DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 14, 2018
Time: after 8:30 a.m.
Place: Los Angeles City Hall, Council Chambers
200 North Spring Street, Room 340
Los Angeles, CA 90012

Public Hearing: March 21, 2018
Appeal Status: Conditional Use is appealable to City Council by any party. The Off-Menu Density Bonus is not appealable.
Expiration Date: June 14, 2018
Multiple Approval: Yes

Case No.: CPC-2017-880-CU-DB
CEQA No.: ENV-2017-881-CE
Related Cases: N/A
Council No.: 5-Koretz
Plan Area: Wilshire
Specific Plan: None
Certified NC: Mid-City West

GPLUs: Neighborhood Office Commercial, Low II Residential

Zones: C2-1VL-O, R1V3

Applicant: Beverly Pacifica

Representative: Michael Gonzales, Gonzales Law Group APC

PROJECT LOCATION: **8000 West Beverly Boulevard** (8000-8008 West Beverly Boulevard)

PROPOSED PROJECT: The proposed project consists of the demolition of an existing single story commercial structure and the construction, use, and maintenance of a six-story mixed-use development consisting of 58 dwelling units (including six (6) units affordable to Very Low Income persons and families and two (2) units affordable to Moderate income persons and families), approximately 7,400 square feet of ground-floor commercial/restaurant space, two levels of subterranean parking with 82 automobile parking spaces and 80 bicycle parking spaces. The building has a variable height, ranging from approximately 20 feet to approximately 72 feet in height, with a maximum of six stories.

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

1. Pursuant to Section 15332 of the California CEQA Guidelines, and Article 19, Class 32 of the State CEQA Guidelines, find that Categorical Exemption ENV-2017-881-CE is adequate for the above referenced project.

2. Pursuant to LAMC Section 12.24.U.26, a Conditional Use to allow an additional density bonus of 10 percent over the requested 35 percent ministerial density bonus for a total density bonus of 45 percent;

3. Pursuant to Section 12.22 A.25(g)(3) of the Municipal Code, the Applicant requests three (3) off-menu incentives/waivers of development standards:

   (a) Permit a Floor Area Ratio (F.A.R.) of 4.05:1 in lieu of the otherwise permissible F.A.R. of 1.5 to 1 allowed in the No. 1 Height District for commercially zoned property;

(b) Permit a maximum height of six-stories and 72-feet in lieu of the three (3) stories and 45 feet permitted for mixed use in the C2-1VL-O zone; and

(c) Permit a five (5)-foot rear yard setback in lieu of the 18 foot rear yard setback required for a six-story building in the C2-1VL-O Zone.

RECOMMENDED ACTIONS:

1. **Determine** based on the whole of the administrative record, the Project is exempt from CEQA, pursuant to CEQA Guidelines, Section 15332, Article 19 (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** to allow a 45% Density Bonus for a total of 58 residential units (with 6 units, 15%, set aside for Very Low Income Households), in lieu of the base density of 40 residential units; to allow 0.5 parking space for the 0-1 bedroom units and 1 parking space for the 2 bedroom units; a Density Bonus Parking Incentive (pursuant to AB 744)

3. **Approve** the following Off-Menu Waivers/Incentives:

   a Permit a Floor Area Ratio (F.A.R.) of 4.05:1 in lieu of the otherwise permissible 1.5 to 1 allowed in the No. 1 Height District for commercially zoned properties;

   b. Permit a maximum height of six-stories and 72-feet in lieu of the three (3) stories and 45 feet permitted for mixed use in the C2-1VL-O zone; and

   (c) Permit a five (5)-foot rear yard setback in lieu of the 18 foot rear yard setback required for a six-story building in the C2-1VL-O Zone.

4. **Adopt** the attached **Findings**;

5. **Advise** the applicant that pursuant to State Fish and Game Code Section 711.4, a Fish and Game Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

VINCENT P. BERTONI, AICP
Director of Planning

Charles J. Rausch, Jr.
Principal City Planner

Nicholas Hendricks
Senior City Planner

Jordann Turner, City Planner
Hearing Officer
(213) 978-1365

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 consists of the demolition of an existing single-story 11,250 square-foot commercial structure and the construction, use, and maintenance of a six-story mixed-use development consisting of 58 dwelling units (including six (6) units affordable to Very Low Income persons and families and two (2) units affordable to Moderate income persons and families), approximately 7,400 square feet of ground-floor commercial/restaurant space, two levels of subterranean parking with 82 automobile parking spaces and 80 bicycle parking spaces. The building has a variable height, ranging from approximately 20 feet to approximately 72 feet in height, with a maximum of six stories.

The project site is generally rectangular in shape and consists of three parcels approximately 14,358 square feet in lot area with approximately 130 square feet of frontage along Beverly Boulevard, with an additional parcel to the south across the alley approximately 6,538 square feet in area fronting on Edinburgh Avenue. The development will be built solely on the parcels fronting Beverly Boulevard.

The project has a maximum height of stories and 72 feet concentrated toward Beverly Boulevard. Height is reduced as the building approaches the R1V3 zoned property to the rear. There are three height levels closest to the alley and the R1V3 zone, 61 feet, 59 feet and finally 20 feet closest to the alley. Stepping the building back in this manner reduces impacts to the single family homes south of Beverly Boulevard. The project contains a total of 57,080 square feet of floor area, giving the Project an approximately 4.05:1 Floor Area Ratio.

The project's ground floor is designed to both provide a residential lobby and commercial floor area of approximately 7,400 square feet. The project's residential lobby is located along Edinburgh Avenue. The ground floor also contains some bicycle parking some vehicle parking, a loading zone and an enclosed trash area. Landscaping is provided along Beverly Boulevard and at the project's southeastern corner.

The project provides a total of 82 parking spaces with 77 of the spaces located in three subterranean levels and five spaces located on the ground floor. Vehicle access will be provided via the existing 20-foot wide alley to the rear (south) of the Site that provides access to 5 parking spaces to the rear of the building. The alley would connect to a driveway at the southwest corner of the Site that provides ingress/egress to the 3 level subterranean parking garage. The alley operates east-west and intersects with both Edinburgh Avenue and Laurel Avenue. Edinburgh Avenue and Laurel Avenue are local streets with lower traffic volumes and one lane in each direction. A ground floor loading zone will be provided off the alley. The first garage level contains 21 parking spaces and additional long term bicycle stalls, the second garage level contains 24 parking spaces, and the third parking level contains 32 parking spaces. The project's second, third and fourth floors each consist of 10 studios and four one-bedroom units, along with private deck space for each unit. The project's fifth floor consists of 6 studios, 5 one-bedroom units and a 735 square foot community amenity deck. The project's sixth level consists of 1 studio and 4 one-bedroom units, a 1,470 square foot community deck and a 970 square-foot gym.

The project consists of the following:

Project Summary	Total
Residential Units	
Studio	*37*

Project Summary	Total
1-Bedroom	*21*
Total Units	***58***
Open Space	
Private Open Space (58 units x 50 sf)	*2,900 sf*
Gym on 6th Floor	*970 sf*
Public Deck on 5th Floor	*735 sf*
Public Deck on 6th Floor	*1,470 sf*
Total Provided	***6,075 sf***
Parking	
Automobile Parking	
Studio	*37 spaces*
1-Bedroom	*21 spaces*
Commercial	*30 spaces*
Bicycle Credit (allowed 30% of required commercial)	*24 spaces*
Total Provided	***82 spaces***
Bicycle Parking	
Commercial	*16 spaces*
Residential	*64 spaces*
Total Bicycle Parking	***80 spaces***

Commercial Tenants

The commercial tenant of the building have not yet been determined, but the intent is to provide a neighborhood-serving use that nearby residents can walk to and frequent. Furthermore, any use would be one permitted by the C2-1VL zoning of the site.

Additional Project Features

The project will provide six units (15 percent of the base density units) for Very Low Income Households in order to qualify for the requested 45 percent density bonus and development waivers and modifications. The applicant has also volunteered to reserve an additional two units for Moderate Income earners as part of the proposed development. As shown on the attached plans, the applicant will provide the installation of 560 square feet.

BACKGROUND

The project site is a relatively flat, rectangular-shaped property located at the southwest corner of Beverly Boulevard and Edinburgh Avenue. The project site is comprised of four parcels totaling approximately 21,000 square feet with dual zoning of C2-1VL-O (14,357 square feet) and R1V3 (6,538 square-feet) as shown in Figure 1. The project site's C2-1VL-O zone portion contains an existing 11,250 square-foot office building, while the site's R1V3 zoned portion is developed with surface parking and landscaping.

General Plan Land Use Designation and Zoning

General Plan/Zoning
The subject property is located within the Wilshire Community Plan with dual land use designations of Neighborhood Office Commercial and Low II Residential. Neighborhood Office Commercial correspond to the C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 Zones and the Low II Residential correspond with the R1, RS, and RD6 Zones. The site is zoned C2-1VL-O and R1V3 and is thus consistent with the existing land use designations. The site is located within a City of Los Angeles Transit Priority Area; but not located within an overlay or specific plan.

Surrounding Properties
Nearby parcels along Beverly Boulevard are similarly zoned either C2-1VL-O or C2-1VL and are improved with a combination of single story commercial structures, two story commercial and office buildings, and a three story hotel. The lots immediately south of the property site are zoned R1V3 and improved with single family homes.

Streets and Circulation

Beverly Boulevard is a Modified Avenue I, dedicated to a width of 100 and improved with asphalt roadway and concrete curb, gutter and sidewalk.

Edinburgh Avenue, abutting the property to the east, is a Local Street, dedicated to a width of 60 feet and improved with asphalt roadway and concrete curb, gutter, sidewalk and parkway.

The project is located approximately 800 feet from the intersection of Fairfax Avenue and Beverly Boulevard. This intersection is served by many bus routes, including Metro Rapid 780 and Metro Local 14, 27, 217, 218, and the LADOT's local Dash.

Relevant Cases

Site Related Cases and Permits

> Case No ZA-2000-1403-ZV – On August 4, 200, the Zoning Administrator denied a Zone Variance to permit the construction, use and maintenance of a 24 space subterranean parking structure under an existing surface parking lot.

Surrounding Properties:

> N/A

REQUESTED ACTIONS

The applicant has requested a maximum 45 percent Density Bonus to permit the construction of 58 residential dwelling units and 7,400 square feet of commercial area with three off-menu incentives to allow for increased floor area ratio and height, and reduced rear yard setback above the ground floor of the proposed development. In exchange, the project will set aside a minimum of 15 percent of the base density (six dwelling units) for Very Low Income Households for a period of 55 years.

Density Bonus
The project sites total lot area is 14,358 square feet. L.A.M.C. Section 12.22.C.16 allows the use of ½ of the adjacent alley width for purposes of calculating residential density. The alley contains approximately 1,310 square feet or land area for density calculation purposes. Accordingly, total lot area for residential density calculations purposes is 15,668 square feet,

which supports a “base density” of 40 dwelling units (39.17 is rounded up under the density bonus program). The applicant has requested a Conditional Use Permit to allow a 45% Density Bonus, or an increase of 18 units over the otherwise, by-right permitted 40 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
13	40
14	42.5
15	**45**
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65

Therefore, in order to obtain a 45% Density Bonus, or 18 units over the otherwise, by-right permitted 40 units, the proposed project must set aside 15% of the base density, or six (6) units, for Very Low Income Households.

Off Menu Incentives

Pursuant to LAMC Section 12.22-A,25(g)(3), the project is eligible to request a waiver or modification of any development standards not included in the Menu of Incentives enumerated in LAMC Section 12.22-A,25(f). The following off-menu modifications/waivers have been requested:

- Floor Area Ratio – The project site is zoned C2-1VL-O. The site’s commercial zoning and location within Height District No. 1VL permit a maximum Floor Area Ratio (FAR) of 1.5 to 1, which would allow the project to be built with a maximum floor area of 21,705 square feet by right. Through the off-menu density bonus request, the applicant seeks permission to increase the maximum allowable FAR to 4.05 to 1 to allow the project to be built within a 57,080 square-foot building envelope.

- Height – Height District No. 1VL permits a maximum height of 45 feet and three stories for mixed-use developments on commercially zoned lots. The project requests an off-menu modification to increase the maximum allowable height of the building to 72 feet and six-stories.

- Rear Yard – Pursuant to LAMC Section 12.22-A,18, the project, as a mixed-use development, may observe zero-foot setbacks at the ground floor and zero-foot setbacks along any street or alley above the ground floor. Any yards above the ground floor not fronting a public street or alley must adhere to the yard requirements of the underlying zone. As such, the project would be required to provide a minimum 18-foot rear yard setback along the western property line to comply with the yard requirements of the C2 Zone. The applicant seeks an off-menu modification to allow a rear yard setback of five feet above the ground floor in lieu of the rear yard requirements of the C2 Zone pursuant to LAMC Sections 12.11-C,3 and 12.14-C,2.

PUBLIC HEARING

A public hearing was held by the Hearing Officer at Los Angeles City Hall, located at 200 North Spring Street in Room 1020 on Wednesday, March 21, 2018 for Case No. CPC-2017-880-CU-DB (see Public Hearing and Communications, Page P-1). The public hearing was attended by the applicant, applicant's representative, project architect, and 1 member of the public, as well as a representatives of Council District 5. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decision maker on the case.

PROFESSIONAL VOLUNTEER PROGRAM

The Department of City Planning's Urban Design Studio – Professional Volunteer Program (PVP) reviewed the originally proposed project on August 15, 2017. At that time, the project consisted of five-stories, 48 residential units and 7,400 square feet of commercial space. The PVP's comments and suggestions focused on the project's parking layout, residential lobby, and trash enclosures. Subsequently, the proposed project was revised and the current proposed project consists of six-stories of height, 58 residential units and 7,400 square feet of commercial area. The revised project incorporated the PVP comments was subsequently reviewed by the Urban Design Studio (UDS) staff on March 20, 2018. The following is a summary of UDS's comments along with the applicant's responses.

Lobby Design Enhancements
UDS stated that the residential lobby does not complement the pedestrian experience, and is not identifiable as the primary building entry. They questioned whether the lobby could be expanded to create a more prominent entry. In response to PVP's comments, the project was revised to include a wider corridor leading to the residential lobby and elevators.

LID Requirements
UDS quested whether the project could compliance with the Low Impact Development (LID) standards based upon the project configuration and design. The applicant has stated that the project will be LID compliant.

ISSUES AND CONSIDERATIONS

The following section includes a discussion of issues and considerations related to the project. These discussion points were identified at the public hearing held on March 21, 2018, in public correspondence, and/or in discussions with the applicant.

Height/ Neighborhood Compatibility
In written correspondence, a member of the public opposed the proposed height of the building. The concerns are that the project will compromise the privacy of the single-family homes to the south. Additionally, a comment was received stating that the scale of the proposed development would not fit the context of the neighborhood.

Though the project seeks a waiver of height requirements, the development features a terraced design along the southern façade to concentrate the bulk of the building along Beverly Boulevard and provide additional massing relief along the alley adjacent to single-family homes. Specifically, there are height levels closest to the alley and the R1V3 Zone, are 61 feet, 59 feet and finally 20 feet closest to the alley. Moreover, the alley and the surface parking lot across the alley create a 70 foot buffer between the project and the nearest lot improved with a home.

Furthermore, the project site is located in the Wilshire Community Plan, along Beverly Boulevard, where building heights range from one to five stories and up to approximately 72 feet in height. Although the height of the proposed building would be taller than the immediately abutting uses, it would not constitute a substantial degradation of the visual character and quality of the surrounding neighborhood, as the building would fit within the range of other buildings along and around the Beverly Boulevard corridor. As previously mentioned, the project is observing stepbacks along the elevation closest to single-family uses, just not to the extent normally required by the zoning code.

Traffic
Various written communications expressed concern that the proposed development would worsen traffic within the area. In a letter dated March 14, 2018, the Los Angeles Department of Transportation (LADOT) concurred with the updated transportation analysis prepared by Overland Traffic Consultants, dated February 1, 2018, which determined that the proposed development is not anticipated to result in any significant traffic impacts at the six studied intersections: a) La Cienega Boulevard/Beverly Boulevard, b) Crescent Heights Boulevard/Melrose Avenue, c) Crescent Heights Boulevard/Beverly Boulevard, d) Edinburgh Avenue/3rd Street, e) Fairfax Avenue/Beverly Boulevard, and f) Fairfax Avenue/3rd Street. Therefore, the project will not cause a significant or substantial increase in traffic and traffic impacts will be less-than-significant and no mitigation is required.

Floor Area Ratio
The project is proposing a Floor Area Ratio (FAR) of 4.05:1 in lieu of the otherwise permitted FAR of 1.5:1 allowed in the C2-1VL-O Zone. While mixed-use buildings in the C2-1VL zone are limited to an FAR of 1.5:1, residential buildings in multi-family zones are permitted a by-right FAR of 3:1, much closer to the project's proposed FAR. As a result of this contradictory rule discouraging mixed-use development along major corridors, multifamily neighborhoods in the project vicinity include various multifamily developments with FARs reaching 3:1. A permissible FAR of 1.5 to 1 would result in a structure so small that only a portion of the proposed dwelling units could be constructed. Additionally, whereas most of these residential structures include at-grade parking podiums, which do not technically count towards floor area, the project will minimize its visual impacts by including minimal at-grade parking fully screened by ground-floor retail, in addition to three levels of subterranean parking. The project's requested FAR waiver would permit an FAR of 4.05:1, and the project's requested height waiver would permit a maximum height of six stories and 72 feet, allowing the project to more efficiently utilize an urban in-fill parcel near significant transit opportunities.

