	**771**
	Through-Right		0							0				0				0	
	Right	22	0	0	0	22	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	275	0	**345**	1	276	**346**	31	312	0	**384**	1	313	0	**385**	0	313	0	**385**
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	0	**34**	3	37	**37**	3	38	0	**38**	3	41	0	**41**	0	41	0	**41**
	Left-Through		0							0				0				0	
	Through	218	0	288	3	221	295	31	253	0	330	3	256	0	337	0	256	0	337
	Through-Right		0							0				0				0	
	Right	36	0	0	1	37	0	2	39	0	0	1	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	684		*North-South:*	684		*North-South:*	787			*North-South:*	787			*North-South:*	787		
		East-West:	379		*East-West:*	383		*East-West:*	422			*East-West:*	426			*East-West:*	426		
		SUM:	1063		*SUM:*	1067		*SUM:*	1209			*SUM:*	1213			*SUM:*	1213		
VOLUME/CAPACITY *(V/C)* RATIO:			0.709			0.711			0.806				0.809				0.809		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.609**			**0.611**			**0.706**				**0.709**				**0.709**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**C**				**C**				**C**		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	IROLO STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
1	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	837, 841 Fedora

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	0	**17**	0	17	**17**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		0							0				0				0	
	Through	543	0	569	0	543	572	129	683	0	709	0	683	0	712	0	683	0	712
	Through-Right		0							0				0				0	
	Right	9	0	0	3	12	0	0	9	0	0	3	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	18	0	18	1	19	19	2	20	0	20	1	21	0	21	0	21	0	21
	Left-Through		0							0				0				0	
	Through	609	0	**654**	0	609	**655**	114	735	0	**783**	0	735	0	**784**	0	735	0	**784**
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		0							0				0				0	
	Through	327	0	**422**	3	330	**425**	42	376	0	**473**	3	379	0	**476**	0	379	0	**476**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	0	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	36	0	**36**	1	37	**37**	0	37	0	**37**	1	38	0	**38**	0	38	0	**38**
	Left-Through		0							0				0				0	
	Through	227	0	279	1	228	282	45	277	0	331	1	278	0	334	0	278	0	334
	Through-Right		0							0				0				0	
	Right	16	0	0	1	17	0	1	17	0	0	1	18	0	0	0	18	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		671	*North-South:*		672	*North-South:*			800	*North-South:*			801	*North-South:*			801
		East-West:		458	*East-West:*		462	*East-West:*			510	*East-West:*			514	*East-West:*			514
		SUM:		1129	*SUM:*		1134	*SUM:*			1310	*SUM:*			1315	*SUM:*			1315
VOLUME/CAPACITY *(V/C)* RATIO:				0.753			0.756				0.873				0.877				0.877
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.653**			**0.656**				**0.773**				**0.777**				**0.777**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	FEDORA STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
2	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	837, 841 Fedora

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	62	0	62	0	62	62	0	63	0	**63**	0	63	0	**63**	0	63	0	**63**
	Left-Through		0							0				0				0	
	Through	67	0	**155**	0	67	**155**	7	75	0	165	0	75	0	165	0	75	0	165
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	21	0	**21**	3	24	**24**	7	28	0	28	3	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	48	0	105	1	49	112	11	60	0	**138**	1	61	0	**145**	0	61	0	**145**
	Through-Right		0							0				0				0	
	Right	36	0	0	3	39	0	13	50	0	0	3	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	36	1	36	1	37	37	4	41	1	41	1	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	1784	1	**910**	0	1784	**910**	126	1946	1	**992**	0	1946	1	**992**	0	1946	1	**992**
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	19	1	**19**	0	19	**19**	0	19	1	**19**	0	19	1	**19**	0	19	1	**19**
	Left-Through		0							0				0				0	
	Through	1541	1	782	0	1541	782	88	1660	1	843	0	1660	1	843	0	1660	1	843
	Through-Right		1							1				1				1	
	Right	22	0	22	1	23	23	3	25	0	25	1	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		176	*North-South:*		179	*North-South:*			201	*North-South:*			208	*North-South:*			208
		East-West:		929	*East-West:*		929	*East-West:*			1011	*East-West:*			1011	*East-West:*			1011
		SUM:		1105	*SUM:*		1108	*SUM:*			1212	*SUM:*			1219	*SUM:*			1219
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.739				0.808				0.813				0.813
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.639**				**0.708**				**0.713**				**0.713**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	FEDORA STREET	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	If	Date:	10/25/2017
2	East-West Street:	OLYMPIC BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	837, 841 Fedora