CONCLUSION

The proposed mixed-use building would be consistent with the surrounding neighborhood. Higher density development is typical of major commercial corridors such as Beverly Boulevard, and approval of the requested waivers and modifications would allow for a development that would address the growing housing needs of the City of Los Angeles. Design considerations have been made to be sensitive to the single-family neighborhood immediately south of the site, including architectural features and landscaping that soften transitions in scale and ensure continued access to light and privacy of adjacent residents. As proposed, the project would not only provide new housing for a mix of incomes, but would offer new retail space targeted for existing and future residents of the project and surrounding area. The redevelopment of the project site from an underutilized commercial building into a 58-unit mixed-use development with 8 affordable units and 7,400 square feet of commercial space along Beverly Boulevard will assist in the transformation of the area into a more vibrant neighborhood in close proximity to transit. Based on the public hearing, information submitted to the record, and surrounding uses and zones, staff recommends that the City Planning Commission approve the requested off-menu waivers and modifications for the proposed mixed-use development project. Additionally, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project was environmentally assessed under Environmental Case No. ENV-2017-881-CE for the above referenced project.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.22-A.25 and 12.24-U.26 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

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 May 30, 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. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

5. 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.

Conditional Use/Density Bonus Conditions

6. **Residential Density.** The project shall be limited to a maximum density of 58 dwelling units including Density Bonus Units.

7. **Commercial Density**. A maximum of 7,400 square feet of commercial floor area shall be permitted. No more than 5,500 square feet of the commercial area shall be used for high-turnover restaurant uses consistent with the LADOT memo dated March 14, 2018 [CEN 16-44743].

8. **Affordable Units.**

    a. A minimum of six (6) units , that is 15% percent of the base dwelling units permitted in the C2-1VL-O Zone, shall be reserved as Very Low Income units, as defined by the State Density Bonus Law 65915 (C)(2).

    b. 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 LAMC Section 12.22-A,25.

9. **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 15 percent of the site's base density 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. 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.

10. **Waivers/Modifications of Development Standards.**

    a. **Floor Area Ratio (FAR).** A maximum Floor Area Ratio (FAR) of 4.05:1 is permitted in lieu of the otherwise FAR of 1.5: permitted by the C2-1VL-O Zone.

    b. **Height and Stories.** The project may have a maximum height of 72 feet and six stories in lieu of the 45 feet and three stories otherwise permitted by the C2-1VL-O Zone. The measured height of the building may exclude roof structures and equipment, pursuant to LAMC Section 12.21.1.

    c. **Rear Yard.** The project shall be permitted to observe a minimum rear setback of five-feet in lieu of the 18 foot rear yard setback required for a six-story building in the C2-1VL-O Zone.

11. **Parking**.

    a. Minimum residential automobile parking requirements shall be provided consistent with LAMC Section 12.22-A,25(d) and California Government Code Section 65915(p). The project may utilize a combination of Parking Option 1 (LAMC Section 12.22-A,25(d)(1) and California Government Code Section 65915(p)(1)) to provide one on-site parking space for each studio and one-bedroom unit and two on-site parking spaces for each two-bedroom unit, and parking reductions authorized under California Government Code Section 65915(p)(2) to provide residential parking at a ratio of 0.5 parking spaces per bedroom.

    b. Tenants of the market rate residential dwelling units shall have the option to lease parking spaces separately from the residential dwelling units. Parking spaces for Restricted Affordable Units shall be sold or rented consistent with LAMC Section 12.22-A,25(d).

    c. Adjustment of Parking. In the event that the composition of residential changes (i.e. the number of bedrooms), 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 LAMC Section 12.22-A,25.

    d. 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. None of the required EV Ready parking shall apply to parking spaces used for dealership vehicle storage.

e. Bicycle Parking. Bicycle parking shall be provided consistent with LAMC 12.21-A,16.

12. **Solar Panels.** The project shall dedicate a minimum of 1,400 square feet of the rooftop for the installation of a solar power system as part of an operational photovoltaic system to be maintained for the life of the project, in substantial conformance with the plans stamped “Exhibit A”.

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

14. **Grey Water.** 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.

Administrative Conditions of Approval

15. **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.

16. **Code Compliance.** Area, height and use regulations of the R4-1 and C2-1 Zone classifications of the subject property shall be complied with, except where herein conditions are more or less restrictive.

17. **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.

18. **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.

19. **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.

20. **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.

21. **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.

22. **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.

23. **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 <u>any</u> 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

Conditional Use Permit

1. **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 project will redevelop an underutilized commercial parcel located on Beverly Boulevard, a major east west transit corridor with a transit friendly mixed use development. The project will include ground floor commercial space that will include neighborhood serving restaurant or retail uses. The project will restrict a total of eight (8) dwelling units as affordable dwelling units with six (6) of the units will be restricted for persons and families of very low income and two (2) of those units will be restricted to persons and families of moderate income. The remaining 50 units are market rate units. The project will add 58 dwelling units to the neighborhood's housing stock because the property is currently improved with office uses. The project will replace a low rise office building with a new mixed-use building. The project will enhance the built environment because it will replace an older utilitarian office structure with a modern mixed-use building along a major transit corridor. The project will perform a function essential to the surrounding neighborhood and the City of Los Angeles because the project will create 58 new housing units without displacing a single existing residential dwelling unit. Moreover, in reserving six (6) units for Very Low Income Households, the project will perform a service, the allocation of affordable housing for a minimum of 55 years that is essential and beneficial to the city and the region.

2. **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.**

   Nearby parcels along Beverly Boulevard are similarly zoned either C2-1VL-O or C2-1VL and are improved with a combination of single story commercial structures, two story commercial and office buildings, and a three story hotel. The lots immediately south of the property site are zoned R1V3 and improved with single family homes. The project site is located in the Wilshire Community Plan, along Beverly Boulevard, where building heights range from one to five stories up to approximately 72 feet tall. Although the height of the proposed building would be taller than the immediately abutting uses, it would not constitute a substantial degradation of the visual character and quality of the surrounding neighborhood, as the building would fit within the range of other buildings along and around the Beverly Boulevard corridor.

   Additionally, the project is located on a major highway and transit corridor and within a few hundred feet of major transit stop at the intersection of Fairfax Avenue and Beverly Boulevard. A transit friendly location, like the area surrounding the property is ideal for locating high density mixed use and mixed income housing projects. Transit access will offer Project residents convenient access to nearby employment centers. Additionally, Beverly Boulevard and nearby 3rd Street offer many pedestrian friendly and convenient restaurant and retail opportunities for Project residents. The project's Floor Area Ratio (FAR) and height are necessary to develop the Project at the proposed density and with the proposed affordable units. Therefore, the Project's FAR and height will not degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. A net addition of market rate housing and affordable housing units to a housing starved area of the City will have a positive impact to the community.

3. **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 Wilshire Community Plan Map designates the subject property as for Neighborhood Office Commercial and Low II Residential land uses, correspond to the C1, C1.5, C2, C4, P, CR, RAS3 and RAS4 Zones and R1, RS, and RD6. The subject property is zoned C2-1VL-O and R1V3.

The Community Plan text includes the following relevant land use 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.

Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate

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.

Policy 1-4.3: Encourage multiple family residential and mixed use development in commercial zones.

The proposed project protects surrounding stable single-family from encroachment by higher density residential uses by allowing for the development of 58 dwelling units, including six units reserved for Very Low Income Households and two units reserved for Moderate Income Households on a lot designated and zoned for commercial uses. The

project reduces vehicular trips and congestion by locating new housing within 1/4-mile of regional transit services. The project is located approximately 800 feet from the intersection of Fairfax Avenue and Beverly Boulevard. This intersection is served by many bus routes, including Metro Rapid 780 and Metro Local 14, 27, 217, 218, and the LADOT's local Dash. The project increases the housing stock, promoting greater individual choice in housing while not displacing existing residents.

Goal 2: Encourage strong and competitive commercial sectors which promote economic vitality and serve the needs of the Wilshire community through well-designed, safe and accessible areas, while preserving historic and cultural character.

Objective 2-1: Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.

Policy 2-1.1: New commercial uses should be located in existing established commercial areas or shopping centers.

Policy 2-1.2: Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by standalone residential development by adhering to the community plan land use designations.

Objective 2-2: Promote distinctive commercial districts and pedestrian-oriented areas.

Policy 2-2.1: Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.

The proposed project promotes the economic vitality and serves the needs of the Wilshire community by allowing for the redevelopment of site with 7,400 square feet of ground floor commercial space, including retail and restaurant uses, along Beverly Boulevard. The mixed-use project protects existing and planned commercially zoned areas from encroachment by standalone residential development. 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 mixed-use project that provides 58 dwelling units, including 6 units reserved for Very Low Income Households, 2 units Moderate Income Households and 7,400 square feet of ground floor commercial floor area, thereby contributing toward and facilitating the City’s long-term economic viability and vision for a more liveable city.

The project is proper in relation to the project’s location within the Neighborhood Office Commercial land use designation, its location along a major boulevard (Beverly Boulevard) and its proximity to buses (Metro Local Routes 14 and 37) and Metro Rapid Route 780 (located 800 feet west at Fairfax Boulevard).. The approval allows for more intense, mixed-use development of the subject property, while reducing vehicular trips to and from the project, vehicle miles traveled, and air pollution.

Additionally, the project’s location on an existing, under-utilized, commercially and residentially zoned property enables the city to conserve nearby existing stable residential neighborhoods and lower-intensity commercial districts by allowing controlled growth away from such neighborhoods and districts. Therefore, the Conditional Use Permit to allow a 45% Density Bonus with six (6) 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.

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.

Objective 1.4*:* Reduce regulatory and procedural barriers to the production and preservation of housing at all income levels and needs.

Policy 1.4.1: Streamline the land use entitlement, environmental review, and building permit processes, while maintaining incentives to create and preserve affordable housing.

The proposed project implements the Housing Element by increasing the housing supply consistent with the Neighborhood Office Commercial land use designation. Approval of the project would permit 58 units through a 45% Density Bonus with 6 units set aside for Very Low Income Households and two additional set aside units for Moderate 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 and one-bedroom rentals units) that address the particular needs of the city's households.

Furthermore, the approval of the Conditional Use Permit streamlines the land use entitlement, environmental review, and building permit process by establishing a singular regulatory standard across the entire site which allows for the construction of up to 58 dwelling units, as opposed to the project going through multiple individual entitlements.

Therefore, the Conditional Use Permit 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. Beverly Boulevard, abutting the property to the north, is a Modified Avenue I, dedicated to a width of 100 and improved with asphalt roadway and concrete curb, gutter and sidewalk. Edinburgh Avenue, abutting the property to the east, is a Local Street, dedicated to a width of 60 feet and improved with asphalt roadway and concrete curb, gutter, sidewalk and parkway.

Beverly Boulevard is included in the Transit Enhanced (Moderate Plus Transit Enhanced Streets) and Bicycle Enhanced Network in Mobility Plan 2035. The project as designed will support the development of these 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 no driveways or curb cuts along Beverly Boulevard. All access to the access is from the alley via Edinburgh Avenue. The loading area is located within the structure and out of view from the public right-of-way.

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 1/4-mile of the LA Metro Route 780, 14, 27, 217, 218, and the LADOT's local Dash) will reduce vehicular trips to and from the project, vehicle miles traveled, and will contribute to the improvement of air quality. The adjacency of the regional transit services along with the creation of 58 dwelling units and 7,400 square feet of commercial floor area, including retail and restaurant uses, ties the proposed project into a regional network of transit and housing.

In addition, the project will provide a total of 80 bicycle parking spaces, including 64 spaces for residences (58 long-term and 8 short-term spaces) and 16 for the commercial uses (8 short-term and 8 long-term spaces).

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.

Lastly, in a letter dated March 14, 2018, the Los Angeles Department of Transportation (LADOT) concurred with the updated transportation analysis prepared by Overland Traffic Consultants, dated February 1, 2018,, which determined that the proposed development is not anticipated to result in any significant traffic impacts at the six studied intersections: a) La Cienega Boulevard/Beverly Boulevard, b) Crescent Heights Boulevard/Melrose Avenue, c) Crescent Heights Boulevard/Beverly Boulevard, d) Edinburgh Avenue/3rd Street, e) Fairfax Avenue/Beverly Boulevard, and f) Fairfax Avenue/3rd Street. As discussed in Appendences B-1. B-2, and B-3 of the Categorical Exemption study, potential transportation and traffic impacts were found to be less than significant or have no impact.

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

The **Air Quality Element** and the **Health and Wellness Element** of the General Plan will be implemented by the recommended action herein. The condition requiring EV-ready parking spaces (installed with chargers) onsite will support the adoption of low and zero emission transportation fuel sources by the project's occupants and visitors. The condition requiring solar panels will support the site's EV chargers and other site electrical uses to help reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, these conditions provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and City in response to General Plan Health and Wellness Element Policies 5.1 (reduce air pollution), 5.7 (reduce greenhouse gas emissions); Air Quality Element policy 4.2.3 (ensuring new development is compatible with alternative fuel vehicles), 5.1.2 (shift to non-polluting sources of energy in buildings and operations); Mobility Element Policy 4.1 (expand access to transportation choices) and 5.4 (encourage adoption of low emission fuel sources, new mobility technology and supporting infrastructure). The solar and EV conditions are also good zoning practice because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. As such, the Project provides recreational and service amenities to improve habitability for the residents and to minimize impacts on neighboring properties.

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.

Conditional Use Findings Required by LAMC Section 12.24.U.26

4. **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 50 market-rate units and six (6) units reserved for Very Low Income Households and two (2) units reserved for Moderate Income Households, is consistent with many of the goals and objectives of the Housing Element of the General Plan.

5. **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 at least 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 45% Density Bonus, or an increase of 18 units over the otherwise, by-right permitted 40 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
13	40
14	42.5
15	**45**
16	47.5
17	50
18	52.5
19	55
20	57.5
21	60
22	62.5
23	65

Therefore, in order to obtain a 45% Density Bonus, or 18 units over the otherwise, by-right permitted 40 units, the proposed project must set aside 15% of the base density, or six (6) units, for Very Low Income Households. The project, as conditioned, contains the requisite number of affordable housing units, 15% of the base density, or six (6) units, for Very Low Income Households.

6. **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 6 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

9. **Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915, the Commission 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 record does not contain substantial evidence that would allow the City Planning Commission to make a finding that the requested Off-Menu waiver and modification do 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 45% 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 45% Density Bonus, or an increase of 18 units over the otherwise, by-right permitted 40 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. Granting of this Density Bonus request would result in a building design or construction efficiencies that provide for affordable housing costs.

The off-menu requests which are 1) request for an increase floor area ratio (FAR) to a maximum of 4:05:1 in lieu of the permitted FAR of1.5:1; 2) permit a maximum height of six-stories and 72-feet in lieu of the three (3) stories and 45 feet permitted for mixed use in the C2-1VL-O zone; and 3) permit a five (5)-foot rear yard setback in lieu of the 18 foot rear yard setback required for a six-story building in the C2-1VL-O Zone are not expressed in the Menu of Incentives Per LAMC Section 12.22-A,25(f) and, as such, are subject to LAMC Section 12.22-A,25(g)(3). The requested FAR, height increase, and reduced rear yard will result in a building design or construction efficiencies that will result in actual and identifiable cost reductions that contribute toward affordable housing costs. The requested incentives allow the developer to expand the building envelope so the additional affordable units can be constructed and the overall space dedicated to residential uses is increased. Outside the density bonus setting, these requests to modify development standards would require processing fees, and time spent, to seek the approval of variances, adjustments or zone changes. These incentives support the applicant's decision to set aside 6 dwelling units for Very Low Income households for 55 years as well as the additional two units set aside for moderate income households.

Floor Area Ratio Increase/Height/Yards:
Due to the scope of the project, the applicant has requested a 4.05:1 Floor Area Ratio (FAR) to accommodate the proposed number of units in the building and adequate amenity and open space within the building. The 1.5:1 FAR limitation on the subject site is intended to regulate the scope and intensity of commercial uses on the property. The requested 4.05:1 FAR off-menu incentive is the same as the typical 4.05:1 FAR increase (35%) typically filed as an on-menu incentive in lieu of the 3:1 FAR typically allowed by-right for residentially zoned properties. Similarly, the three-story, 45-foot height limit

imposed with the 1VL height district on the subject site is intended to regulate the scope and intensity of commercial uses on the property.

The requested rear yard setback at the project's residential levels are a direct response to the LAMC's definition of frontage as it relates to the property's orientation. Though each of the Property's three parcels would individually have Beverly Boulevard frontage, the required lot ties artificially create a situation where the Property's Edinburgh frontage becomes the front lot line. If the project was designed to incorporate the required 18 foot rear yard, the project could not have the pedestrian orientation encouraged by the Wilshire Community Plan and desired by local residents or the footprint needed to construct an economically viable housing project. The project's provides a five foot rear setback, a sufficient side yard width if the L.A.M.C. deemed the property's northern lot line the front lot line.

The additional FAR and increase in height, and reduction in rear yard would allow for the development of the additional dwelling units, as well as, ensuring that all the dwelling units are of a habitable size, while providing a variety of unit types. Government Code Section 65915(e) precludes application of these development regulations to the Project.

10. **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 evidence that the proposed incentives 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. The record does not support such a finding

Environmental Findings

11. Environmental Finding. Pursuant to State CEQA Guidelines and City of Los Angeles CEQA Guidelines, a Categorical Exemption (ENV-2017-881-CE) was prepared for the proposed project. Pursuant to Section 21084 of the California Public Resources Code, the above-referenced project has been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. On May 30, 2018, staff issued Categorical Exemption, Class 32 for the proposed project.

A project qualifies for a Class 32 Categorical Exemption under State CEQA Guidelines Section 15322 if it is developed on an infill development project 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 applicable zoning designation and regulations:

The subject property is located within the Wilshire Community Plan and designated for Neighborhood Office Commercial land uses corresponding to the C1, C1.5, C2, C4, P, CR, RAS3, and RAS4 Zones. The site is zoned C2-1VL-O and is thus consistent with the existing land use designation. The site is located within an "O" Oil Drilling Supplemental Use District where the drilling of oil wells or the production from the wells of oil, gases, or other hydrocarbon substances is permitted pursuant to LAMC Section 13.01. However, neither the existing or proposed use involves oil drilling or production. As such, the provisions of said Code section do not apply to the proposed project and requested entitlement. The site is located within a City of Los Angeles Transit Priority Area; it is not located within any specific plan, community design overlay, or interim control ordinance.

The project proposes the construction, use, and maintenance of a new, six-story, 72-foot high, mixed-use building consisting of 58 residential dwelling units and approximately 7,400 square feet of commercial retail space. One of the stated residential goals of the Wilshire Community Plan is to "Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community." Objective 1-1 states, "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." Further, policies have been established to "Provide for adequate Multiple Family residential development" (Policy 1-1.3) and "Provide for housing along mixed-use boulevards where appropriate" (Policy 1-1.4). The project will meet the residential goals, objectives, and policies of the Community Plan by developing an underutilized site along Beverly Boulevard with new mixed-income housing. The project will not displace any existing residents from the site. Furthermore, as a mixed-use development, the project will meet the Community Plan goal and policy of encouraging strong and competitive commercial sectors by providing additional opportunities for new commercial development and services along an established commercial boulevard.

The project is also consistent with the existing C2 zoning of the project site. The C2 Zone allows retail and residential uses as proposed. In accordance with State Density Bonus laws and LAMC Section 12.22-A,25(g)(3), the applicant requests a waiver of development standards to allow for deviations relating to floor area, height, and setbacks in exchange for providing a minimum amount of affordable housing as part of the proposed development. With approval of the waiver of development standards, the project will be consistent 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:

The project site is located in the Wilshire Community Plan area within the city limits of Los Angeles. The project site is approximately 14,358 square feet in area (.329 acres). The project site is currently developed with an office building and surface parking. The surrounding area is develop with other urban uses including single-family developments, a three-story hotel, and retail buildings.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in a dense urban environment that is fully developed with a wide range of urban uses, structures, and pavement. There is decorative landscaping around the project site. The entire east and north facades of the building are covered with clinging vegetation. There is one palm tree on the rear of the Site, and four palm trees to the sidewalk along Beverly Boulevard. If the Project affects or removes such trees, it will be done according to the required regulatory measures that the City has established including the Tree Replacement Program.

There are no City or county significant ecological areas on the Project Site or near the Project Site's vicinity. The Project will not result in a take of nesting native bird species. Therefore, the Project will not have a direct impact on any identified species because none are present on this highly urbanized Project Site and the Project will not modify any habitat that would affect identified species because no substantial natural habitat exists on this highly urbanized Project Site.

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the lack of trees, the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

Thus, there exists no value that the Project Site could be a habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Thus, 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:

Development of the project would involve the demolition of an existing commercial office building and construction of a residential building containing 58 residential dwelling units and 7,400 square feet of ground floor commercial uses. All construction-related impacts would be temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic: In a letter dated March 14, 2018, the Los Angeles Department of Transportation (LADOT) concurred with the updated transportation analysis prepared by Overland Traffic Consultants, dated February 1, 2018,, which determined that the proposed development is not anticipated to result in any significant traffic impacts at the six studied intersections: a) La Cienega Boulevard/Beverly Boulevard, b) Crescent Heights Boulevard/Melrose Avenue, c) Crescent Heights Boulevard/Beverly Boulevard, d) Edinburgh Avenue/3rd Street, e) Fairfax Avenue/Beverly Boulevard, and f) Fairfax Avenue/3rd Street. As discussed in Appendences B-1. B-2, and B-3 of the Categorical Exemption study, potential transportation and traffic impacts were found to be less than significant or have no impact. The LADOT approved traffic study is included as Appendix B-2.

Noise. As discussed in Appendix C, Noise, prepared by DKA Planning, potential noise impacts were found to be less than significant or have not impact. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities. Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, 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 Saturdays and holidays. All such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As a result of the project being required to comply with the above ordinances and regulations, it can be found that the project would not result in any significant noise impacts.

Air Quality. As discussed in Appendix D, Air Quality, of the Categorical Exemption, potential air quality impacts were found to be less than significant. Please refer to the Categorical Exemption for the full analysis. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will result in the construction of 58 residential units and 7,400 square feet of commercial space and is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, 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 Site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;

- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Water Quality. Construction activities would include earth moving, as well as maintenance/operation of construction equipment and handling/storage/disposal of materials that could contribute to pollutant loading in storm water runoff. The proposed project would comply with all applicable regulations with regard to surface water quality as governed by the Los Angeles Municipal Code and the Regional Water Quality Control Board (RWQCB). The City Bureau of Engineering construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system.

As outlined in the City's LID ordinance and associated documentation, the project would be required to investigate Treatment Best Management Practices (BMP's) in hierarchal order: Infiltration, Capture and Reuse, and BioFiltration. Conformance to the LID Ordinance and regional regulations and requirements concerning storm water discharge, and implementation of source control and treatment BMPs, the proposed project would reduce discharge of potential pollutants from storm water runoff to the maximum extent practicable. Therefore, the proposed project would not result in a violation of water quality standards or discharge requirements.

The project would be connected to the city's storm water infrastructure and therefore, through this and with compliance with existing regulations, impacts would be less than significant.

(e) The site can be adequately served by all required utilities and public services:

The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Los Angeles provides water, sewer, and solid waste collection services to the existing commercial building and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers.

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department (Wilshire Division), the Los Angeles Fire Department (South Bureau), Los Angeles Unified School District, Los Angeles Public Library, and other public services. The proposed project would not require the expansion of public services (fire, police, schools, parks, and libraries) or existing water, wastewater or stormwater drainage facilities; and the City would have sufficient water supplies and landfill capacity for the proposed project. Therefore, the site can be adequately served by all required utilities and public services. Please refer to the Initial Study for the full analysis.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project qualifies for a Class 32 Categorical Exemption. Because the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats The requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project involves the construction, use, and maintenance of a new, six-story, 72-foot high, mixed-use building consisting of 58 residential dwelling units and approximately 7,400 square feet of commercial space. The project will set aside six units for Very Low Income Households and will set aside an additional two units for Moderate Income Households. The project will provide 82 automobile parking spaces located within three subterranean parking levels. Under LAMC Section 12.22-A,25, the requested entitlement for a Density Bonus allows for the applicant to request certain deviations from the code (in this case, deviations relating to density, parking, floor area, and setbacks) in exchange for providing a minimum amount of affordable housing as part of the proposed development, subject to certain findings.

The development of the project site with 58 dwelling units is consistent with the zone and land use designation of the site, as designated by the Wilshire Community Plan, and as permitted by the City's Density Bonus Ordinance (LAMC Section 12.22-A,25). A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and Los Angeles Municipal Code. Any such project would be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, building code and regulated construction methods, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. Additionally, the succession of multi-family residential projects developed to the permitted density, floor area, and height, as requested and approved on the subject site, will not result in cumulative impacts. Please refer to the Initial Study for the full analysis.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project proposes the construction of a six-story mixed-use building consisting of 58 residential units and 7,400 square feet of ground floor commercial uses in a full developed urban setting. The project will be required to adhere to any and all building code requirements intended to reduce environmental impacts to less than significant levels. Thus, the project will not result in activity that will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. As such, this exception does not apply to the proposed project.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site has not been identified as a hazardous waste site. Hazardous materials are defined as any solid, liquid, or gas that can harm people, other living organisms, property, or the environment. The project site is not located in Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. There are no oils wells located on the project site. There are no elevators or in-ground hydrologic systems, no monitoring or water supply wells, or above- or below-ground storage tanks on the project site. No potentially fluid-filled electrical equipment is located on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. The project site is located within a Methane Zone and would be subject to the requirements of the City Methane Ordinance. These regulatory requirements are applied for all projects in the City located within a Methane Zone in order to avoid any significant impacts.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Development of the project would involve the demolition of an existing commercial office building and construction of a residential building containing 58 residential dwelling units and 7,400 square feet of ground floor commercial uses. The existing building is not historic, there are no nationally or locally designated historic buildings on the project site, and the project is not located in a historic district. The project site is located within the Wilshire Community Plan. That area was surveyed for historic resources by Survey LA (Historic Resources Survey Report, January 2015). There are no resources identified on the project site. There are no

resources in the vicinity of the project site where the significance of the resource could be impacted by the project.

CONCLUSION

As outlined above, the proposed project is located in a developed, urbanized area, which is not a particularly sensitive environment and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant cumulative impacts. The project is consistent with the surrounding developments, including established residential uses and commercial uses, and does not present any unusual circumstances, nor would it constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Categorical Exemption and the Categorical Exemption reflects the Lead Agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 763, 200 North Spring Street.

12. **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 held by the Hearing Officer at Los Angeles City Hall, located at 200 North Spring Street in Room 1020 on Wednesday, March 21, 2018 for Case No. CPC-2017-880-DB. The purpose of the hearing was to receive public testimony on behalf of the City Planning Commission as the decision maker on the case.

1. Attendees

The public hearing was attended by the applicant, applicant's representative, project architect, and 1 member of the public, as well as a representatives of Council District 5.

2. Oral Testimony

a. Michael Gonzales, the applicant's representatives, provided an overview of the project, requested entitlements, and community outreach that was completed for the project. He stated the following:

- The project consists of 58 total units, 82 automobile parking spaces, 80 bicycle spaces, 6 very low income units, 2 moderate income units and 7,400 square feet of open space.
- The proposed development will help fulfill the City's goal of creating more housing, especially affordable housing, and provide a high quality development.
- The project provides two moderate income units in addition to the required 6 very low income units.
- Project provides a commercial component for continued activation of Beverly Boulevard.
- Project size is based upon community input. Prior proposed project 48 residential units, with ground floor retail.
- Request for FAR, height, and setbacks are necessary to provided fruitful project to meet community needs.

b. One member of the public representing the Mid-City West Neighborhood Council, expressed the support for the project. The representative stated the applicants held four meetings with the land use committee and the full board of the neighborhood council. Additionally, the representative stated that the process was collaborative and that the project addressed the needs of the council.

c. The representative of Council District 5 spoke in strong support of the project.

2. **Written Testimony**

a. Planning staff received an email in support for the project from Council District 5

b. Planning staff received a letter of support from the Mid-City West Neighborhood Council dated December 20, 2017 with the following conditions: 1). Covenant an adjoining R1V3 lot that the owner owns as a parking lot (its current use) and develop a privately owned open space on part of the lot fronting the public right of way; 2). Explore the activation of the 5' rear yard setback between the project and the existing Beverly Laurel Motel to the west of the proposed project, and; 3). Covenant not to permit short term rentals of residential units as per lease.

c. Over 20 letters of support for the previous iteration of the proposed project, which consisted of 48 units and ground floor retail.

d. Planning staff received a letter of support from Abundant Housing LA dated March 9, 2018.

e. Two letters of opposition were received siting concerns increased neighborhood compatibility, traffic and parking.

EXHIBIT A

Project Plans, Landscape Plans, Renderings

BEVERLY 8000

A PROPOSED MIXED-USE PROJECT

8000, BEVERLY BLVD, LOS ANGELES. CA 90048

DEVELOPER
BEVERLY QUEST, LLC
8322 BEVERLY BLVD. #301
LOS ANGELES, CA 90048
TEL: 323-782-1270
jackravan@southparkgroup.com

CIVIL ENGINEER
DHS
275 CENTENNIAL WAY #205
LOS ANGELES, CA 92780
TEL:714-665-1560
EMAIL:steve@dhsengineering.com

ARCHITECT
PLUS ARCHITECTS
1770 SAWTELLE BLVD.,
LOS ANGELES, CA 90025
TEL: 310-478-6149
plusarch@aol.com

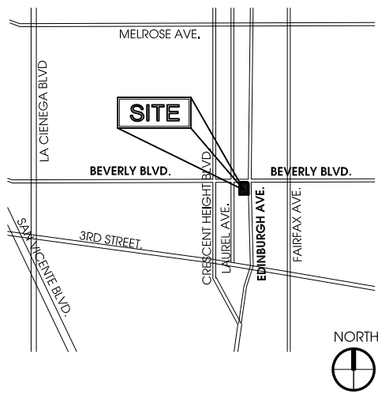
LANDSCAPE ARCHITECT
SQLA INC.
SAMUEL KIM
380 N. PALM ST., SUITE B
BREA, CA 92821
TEL: 562-905-0800
samuel@sqlainc.com

SURVEYOR
M&G
347 S. ROBERTSON BLVD.
BEVERLY HILLS CA. 90211
TEL. (310) 659-0871
Email:info@mglandsur.com

PROJECT TEAM

DRAWING INDEX

VICINITY MAP



BUILDING DATA

EXISTING BUILDING: (TO BE DEMOLISHED) ONE STORY, 10,928 SQ. FT. OFFICE BUILDING W/ FULL BASEMENT ON C2 ZONE .

PROPOSED PROJECT: A) A 6-STORY DENSITY BONUS MIXED-USE PROJECT, INCLUDING 58 RESIDENTIAL RENTAL UNITS (50 MARKET & 6 V.L. INCOME+2 MODERATE INCOME) OVER 7,400 SQ. FT. GROUND FLOOR COMMERCIAL , OVER 3 LEVELS OF SUBTERRANEAN PARKING GARAGE.

ZONE : C2-1VL-O

LOT AREA : 14,358 SQ.FT.

OCCUPANCY: R-2 / M/ B/ S-1/ S-2

CONSTRUCTION: TYPE IA/ TYPE III-A, FULLY SPRINKLERED (NFPA 13)

FUNDING: 100% PRIVATELY FUNDED

DENSITY IN C2 ZONE (PER R4)

LOT AREA : 14,358 SQ. FT.
14,358 +1,310 SQ.FT.(HALF OF THE ALLEY)=15,668 / 400 = 39.17~ 40 BASE UNIT+18
(45% DENSITY BONUS) = 58 UNITS ALLOWED
58 UNITS PROPOSED

AFFORDABLE HOUSING ORDINANCE

BONUSES:

i) DENSITY BONUS: 40 X 45% = 18 UNIT BONUS
ii) PARKING OPTION #1

RESTRICTED UNITS:

40 BASE UNITS X15% = 6 VERY LOW INCOME +
2 VOLUNTARY MODERATE INCOME
TOTAL AFFORDABLE =8 UNITS

INCENTIVES:

i) **OFF MENU** : **FAR** 3.95:1

II) **OFF MENU** : **HEIGHT** TO ALLOW A MAXIMUM HEIGHT OF 72'-0" AND SIX (6) STORY IN LIEU OF ALL OTHERWISE APPLICABLE HEIGHT LIMITATIONS

iii) **OFF MENU** : **5'-0" MIN. REAR YARD SETBACK** IN LIEU OF 18'-0" REQUIRED PER LAMC

FLOOR AREA CALCULATION, FAR:

FLOOR AREA ALLOWED 3.95:1 56,714 SQ. FT. (3.95X14,358 SQ. FT.)

PROPOSED:	
GROUND FLOOR COMMERCIAL	7,400 SQ.FT.
GROUND FLOOR RESIDENTIAL LOBBY	325 SQ.FT.
GYM @ 5TH FLOOR	970 SQ. FT.
2ND FLOOR	10,725 SQ.FT.
3RD FLOOR	10,790 SQ.FT.
4TH FLOOR	10,790 SQ.FT.
5TH FLOOR	9,845 SQ.FT.
6TH FLOOR	5,840 SQ.FT
TOTAL	56,685 SQ. FT.
PARKING GARAGE L1	11,150 SQ. FT.
PARKING GARAGE L2	11,490 SQ. FT.
PARKING GARAGE L3	12,700 SQ. FT.
TOTAL GARAGES	35,340 SQ. FT.