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	51	0	**51**	0	51	**51**	2	54	0	**54**	0	54	0	**54**	0	54	0	**54**
	Left-Through		0							0				0				0	
	Through	83	0	162	1	84	163	11	96	0	181	1	97	0	182	0	97	0	182
	Through-Right		0							0				0				0	
	Right	28	0	0	0	28	0	2	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	0	29	1	30	30	4	34	0	34	1	35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	99	0	**161**	1	100	**164**	8	109	0	**185**	1	110	0	**188**	0	110	0	**188**
	Through-Right		0							0				0				0	
	Right	33	0	0	1	34	0	8	42	0	0	1	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	49	1	49	3	52	52	9	59	1	59	3	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	1715	1	**884**	0	1715	**884**	146	1895	1	**976**	0	1895	1	**976**	0	1895	1	**976**
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	3	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	1	**39**	0	39	**39**	3	43	1	**43**	0	43	1	**43**	0	43	1	**43**
	Left-Through		0							0				0				0	
	Through	1473	1	762	0	1473	763	168	1671	1	863	0	1671	1	865	0	1671	1	865
	Through-Right		1							1				1				1	
	Right	50	0	50	3	53	53	4	55	0	55	3	58	0	58	0	58	0	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		212	*North-South:*		215	*North-South:*			239	*North-South:*			242	*North-South:*			242
		East-West:		923	*East-West:*		923	*East-West:*			1019	*East-West:*			1019	*East-West:*			1019
		SUM:		1135	*SUM:*		1138	*SUM:*			1258	*SUM:*			1261	*SUM:*			1261
VOLUME/CAPACITY *(V/C)* RATIO:				0.757			0.759				0.839				0.841				0.841
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.659**				**0.739**				**0.741**				**0.741**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VERMONT AVENUE	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
3	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	837, 841 Fedora

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	96	1	96	0	96	96	1	99	1	99	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	1200	1	**627**	0	1200	**627**	96	1320	1	**693**	0	1320	1	693	0	1320	1	693
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	11	65	0	65	0	65	0	65	0	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	76	1	**76**	0	76	**76**	7	85	1	**85**	0	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	1162	1	599	0	1162	599	134	1319	1	678	0	1319	1	**679**	0	1319	1	**679**
	Through-Right		1							1				1				1	
	Right	35	0	35	1	36	36	1	37	0	37	1	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	0	39	3	42	42	15	55	0	55	3	58	0	58	0	58	0	58
	Left-Through		0							0				0				0	
	Through	314	0	**393**	3	317	**400**	32	352	0	**453**	3	355	0	**460**	0	355	0	**460**
	Through-Right		0							0				0				0	
	Right	40	0	0	1	41	0	5	46	0	0	1	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	25	0	**25**	0	25	**25**	22	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		0							0				0				0	
	Through	229	0	306	1	230	307	28	262	0	378	1	263	0	379	0	263	0	379
	Through-Right		0							0				0				0	
	Right	52	0	0	0	52	0	15	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	703		*North-South:*	703		*North-South:*	778			*North-South:*	778			*North-South:*	778	
			East-West:	418		*East-West:*	425		*East-West:*	501			*East-West:*	508			*East-West:*	508	
			SUM:	1121		*SUM:*	1128		*SUM:*	1279			*SUM:*	1286			*SUM:*	1286	
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.752			0.853				0.857				0.857	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.652**			**0.753**				**0.757**				**0.757**	
LEVEL OF SERVICE (LOS):				**B**			**B**			**C**				**C**				**C**	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	VERMONT AVENUE	Year of Count:	2017	Ambient Growth: (%):	1	Conducted by:	lf	Date:	10/25/2017
3	East-West Street:	JAMES M WOOD BOULEVARD	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	837, 841 Fedora