UNIT COUNT

	STUDIO	1-BDRM	TOTAL
2ND FLOOR	10	4	14
3RD FLOOR	10	4	14
4TH FLOOR	10	4	14
5TH FLOOR	6	5	11
6TH FLOOR	1	4	5
TOTAL	37	21	58

OPEN SPACE CALCULATION

OPEN SPACE REQUIRED:	
58UNITS X100 SQ.FT.	5,800 SQ.FT.
OPEN SPACE PROVIDED:	
PRIVATE OPEN SPACE:58 UNITS X 50 SQ.FT.	2,900 SQ.FT.
GYM. @ 6TH FLOOR	970 SQ.FT.
5TH FLOOR PUBLIC DECK	735 SQ. FT.
6TH FLOOR PUBLIC DECK	1,470 SQ.FT.
TOTAL PROVIDED	6,075 SQ.FT.

PARKING CALCULATION:

COMMERCIAL :	
COMMERCIAL	30 SPACES
BICYCLE CREDIT	-6 SPACES
(ALLOWED 30% OF REQUIRED COMMERCIAL PARKING)	
RESIDENTIAL : 58 1-BEDROOM/ STUDIO UNITS X1	58 SPACES
TOTAL REQUIRED	82 SPACES

INCLUDING 30 SPACES FOR EV CARS
5 EV CHARGER & 25 EV CAPABLE
(SEE FLOOR PLANS FOR LOCATIONS)

GROUND LEVEL:	5 SPACES (4 S+1C) INCLUDED 2 EV CAPABLE
GARAGE L1:	21 SPACES (13 S + 2DA + 6C) INCLUDING 5 EV CHARGER & 5 EV CAPABLE
GARAGE L2:	24 SPACES (19 S + 2DA + 3C) INCLUDING 9 EV CAPABLE
GARAGE L3:	32 SPACES (28 S+ 4C) INCLUDING 9 EV CAPABLE
TOTAL	82 SPACES (64 S + 4 DA+ 14C) INCLUDING 30 EV

BICYCLE PARKING CALCULATION:

PER BICYCLE ORDINANCE

	LONG TERM	SHORT TERM
COMMERCIAL:		
7,400/ 2000	8	8
RESIDENTIAL	58 (1 PER UNIT)	6 (1PER 10 UNITS)

GRADING CALCS:

VOLUME OF CUT	20,000 CU. YD.
VOLUME OF BACK FILL	2,000 CU. YD
VOLUME OF EXPORT	18,000 CU. YD.

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:
LOTS 106, 107 AND PORTION OF LOT 108 OF TRACT NO. 7944 AS PER MAP RECORDED IN BOOK 86 PAGES 80-81 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN : 5511-003-024; 5511-003-004

PROJECT ANALYSIS

DATE REVISIONS

DATE ISSUED FOR

SUBMITTALS

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

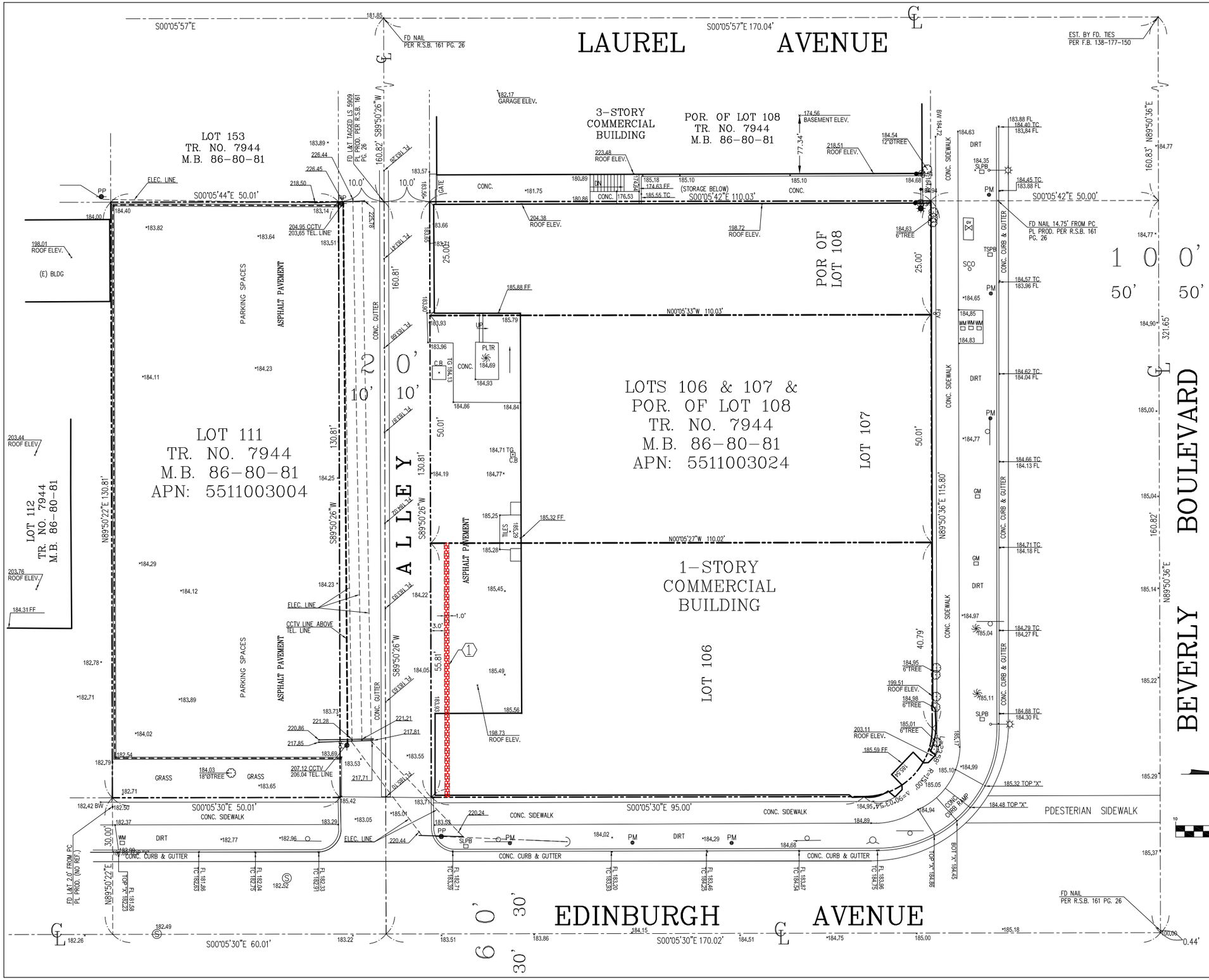
SHEET TITLE: COVER SHEET

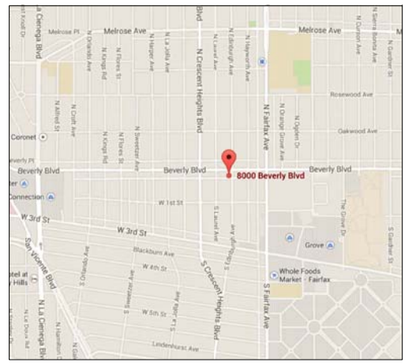
PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA. 90048

DATE
DRAWN
CHECKED

PROJECT: 1411

SHEET: A0.1 OF





VICINITY MAP
NOT TO SCALE

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:

LOTS 106, 107, 111 AND PORTION OF LOT 108 OF TRACT NO. 7944 AS PER MAP RECORDED IN BOOK 86 PAGES 80-81 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5511-003-024; 5511-003-004

LAND AREA:

LOTS 106, 107 & POR. OF 108 (APN : 5511-003-024)

CONTAINING AN AREA OF 14,344.31 SQ. FT., OR 0.3295 ACRES, MORE OR LESS.

LOT 111 (APN : 5511-003-004)

CONTAINING AN AREA OF 6,541.55 SQ. FT., OR 0.1502 ACRES, MORE OR LESS.

BASIS OF BEARINGS:

THE BEARING NORTH 89° 50' 36" EAST, ON THE CENTERLINE OF BEVERLY BOULEVARD AS SHOWN ON RECORD OF SURVEY, COUNTY OF LOS ANGELES, AS PER MAP RECORDED IN R.S. BOOK 161, PAGE 26, OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

BENCHMARK:

BM ID : 13-14508
DESCRIPTION : SPK N CURB BEVERLY BL 55FT E/O BCR E-O LAUREL AVE E END CB
ELEVATION : 184.9111 FEET (NAVD 1988)

LEGEND:

BM	– BENCHMARK	P /PL	– PROPERTY LINE
BW	– BACK OF WALK	PLTR	– PLANTER
CB	– CATCH BASIN	PROD	– PRODUCED (PROLONGED)
℄/CL	– CENTERLINE	RCE	– REGISTERED CIVIL ENGINEER
COL	– COLUMN	SMH	– SEWER MANHOLE
CONC	– CONCRETE	SPK/W	– SPIKE & WASHER
FB	– FIELD BOOK	TC	– TOP OF CURB ELEV.
FD	– FOUND	TR	– TRACT MAP
FF	– FINISH FLOOR ELEV.	TW	– TOP OF WALL ELEV.
FL	– FLOWLINE ELEV.		PROPERTY LINE
FS	– FINISH SURFACE ELEV.		CENTERLINE
LS	– LAND SURVEYOR		BLOCK WALL
L & T	– LEAD & TACK		BUILDING LINE
MB	– MAP BOOK		FENCE LINE
P.C.	– PROPERTY CORNER		
PG	– PAGE		

SYMBOLS:
CB CATCH BASIN
COL COLUMN
FH FIRE HYDRANT
GM GAS METER
GV GAS VALVE
PT PALM TREE
PM PARK METER
PP POWER POLE
POWER POLE ANCHOR
SCO SEWER CL OUT
SMH SEWER MANHOLE
SP SIGN POST
STREET LIGHT
SLB STREET LIGHT BOX
TREE
WM WATER METER

REFERENCE DOCUMENT:

PER PRELIMINARY TITLE REPORT FROM
CHICAGO TITLE COMPANY

ORDER NO. 00019998-994-X23

DATED AS OF: AUGUST 7, 2014

SCHEDULE B / EASEMENT(S):

(1) 1. AN EASEMENT FOR THE PURPOSE SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT.

PURPOSED : PUBLIC UTILITIES
RECORDED : IN BOOK 6006 PAGE 212 OF OFFICIAL RECORDS
AFFECTS : THAT PORTION OF LAND AS DESCRIBED IN THE DOCUMENT ATTACHED HERETO.

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

M&G CIVIL ENGINEERING AND LAND SURVEYING

TITLE: TOPOGRAPHIC SURVEY
8000 BEVERLY BOULEVARD & 139 N EDINBURGH AVENUE, LOS ANGELES, CA 90048
CLIENT: BEVERLY PACIFICA LLC
JOB NO.: 14-8304
SCALE: 1"= 10'
DATE: 10/06/14
SURVEYOR: F.G. / N.J.
DRAWN BY: M.D.
CHECKED BY: C.DL.
REVISION (S):
SHEET 1 OF 1 SHEET

M&G 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

S:\DRAWINGS\14.8304.DWG (G)

F:\$Projects\1411_Beverly8000\Plans\Arch\1411_A0.2_Survey.dwg, 7/11/2017 3:13:10 PM, Adobe PDF

(E) 2 STORY S.F.H.

3'-0" H. RAILING ON 3'-0" H. CMU WALL

NEW SHADE BEARING TREE

PATCH & MATCH THE ASPHALT AS REQUIRED. MAKE IT READY FOR NEW STRIPPING

(E) PP

181.58
TOP "X" 182.23

DIRT

CONC. SIDEWALK

BW

18'-8"

181.86
182.63

6" CONC CURB

184.60' E.G.

CARGO STYLE BIKES

(E) TREE TO REMAIN

184.40' E.G.

LOT 153
TR. NO. 7944
M.B. 86-80-81

182.33
182.91

DWP VAULT BELOW GROUND

VALET PARKING

R1-1 ZONE
(E) 19 PARKING SPACES

184.23' E.G.

183.51' E.G.

183.73 E.G.

A4.1

20' ALLEY

183.90' LOWEST POINT OF F. GRADE WITHIN 5'-0" FROM BLDG. PERIMETER

FILTRATION PLANTER TYP

GARAGE BELOW

ROLL UP GATE TO BE CLOSED AFTER BUSINESS HOURS TYP.

LINE OF 2ND FLR. ABOVE.

P.L.

PROVIDE (N) CONCRETE DRIVEWAY AS PER CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION STANDARDS

183.71' E.G.

184.22' E.G.

184.04' E.G.

184.15' E.G.

183.39 TC
182.71 FL

183.62' E.G.

LOADING ZONE

ROLL-UP SECURITY DOOR. THIS DOOR SHALL BE OPEN DURING BUSINESS HOURS

400 SQ. FT.

TRASH COMPT. 125 SF.

COM. RECY. 100 SF.

ROLL UP DOOR

184.69' F.S.

EXIT

183.95' F.S.

IN

OUT

22'-6"
DRIVEWAY

AUTO ROLL-UP MTL. GATE THIS GATE SHALL REMAIN OPEN DURING BUSINESS HOURS

EDINBURGH AVENUE

PROPOSED SHORT TERM BICYCLE PARKING ALONG SIDEWALK (TYP. OF 14 (8 COM. & 6 RES)

183.93 TC
183.20 FL

CONC. SIDEWALK

RES. LOBBY
184.25' F.S.

MAIL

ELEC.

FUTURE VEHICLE CHARGING STATION (TYP OF 2)

SERVICE CORRIDOR

COMMERCIAL SPACES
7,400 SQ. FT.
185.00' F. F.

TRASH CHUTE ABOVE

175.55' F.S.

(E) 3-STORY HOTEL C2-1-VL ZONE

184.25 TC
183.46 FL

LINE OF 2ND FL & ABOVE.

CONC. CURB & GUTTER

F.H.

184.75 TC
183.96 FL

184.98' E.G.

184.48' E.G.

185.17' E.G.

185.00' E.G.

184.91' E.G.

CONC. SIDEWALK

BEVERLY BOULEVARD

CONC. CURB & GUTTER

PROPOSED SHORT TERM BICYCLE PARKING ALONG SIDEWALK (TYP. OF 14 (8 COM. & 6 RES)

NOTE:
SEE LANDSCAPE PLAN FOR STREET LANDSCAPING

NORTH

A SITE/ 1ST FLOOR PLAN
SCALE: 1"=20'-0"

DATE | REVISIONS

DATE | ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE: SITE/ 1ST FLOOR PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE | DRAWN | CHECKED

PROJECT: 1411

SHEET: A1.1 | OF

EDINBURGH AVENUE

PP ABOVE

A4.1

ALLEY ABOVE

20'-0"

183.71' E.G.

183.62' E.G.

PROPERTY LINE

183.56' E.G.

130'-0 1/2"

110'-0 1/2"

17s 16s 15s 14s

8'-6"

8'-0" 1'-6"

UP 32r.

13s 2c 1c

7'-6"

5% SL. DN

24'-4 1/2"

18s 19s

3c 4c

7'-6"

160.83' ABOVE

18'-0"

160.47' ABOVE

31'-6"

149.47' F.S.

149.11' F.S.

TURNING RADIUS

158.89' ABOVE

147.53' F.S.

BUILDING STORAGE

21s 20s

18'-0" TYP.

9'-3 1/2"

9'-4" 9'-4"

3'-0"

22s

MECH

23s

37'-7 1/2"

2% SL. DN

24s

9'-4"

ELEV. CL

153.29' F.S.

164.65' ABOVE

IN

OUT

8'-0" 10% SL. DN

25s 26s 27s 28s

28'-0"

150.23' F.S.

150.59' F.S.

161.95' ABOVE

152.49' F.S.

161.59' ABOVE

18'-0"

37'-10 1/2"

163.85' ABOVE

SL. DN 2% SL.

SL. DN 5% SL.

28'-0"

PARKING PROVIDED:
32 SPACES (28 S +4c)
(INCLUDED 9 EV CAPABLE)

1'-8"

12s 11s 10s 9s 8s 7s 6s 5s 4s 3s 2s 1s

18'-0" TYP.

8'-6" 8'-6" 8'-6" 9'-0" 8'-6" 9'-2 1/2" 9'-2" 8'-6" 9'-0" 8'-6" 8'-6" 8'-6"

1'-6"

184.95' E.G.

FUTURE VEHICLE CHARGING STATION (TYP OF 9)

PROPERTY LINE

184.86' E.G.

184.74' E.G.

130'-9 1/2"

BEVERLY BOULEVARD

NORTH

A GARAGE L3 PLAN

SCALE: 1/16" = 1'-0"

DATE REVISIONS

DATE ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

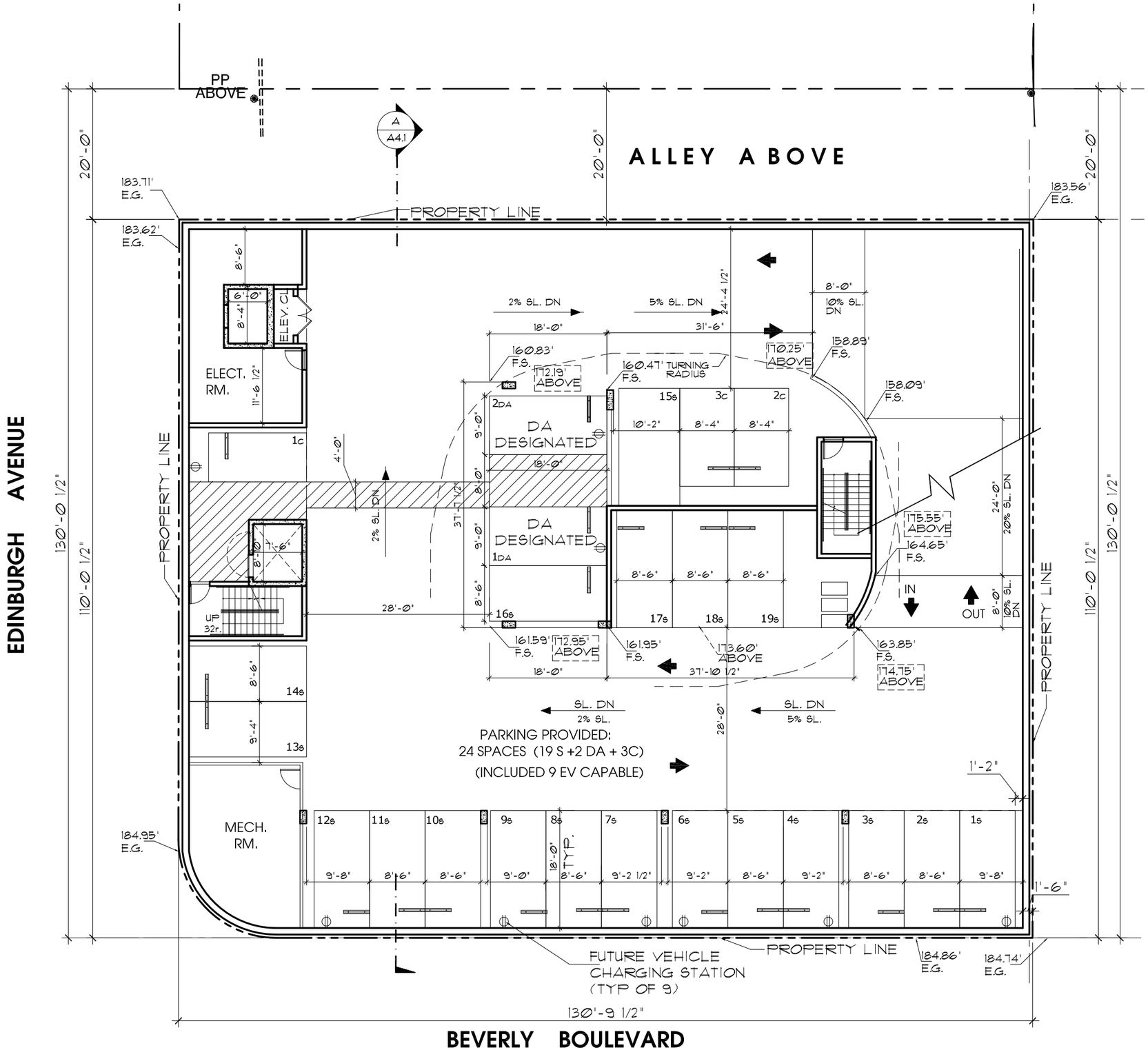
SHEET TITLE: GARAGE L3 PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE DRAWN CHECKED

PROJECT 1411

SHEET A2.0 OF



NORTH

A GARAGE L2 PLAN

SCALE: 1/16" = 1'-0"

DATE	REVISIONS

DATE	ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE: GARAGE L2 PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE | DRAWN | CHECKED

PROJECT: 1411

SHEET: A2.1 OF

EDINBURGH AVENUE

PP ABOVE

130'-9 1/2"

A A4.1

ALLEY ABOVE

20'-0"

183.71' E.G.

183.62' E.G.

183.56' E.G.

PROPERTY LINE

185.00' F. 1ST FLR ABOVE

UP

6'-0"

8'-4"

RAMP

2% SL. DN

5% SL. DN

24'-4 1/2"

8'-0"

10% SL. DN

18'-0"

31'-6"

172.19' F.S.

171.83' F.S.

TURNING RADIUS

170.25' F.S.

169.45' F.S.

SECURITY GATE

179.88' ABOVE

18'-0"

3e

7'-6"

7'-6"

2c

TYP.

4'-0"

2% SL. DN

37'-7 1/2"

2DA

9'-0"

18'-0"

9'-0"

13e

5c

4c

9'-4"

8'-4"

8'-4"

1DA

9'-0"

7'-6"

RES. TRASH

RES. RECYC.

16 RES

32 BIKE LOCKERS (2 TIER) LONG TERM

8 COM

BIKE WORK AREA 130 SQ. FT.

175.55' F.S.

164.65' BELOW

IN

OUT

24'-0"

20% SL. DN

8'-0"

10% SL. DN

28'-0"

6c

UP 32r.

8'-0"

7'-6"

1c

42 BIKE LOCKERS (2 TIER) LONG TERM

3'-8"

7'-6"

172.95' F.S.

32'-0 1/2"

173.60' F.S.

22'-10"

174.75' F.S.

163.85' BELOW

SL. DN 2% SL.

LONG TERM BICYCLE PROVIDED:
58 RESIDENTIAL
8 COMMERCIAL

28'-0"

SL. DN 5% SL.

PARKING PROVIDED:
21 SPACES (13 S +2 DA +6C)
INCLUDED 10 EV (5 EV CHARGER, 5 EV CAPABLE)

6'-0"

2'-6"

6'-0"

5'-0"

6'-0"

12s 9'-2"

11s 8'-4"

10s 9'-2"

9s 9'-2"

8s 8'-4"

7s 9'-2 1/2"

6s 9'-2"

5s 8'-4"

4s 9'-2"

3s 9'-2"

2s 8'-4"

1s 9'-2"

18'-0"

TYP.

8'-4"

EV CHARGER TYP OF 5

1'-6"

184.95' E.G.

5 CH

4 CH

3 CH

2 CH

1 CH

PROPERTY LINE

FUTURE VEHICLE CHARGING STATION (TYP)

184.86' E.G.

184.74' E.G.

130'-9 1/2"

110'-0 1/2"

BEVERLY BOULEVARD

NORTH

A GARAGE L1 PLAN

SCALE: 1/16" =1'-0"

DATE	REVISIONS

DATE	ISSUED FOR

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PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

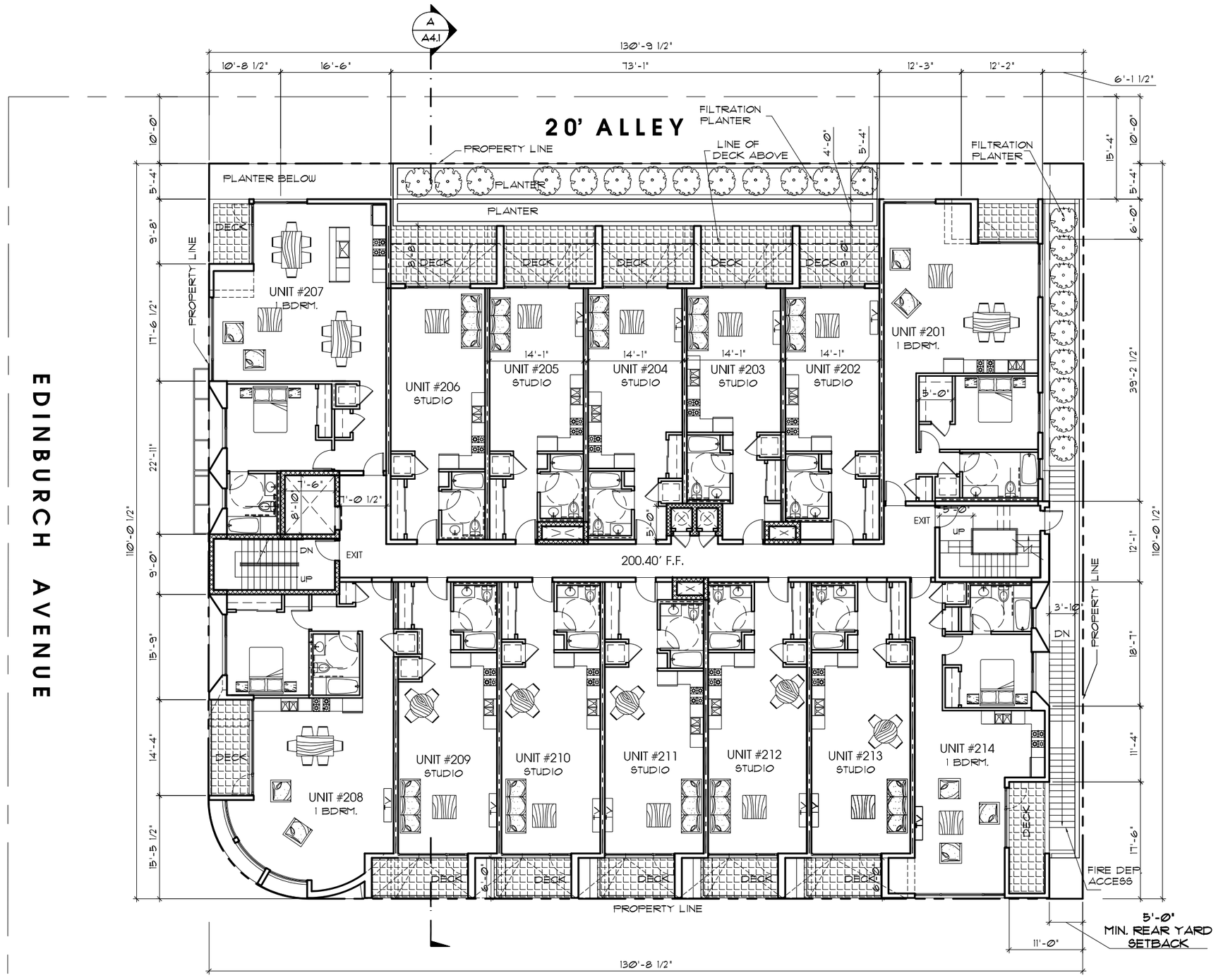
SHEET TITLE: GARAGE L1 PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD
LOS ANGELES, CA 90048

DATE	DRAWN	CHECKED

PROJECT: 1411

SHEET	OF
A2.2	



EDINBURCH AVENUE

BEVERLY BOULEVARD

	STUDIO	1-BDRM	TOTAL
2ND FLOOR	10	4	14

NORTH

A 2ND FLOOR PLAN

SCALE: 1/16" =1'-0"

DATE	REVISIONS

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SIGNATURE

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1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE: 2ND FLOOR PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

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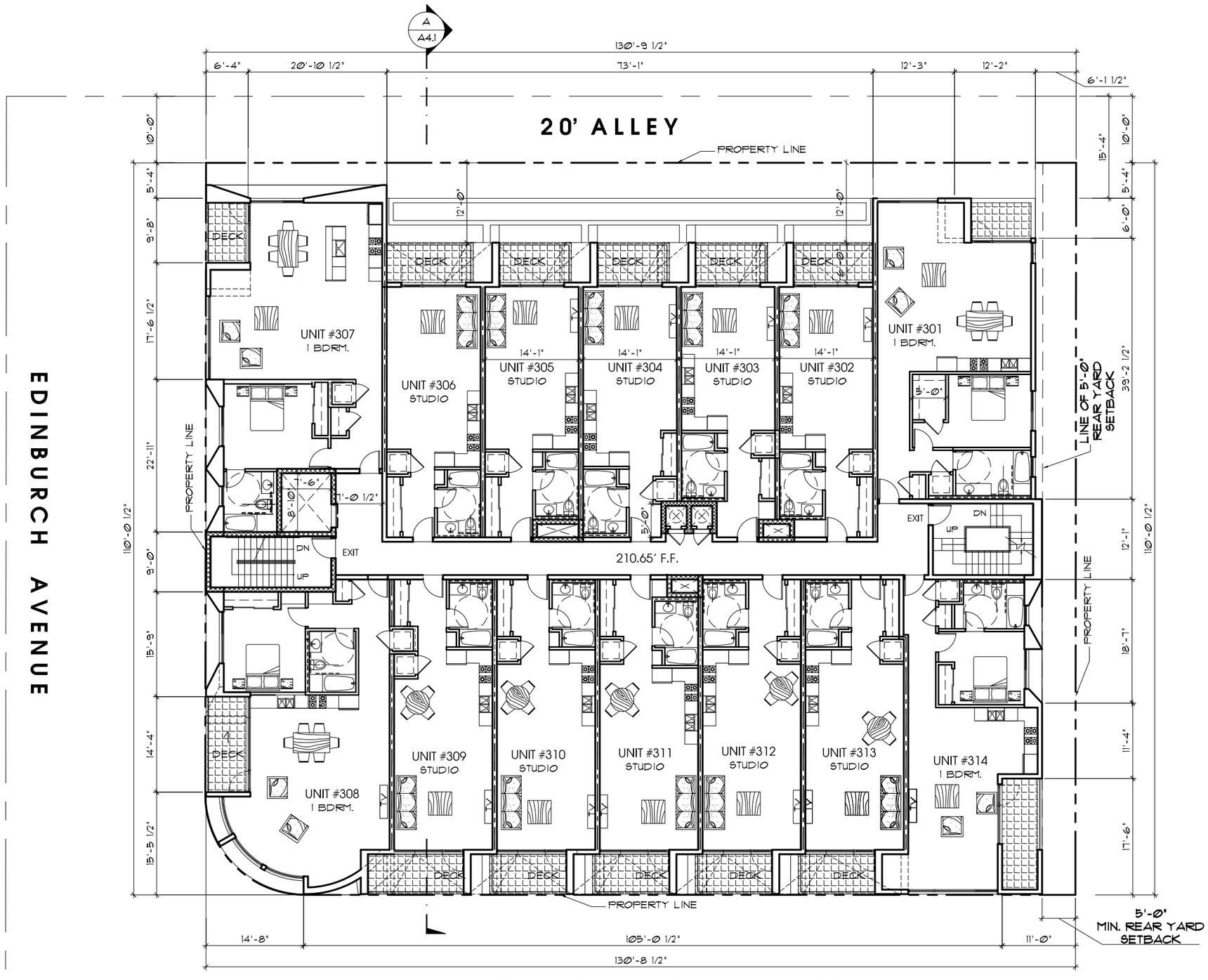
PROJECT: 1411

SHEET: A2.3 OF



EDINBURCH AVENUE

BEVERLY BOULEVARD

	STUDIO	1-BDRM	TOTAL
3RD FLOOR	10	4	14

NORTH

3RD FLOOR PLAN

SCALE: 1/16" =1'-0"

DATE	REVISIONS

DATE	ISSUED FOR

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SHEET TITLE: 3RD FLOOR PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD
LOS ANGELES, CA 90048

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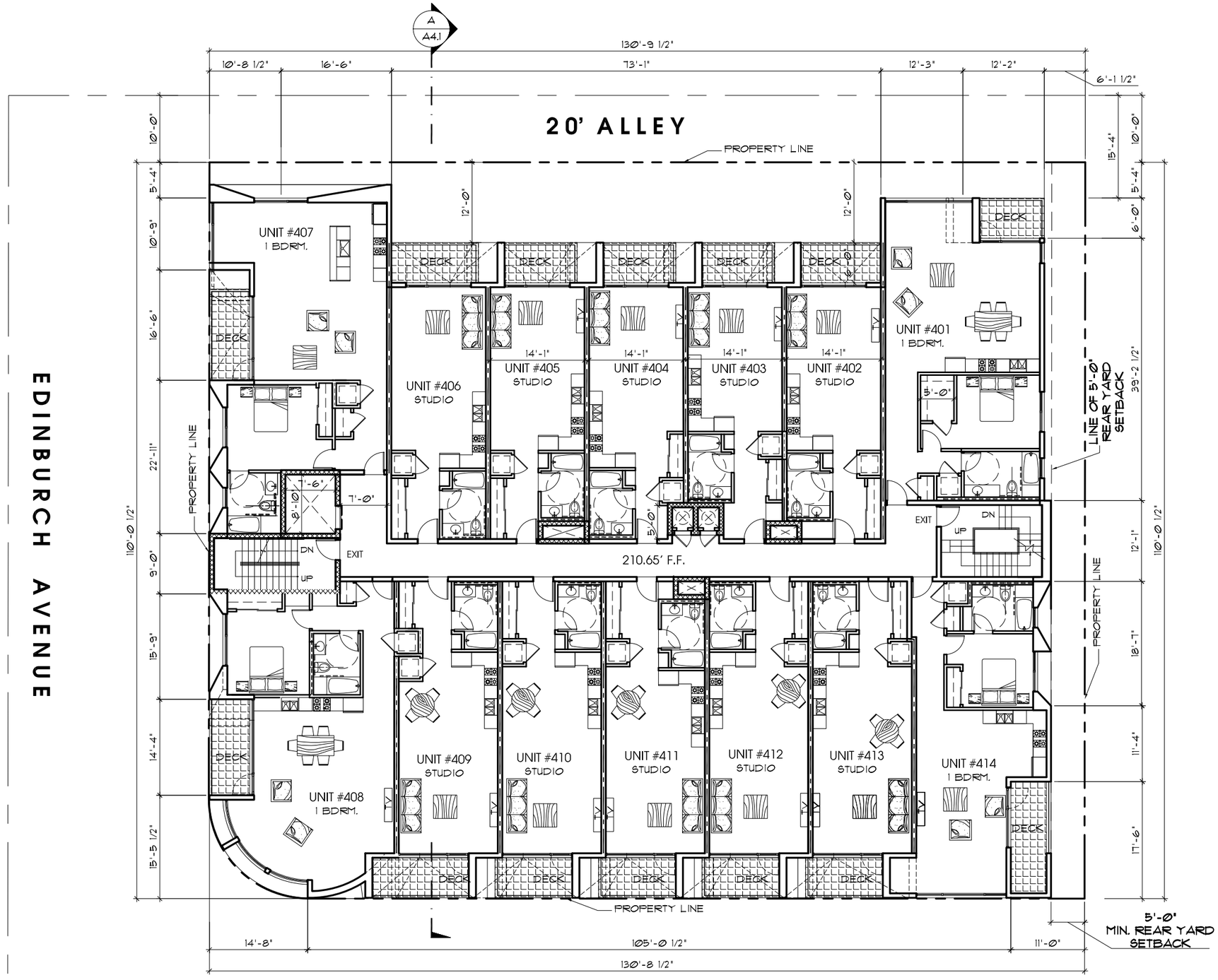
PROJECT: 1411