No. of Phases			2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1
Override Capacity			0			0			0			0			0			0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	1	64	64	3	67	1	67	1	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	1200	1	**658**	0	1200	**658**	188	1412	1	**796**	0	1412	1	**796**	0	1412	1	**796**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	62	179	0	179	0	179	0	179	0	179	0	179
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	1	**85**	0	85	**85**	34	121	1	**121**	0	121	1	**121**	0	121	1	**121**
	Left-Through		0							0				0				0	
	Through	1133	1	583	0	1133	584	164	1320	1	678	0	1320	1	679	0	1320	1	679
	Through-Right		1							1				1				1	
	Right	32	0	32	3	35	35	2	35	0	35	3	38	0	38	0	38	0	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	36	0	36	1	37	37	6	43	0	43	1	44	0	44	0	44	0	44
	Left-Through		0							0				0				0	
	Through	318	0	**413**	1	319	**416**	43	367	0	**472**	1	368	0	**475**	0	368	0	**475**
	Through-Right		0							0				0				0	
	Right	59	0	0	1	60	0	2	62	0	0	1	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	31	0	**31**	0	31	**31**	41	73	0	**73**	0	73	0	**73**	0	73	0	**73**
	Left-Through		0							0				0				0	
	Through	266	0	347	3	269	350	51	322	0	473	3	325	0	476	0	325	0	476
	Through-Right		0							0				0				0	
	Right	50	0	0	0	50	0	27	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		743	*North-South:*		743	*North-South:*			917	*North-South:*			917	*North-South:*			917
		East-West:		444	*East-West:*		447	*East-West:*			545	*East-West:*			548	*East-West:*			548
		SUM:		1187	*SUM:*		1190	*SUM:*			1462	*SUM:*			1465	*SUM:*			1465
VOLUME/CAPACITY *(V/C)* RATIO:				0.791			0.793				0.975				0.977				0.977
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.721**			**0.723**				**0.905**				**0.907**				**0.907**
LEVEL OF SERVICE (LOS):				C			C				E				E				E

REMARKS: Capacity Reduced due to high pedestrian count

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Exhibit C

Wilshire Center – Koreatown Neighborhood Council Letter

CITY OF LOS ANGELES
CALIFORNIA

EXECUTIVE BOARD MEMBERS

SCOTT SUH
President

JARIN ISLAM
1st Vice President

REGULAR BOARD MEETING
2nd Monday of every month

Pio Pico Library
694 S. Oxford Avenue
Los Angeles, CA 90005

ERIC GARCETTI
MAYOR

NEIGHBORHOOD COUNCILS
EMPOWER LA
Department of
NEIGHBORHOOD EMPOWERMENT

20th FLOOR, CITY HALL
200 NORTH SPRING STREET
LOS ANGELES, CA 90012

TELEPHONE: (213) 978-1551
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FAX: (213) 978-1751
EMAIL: empowerla@lacity.org

GRAYCE LIU
GENERAL MANAGER

www.EmpowerLA.org

March 27, 2018

RE: CPC-2017-4346-CU-DB
VTT-78211-CN
ENV-2017-4347-CE

To Whom it May Concern,

The Wilshire Center - Koreatown Neighborhood Council (WCKNC), at its duly noticed and regularly scheduled General Board meeting on March 12, 2017 considered on its agenda, item 8(d), a conditional use for a 37.5% Density Bonus and Vesting Tract Map for a 75-unit condominium at 849 S Fedora St, Los Angeles, CA 90010.

The WCKNC Board voted in favor of the Motion/Resolution to support CPC-2017-4346-CU-DB, VTT-78211-CN and VTT-78211-CN.

Please notify the WCKNC Board of any future meetings and/or hearings on this item.

Sincerely,

Wilshire Center - Koreatown Neighborhood Council

CC: William Hughen, Planning Assistant