SHEET: A2.4
OF



EDINBURCH AVENUE

BEVERLY BOULEVARD

	STUDIO	1-BDRM	TOTAL
3RD FLOOR	10	4	14

NORTH

A 4TH FLOOR PLAN

SCALE: 1/16" = 1'-0"

DATE	REVISIONS

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SHEET TITLE: 4TH FLOOR PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
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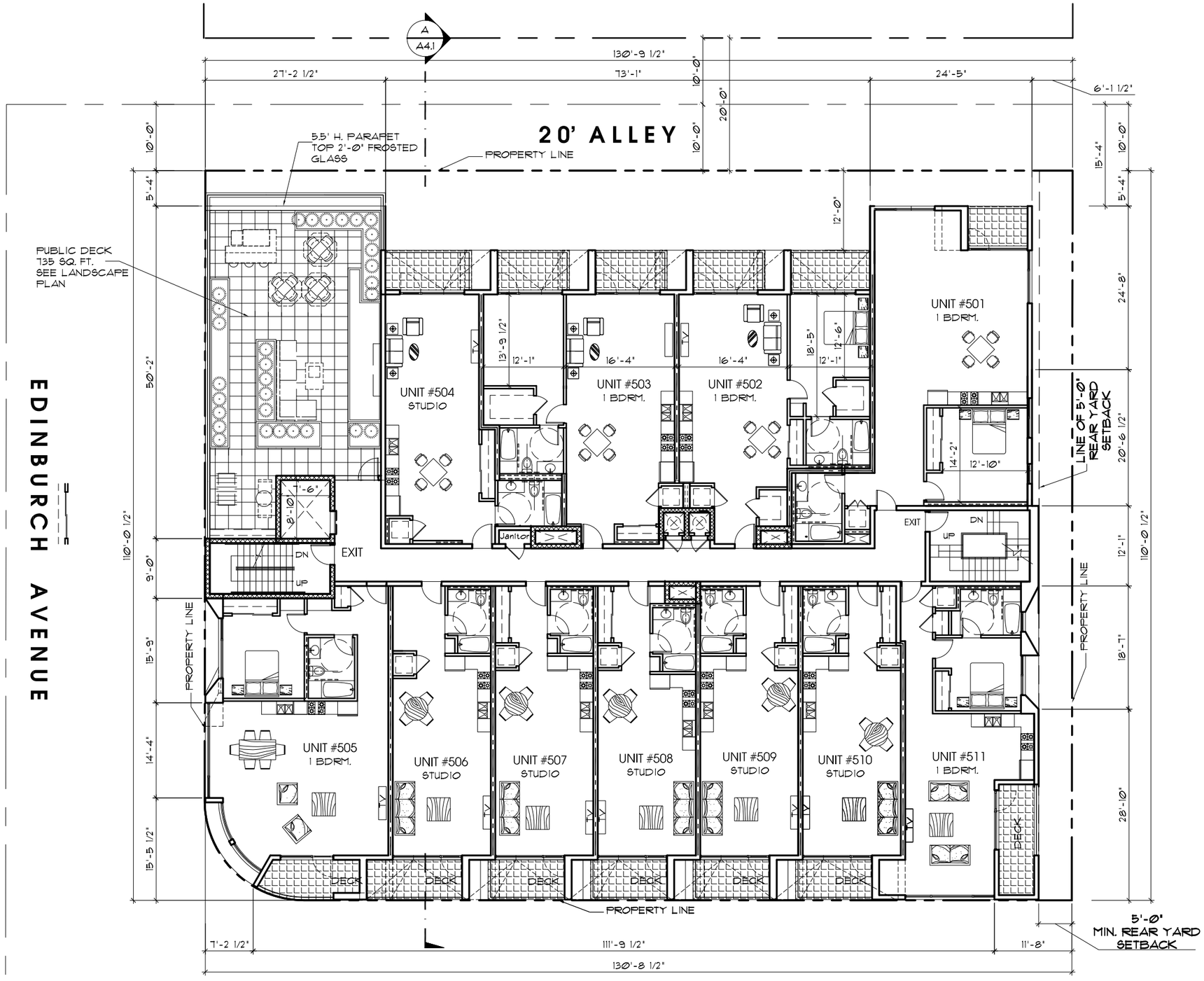
DATE | DRAWN | CHECKED

PROJECT: 1411

SHEET: A2.5 OF



	STUDIO	1-BDRM	TOTAL
5TH FLOOR	6	5	11

NORTH

A 5TH FLOOR PLAN

SCALE: 1/16" = 1'-0"

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SHEET TITLE: 5TH FLOOR PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD
LOS ANGELES, CA 90048

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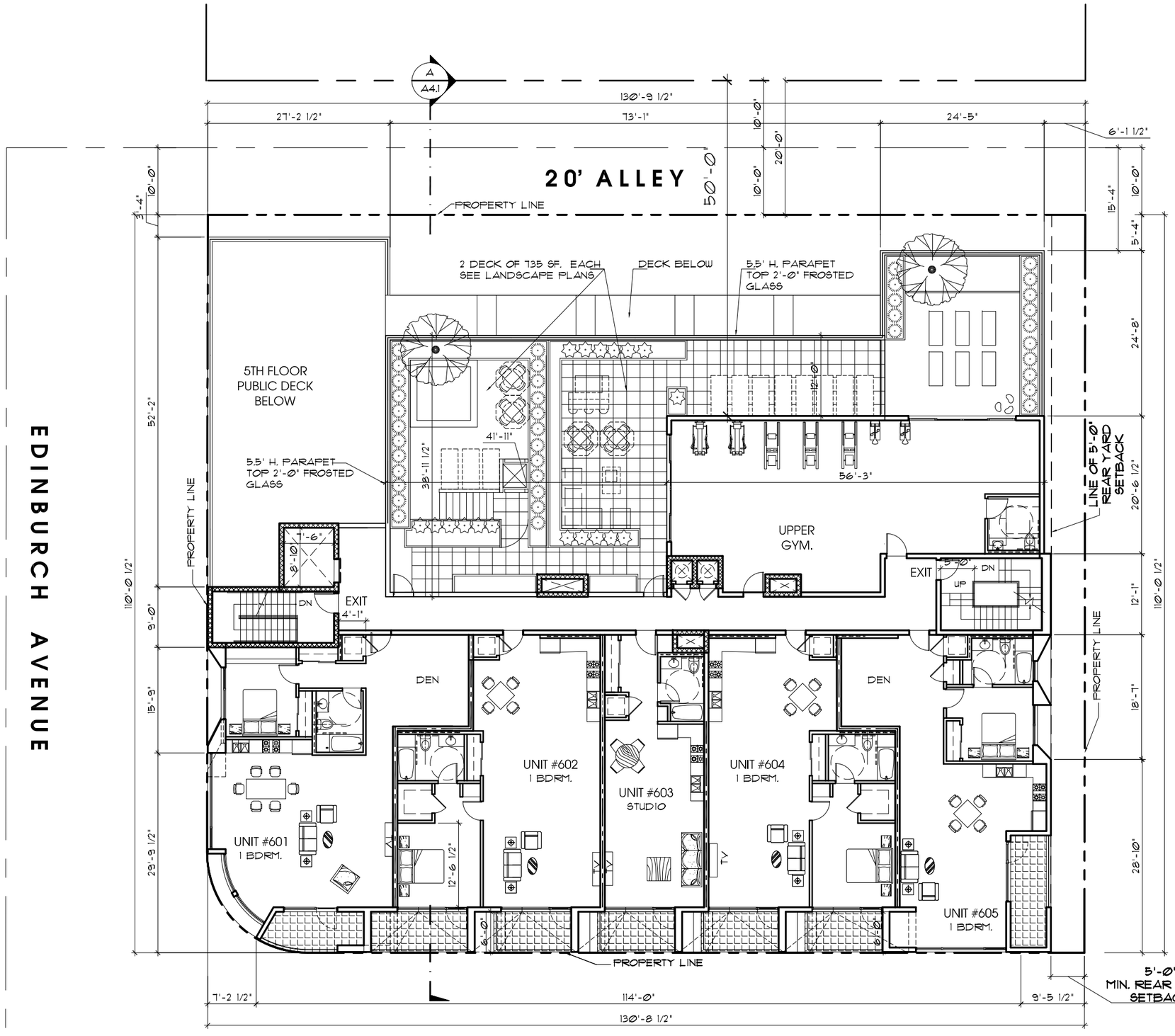

EDINBURCH AVENUE

BEVERLY BOULEVARD

	STUDIO	1-BDRM	TOTAL
6TH FLOOR	1	4	5

A 6TH FLOOR PLAN
SCALE: 1/16" = 1'-0"

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SHEET TITLE: 6TH FLOOR PLAN

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

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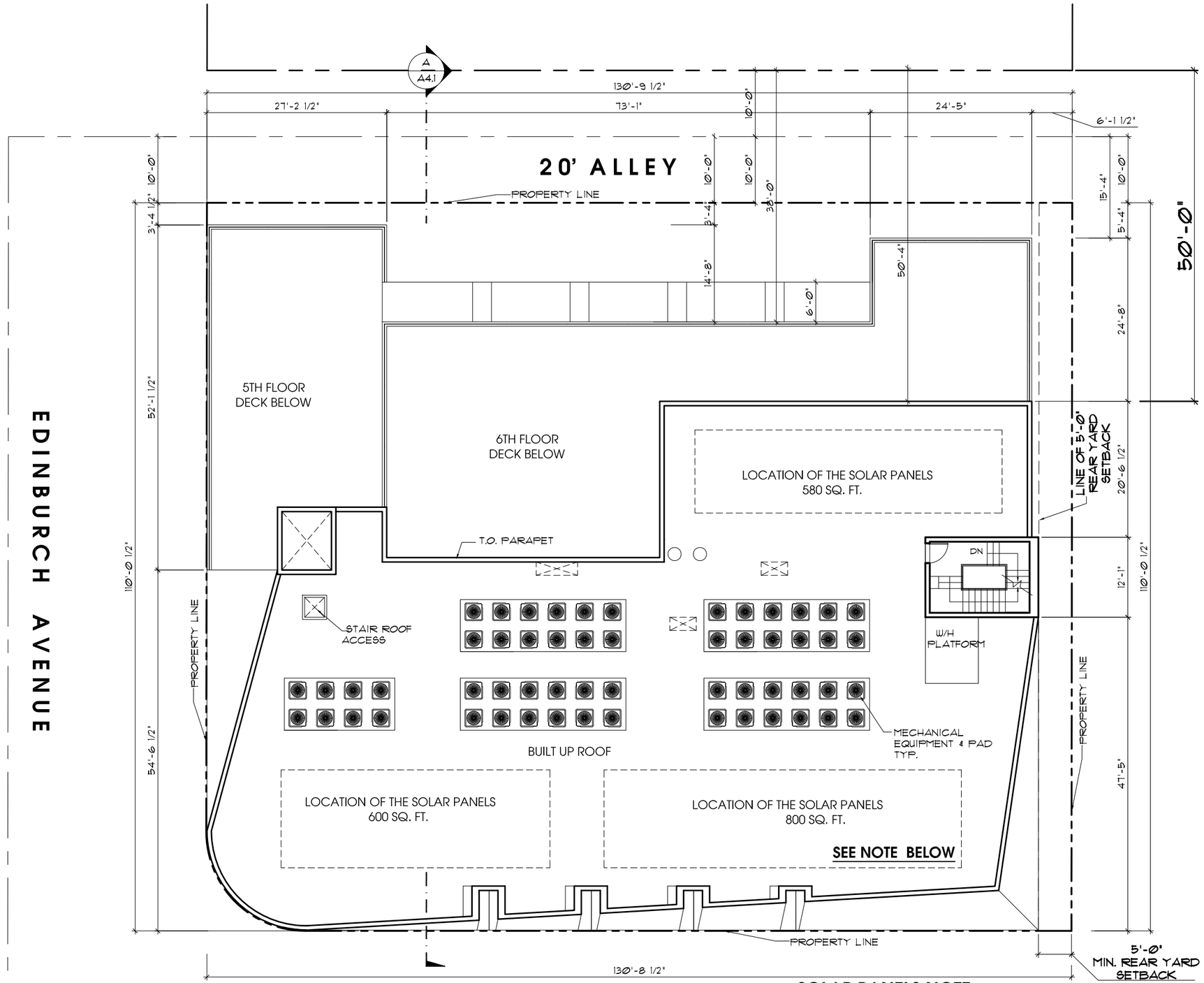
PROJECT: 1411

SHEET: A2.7 | OF



SOLAR PANELS NOTE:

TOTAL OF 1,980 SQ FT
(112 3X6 SOLAR PANELS)
WILL GENERATE 25 KW

1,980 SQ FT SOLAR PANELS = 27.6% OF
7,175 SQ FT ROOF AREA

A — ROOF PLAN
SCALE: 1/16" = 1'-0"

DATE	REVISIONS

DATE	ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE: ROOF PLAN

PROJECT TITLE: **BEVERLY 8000**
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE	DRAWN	CHECKED

PROJECT: 1411

SHEET: A2.8 OF

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(E) PARKING

A
A4.1

130'-9 1/2"

27'-6 1/2" | 72'-9" | 24'-5"

10'-0"

10'-0"

6'-1 1/2"

3'-4 1/2"

10'-0"

20' ALLEY

PROPERTY LINE

"A"

20'-0" MAX. HEIGHT 10 %

50'-0"

"B"

50'-9" HEIGHT 9 %

"C"

61-0" HEIGHT 21 %

LINE OF 5'-0" REAR YARD SETBACK

"A"

EDINBURGH AVENUE

PROPERTY LINE

110'-0 1/2"

110'-0 1/2"

PROPERTY LINE

"D"

72'-0" HEIGHT 55 %

"E" 68'-6" HEIGHT 5 %

PROPERTY LINE

5'-0" MIN. REAR YARD SETBACK

130'-8 1/2"

BEVERLY BOULEVARD

"A" = 20'-0" MAX. HEIGHT 10 %

"B" = 50'-9" HEIGHT 09 %

"C" = 61'-0" HEIGHT 21%

"D" = 72'-0" HEIGHT 55 %

"E" = 68'-6" HEIGHT 05 %

NORTH

A BUILDING HEIGHT PERCENTAGE

SCALE: 1/16" =1'-0"

DATE | REVISIONS

DATE | ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

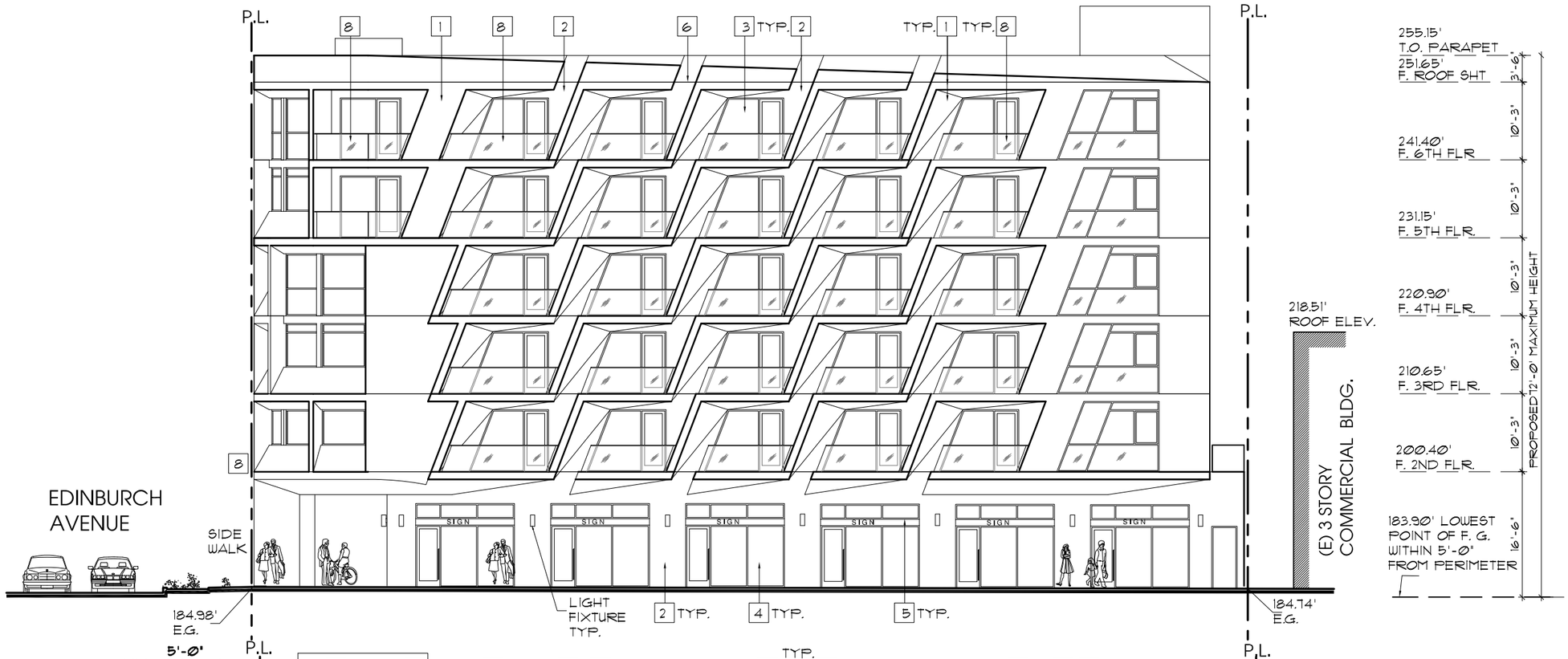
SHEET TITLE: BUILDING HEIGHT PERCENTAGE

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD, LOS ANGELES, CA 90048

DATE | DRAWN | CHECKED

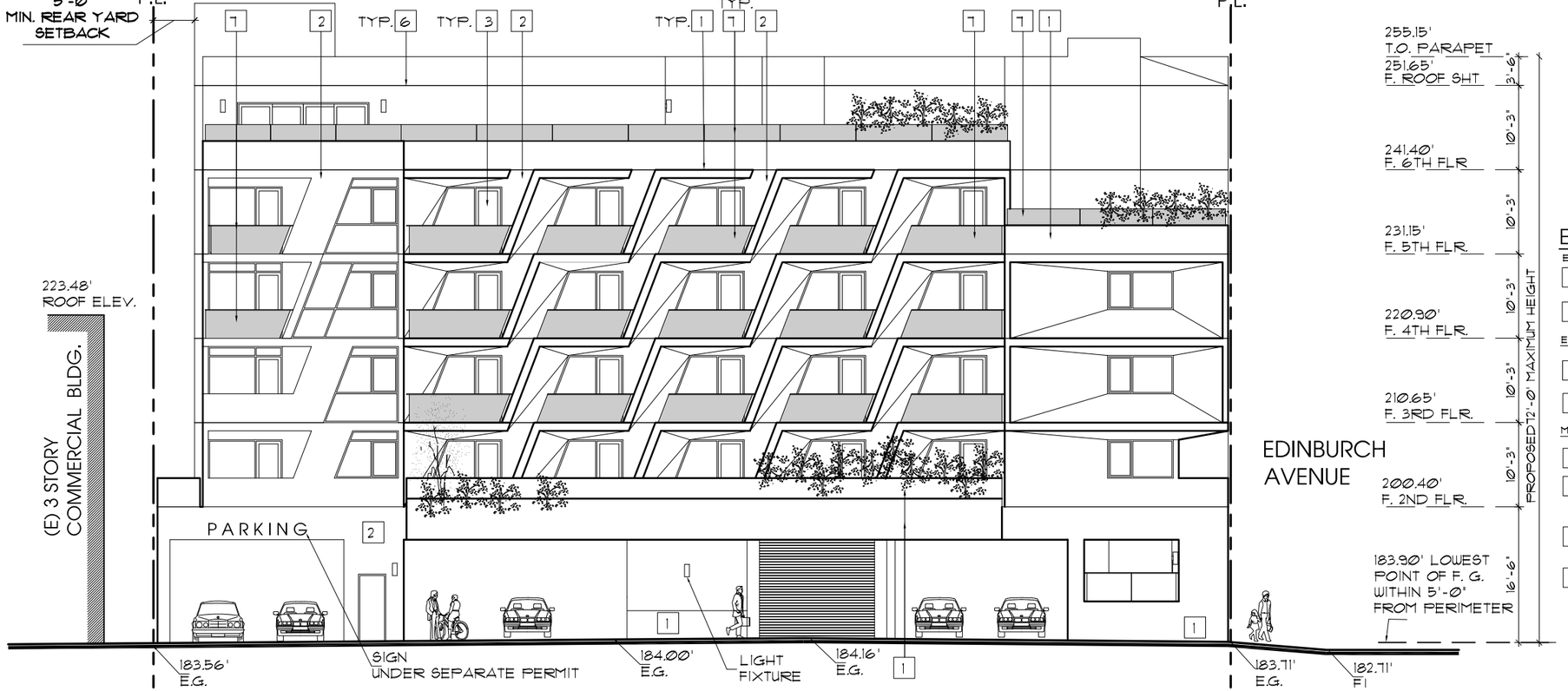
PROJECT: 1411

SHEET: A2.9 | OF



A NORTH ELEVATION BEVERLY BLVD.

SCALE: 1/16" = 1'-0"



A SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

EXTERIOR COLORS

EXTERIOR FINISH COLORS :

1. DEW380 "WHITE (-1)" (PAINT BY DUNN EDWARDS)
2. DE6382 "FORMAL GRAY" (PAINT BY DUNN EDWARDS)

EXTERIOR DOORS & WINDOWS

3. ANODIZED ALUMINUM DOORS & WINDOWS BY "ARCADIA" OR APPROVED EQUAL
4. ANODIZED ALUMINUM STOREFRONT SYSTEM BY" ARCADIA" OR APPROVED EQUAL

MISCELLANEOUS

5. PERFORATED METAL CANOPY BY "ARCADIA OR EQUAL"
6. CONTROL JOINT 1/2" ALUMINUM REVEAL BY FRY REGLET OR EQUAL COLOR TO MATCH STUCCO
7. ALUM. FRAMED FROSTED GLASS RAILING
8. ALUM. FRAMED CLEAR GLASS RAILING

DATE REVISIONS

DATE ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE: NORTH & SOUTH ELEVATIONS

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD, LOS ANGELES, CA 90048

DATE

DRAWN

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PROJECT 1411

SHEET A3.1 OF

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A EAST ELEVATION

SCALE: 1/16" = 1'-0"

A WEST ELEVATION

SCALE: 1/16" = 1'-0"

DATE	REVISIONS

DATE	ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

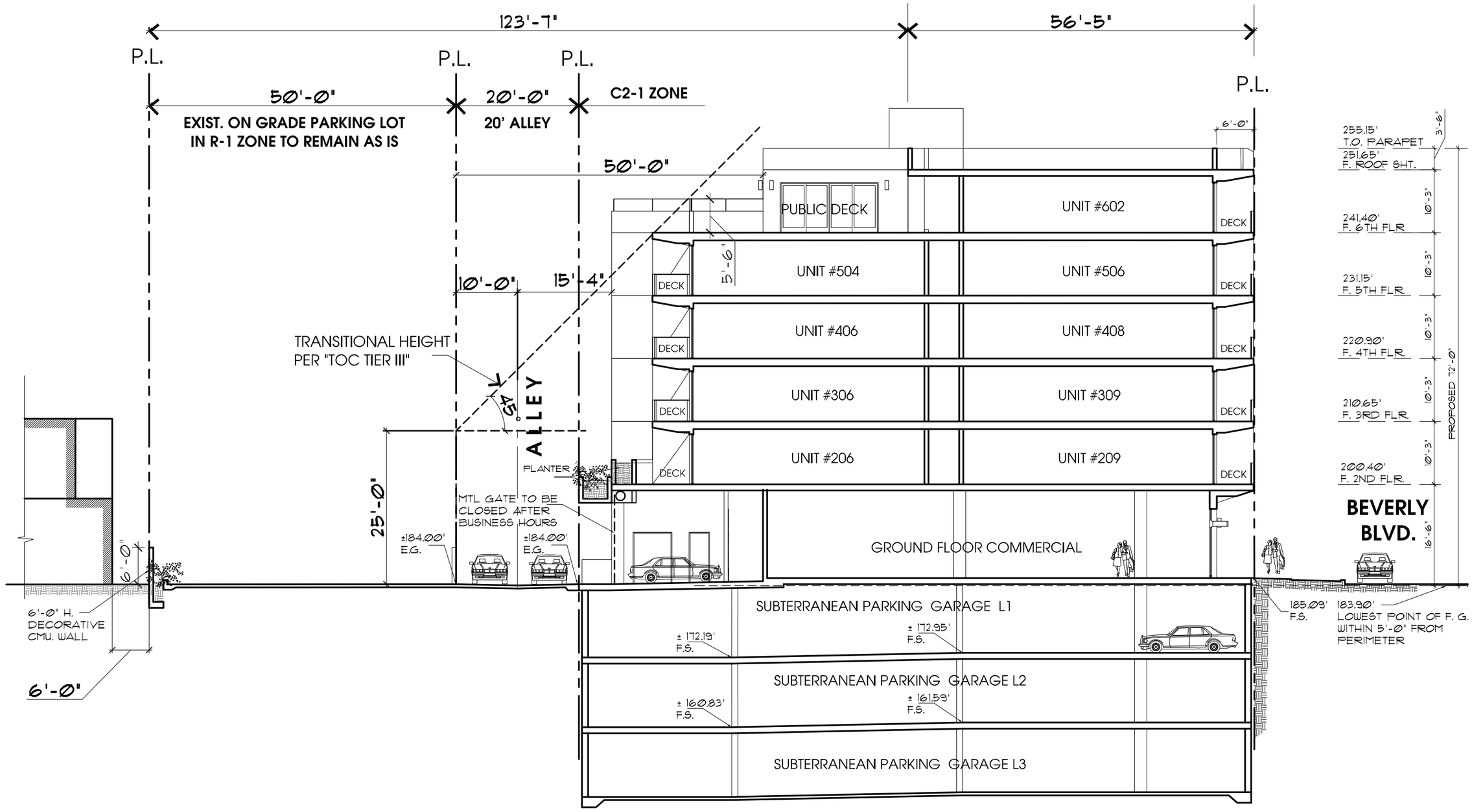
SHEET TITLE: EAST AND WEST ELEVATION

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE	DRAWN	CHECKED

PROJECT: 1411

SHEET: A3.2 OF



N.S. BUILDING SETTION

A

SCALE: 1/16" = 1'-0"

01-25-2018

DATE	REVISIONS

DATE	ISSUED FOR

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

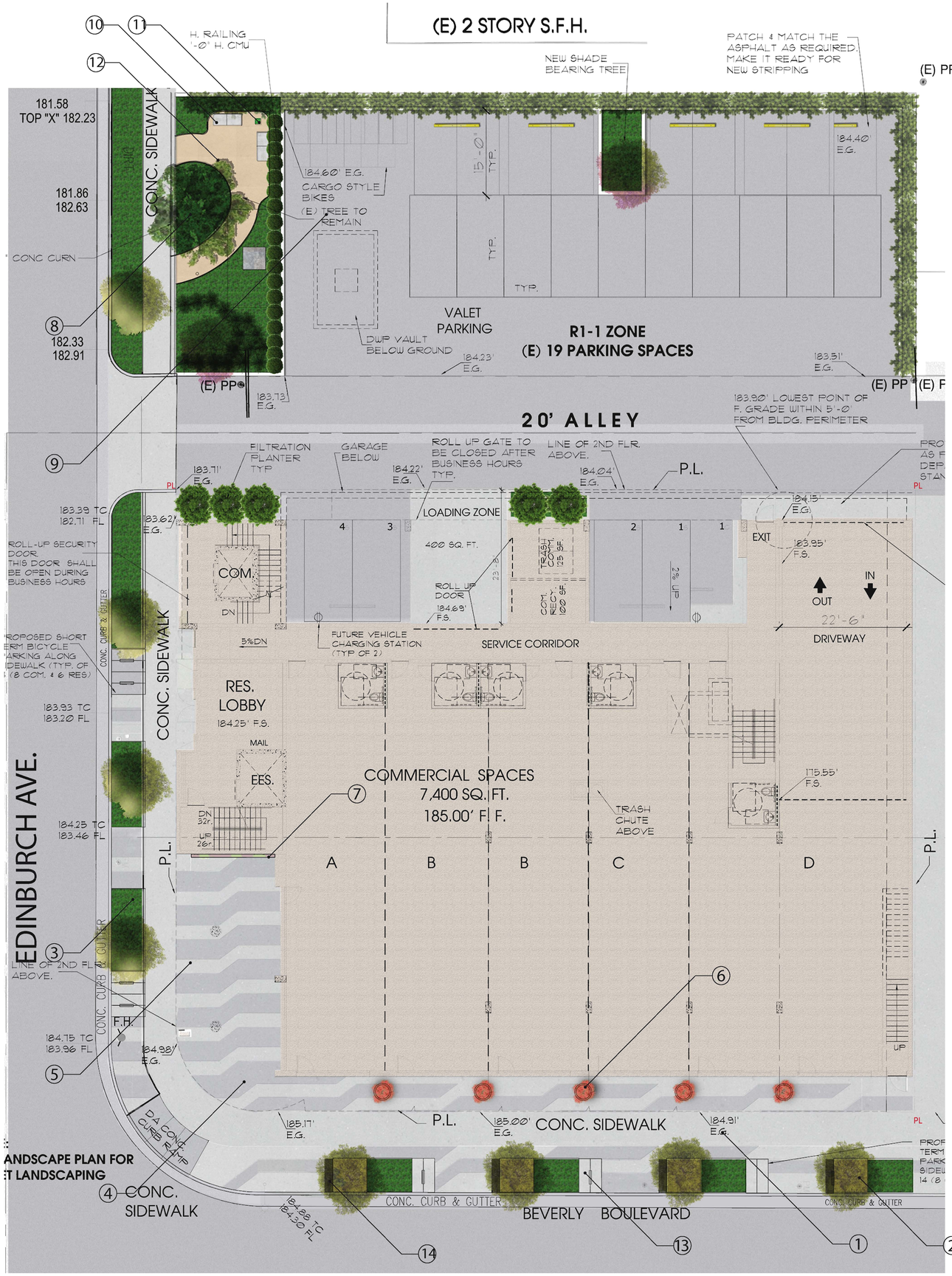
SHEET TITLE: N.S. BUILDING SECTION

PROJECT TITLE: BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE	DRAWN	CHECKED

PROJECT: 1411

SHEET: A4.1 OF



BEVERLY BOULEVARD

Keynotes:-

1. Concrete Side Walk
2. Proposed Street Tree well With D.G Below
3. Parkway
4. Custom Concrete Pattern
5. 2nd Floor Above
6. 24" Kornegay Design Planter - Faceted Series

7. Green Wall W/OutDeco Panel

8. Existing Tree to Remain
9. Valet Parking 19 Spaces
10. Park Bench W/Arm Rest
11. Dog Pick Up Post
12. D.G Path
13. Short Term Bike Parking - FGP Bike Rack, Landscapeforms

14. Custom Origami Bench

Planting Legend:

Tipuana tipu
Tipu Tree

Melaleuca quinquenervia
Paper Bark Tea Tree

Tabebuia impetiginosa
Pink Trumpet Tree

Podocarpus lawrencei
'Blue Gem'

Leucadendron jester
Sunshine Conebush

Nassella tenuissima
Mexican Feather Grass

1 Street Level Landscape Plan
Scale 1/8"=1'-0

N

DATE	REVISIONS

DATE	ISSUED FOR

CONSULTANT

SOLA INC
Landscape Architects

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

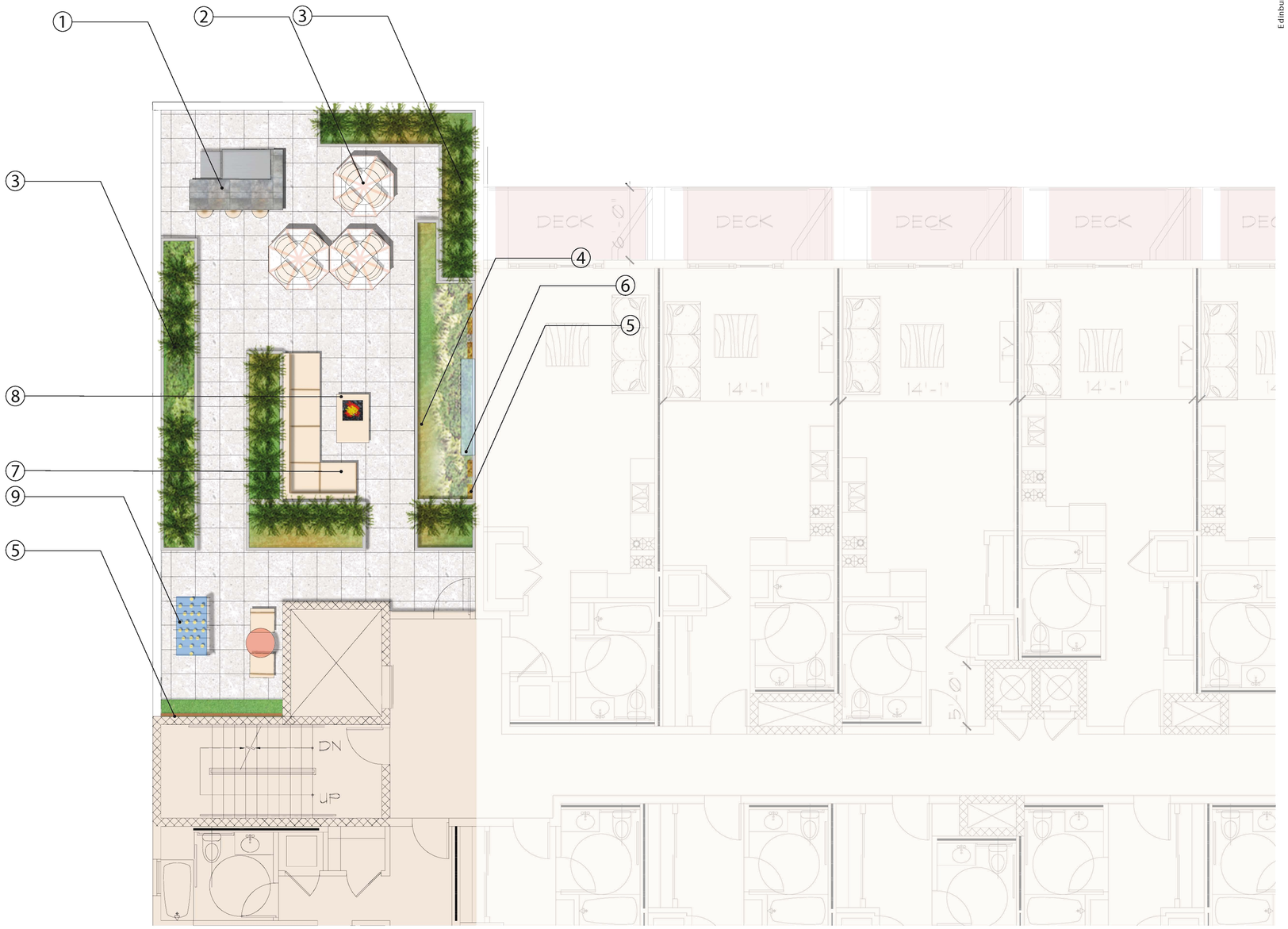
SHEET TITLE
Ground
Level Landscape Plan

PROJECT TITLE
BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE	DRAWN	CHECKED

PROJECT 1411

SHEET 1 OF 3



1 5th Floor Landscape Design
Scale 1/4"=1'-0

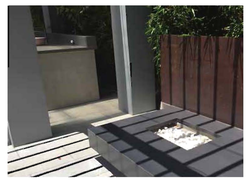
N

Keymap

Keynotes:-

1. Portable BBQ & Bar Counter
2. Dinning Tabel
3. Bamboo Planting
4. Low Planter
5. Out Deco Panels

6. Tv Screen
7. Lounge Area
8. Fire Pit Table



9. Foosball Table

Planting Legend:

Giant Timber Bamboo
Boamboo 'Alphonese Karr'

DATE | REVISIONS

DATE | ISSUED FOR

CONSULTANT
SOLA INC
Landscape Architects

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

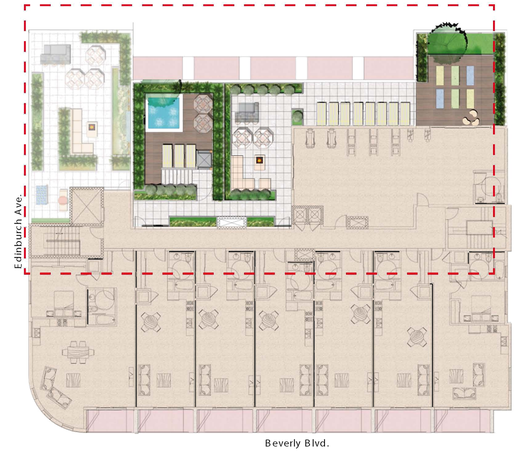
SHEET TITLE
5th Floor
Landscape Design

PROJECT TITLE
BEVERLY 8000
8000 BEVERLY BOULEVARD
LOS ANGELES, CA 90048

DATE | DRAWN | CHECKED

PROJECT
1411

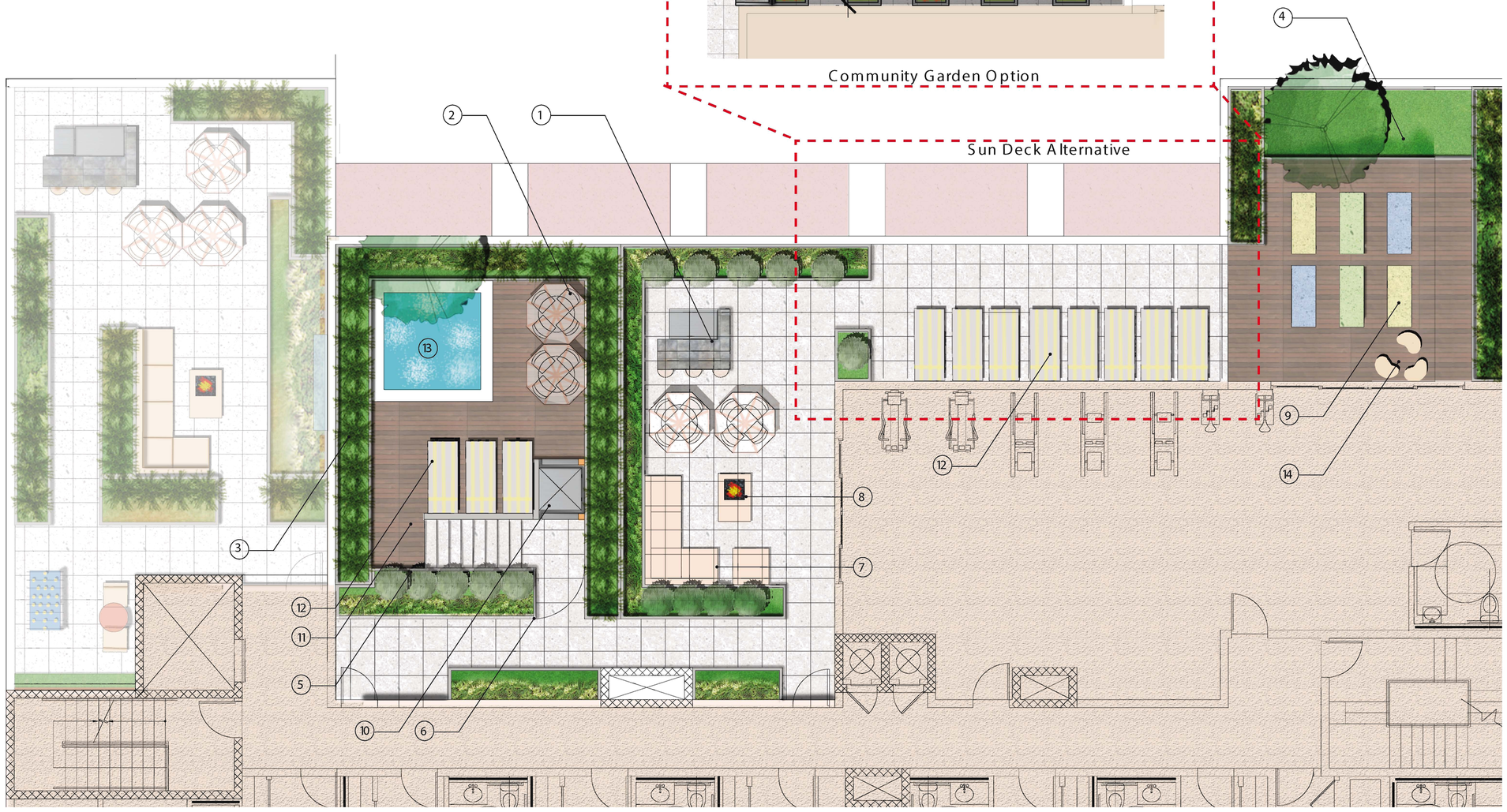
SHEET 2 OF 3



Keymap

Community Garden Option

Sun Deck Alternative



1 6th Floor Landscape Design
Scale 1/4"=1'-0

N

Keynotes:-

1. Portable BBQ & Bar Counter
2. Dinning Table
3. Bamboo Planting
4. Low Planter
5. Out Deco Panels
6. FOB Lock Gate
7. Lounge Area
8. Fire Pit Table
9. Yoga Deck
10. ADA Lift

11. 4' High Spa Deck
12. Chaise Lounge
13. Spa
14. Pouf Seating

15. Roof Garden Planter

16. Garden Sink

Planting Legend:

Laurus Nobilis
Sweet Bay

Citrus limon 'Meyer Improved'
Improved Meyer Lemon

Giant Timber Bamboo
Boamboo 'Alphonese Karr'

DISCLAIMER
ALL USE OF THESE PLANS AND SPECIFICATIONS SHALL BE RESTRICTED TO THE ORIGINAL SITE FOR WHICH THEY WERE PREPARED AND PUBLICATION THEREOF IS EXPRESSLY LIMITED TO SUCH USE. REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED. TITLE TO THE PLANS AND SPECIFICATIONS REMAINS WITH THE ARCHITECT AND ARCHITECTURAL COPYRIGHT PROTECTION CLAIMED BY THE ARCHITECT IS EXPRESSLY RESERVED. THE ACCEPTANCE OF THESE RESTRICTIONS

REVISIONS | DATE
ISSUED FOR | DATE

CONSULTANT
SOLA INC
Landscape Architects

SIGNATURE

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

SHEET TITLE
6th Floor
Landscape Design

PROJECT TITLE
BEVERLY 8000
8000 BEVERLY BOULEVARD,
LOS ANGELES, CA 90048

DATE 08.04.2016
DRAWN
CHECKED

PROJECT 1411

SHEET 3 OF 3


MOTEL
HOTEL


Beverly Laurel
MOTOR
HOTEL
Swingers
COFFEE SHOP


8000 BEVE


8000 BEVERLY


PARKING

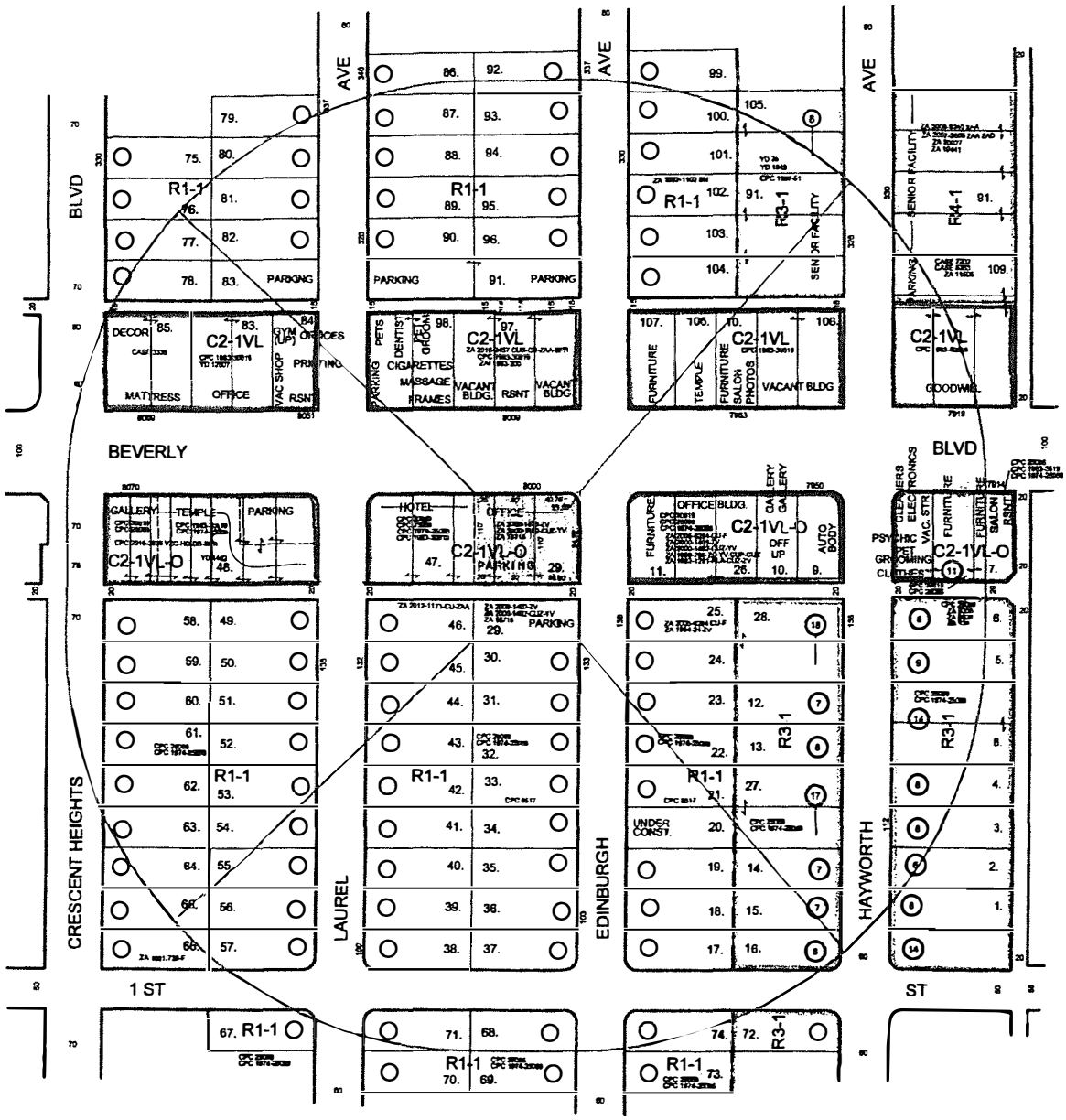

8000 BEVERLY


8000 BEVERLY

EXHIBIT B

Radius Map and ZIMAS Map


C2-1VL
C2-1VL
C2-1VL
C2-1VL
BEVERLY BLVD
C2-1VL-O
C2-1VL-O
C2-1VL-O
C2-1VL-
LAUREL AVE
EDINBURGH AVE
HAYWORTH AVE
R1V3
R1V3
R1V3
R3-1
R3-1
Generalized Zoning



C.D. 05
C.T. 2146
P.A. WILSHIRE
N.C. MID CITY WEST

N

NET AC.: 0.477

DENSITY BONUS OFF-MENU

RADIUS MAPS ETC
3544 PORTOLA AVENUE
LOS ANGELES CA 90032
OFF/FAX:(323) 221-4555
radiusmapsetc@sbcglobal.net

SITE LOCATION:
8000 W. BEVERLY BOULEVARD
LOS ANGELES, CA 90048

LEGAL DESCRIPTION:
LOTS 106,107,111 AND E. 25 FT. OF LOT 108 (ARB 1), TRACT NO. 7944, M.B. 86-80/71. (SEE APPLICATION)

CASE NO.:

DATE: 1 - 18 - 2018
SCALE: 1" = 100'
USES: FIELD
D.M.: 148.5 A 185
T.B. PAGE: 633 GRID: B-1
A.P.N.: 5511-003-004,024

EXHIBIT C

Environmental Documents

ENV-2017-881-CE

COUNTY CLERK'S USE

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

CITY CLERK'S USE

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	5

PROJECT TITLE	LOG REFERENCE
✖ 8000 Beverly Project	ENV-2017-881-CE

PROJECT LOCATION
✖ 8000 West Beverly Boulevard

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
✖ Demolition of an existing single story commercial building and the construction of a six-story mixed-use development consisting of 58 rental dwelling units (including six (6) units affordable to Very Low Income persons and families and two (2) units affordable to Moderate income persons and families), approximately 7,400 square feet of ground-floor commercial/restaurant space, two levels of subterranean parking with 82 automobile parking spaces and 80 bicycle parking spaces. The building height will range from approximately 20 feet to approximately 72 feet in height, with a maximum of six stories.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
✖ Beverly Pacifica, LLC

CONTACT PERSON	AREA CODE | TELEPHONE NUMBER | EXT.
	✖ 213-279-6965

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 this section. (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	TITLE	DATE
Jordann F. D. Turner	City Planner	May 30, 2018

FEE: $2,280.00	RECEIPT NO. 0103702822	REC'D. BY	DATE March 6, 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
JSAMANTHA 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

May 30, 2018

Beverly Pacifica, LLC (A)(O)
618 West Baseline Road
Claremont, CA 91711

Michael Gonzales (R)
Gonzales Law Group, APC
555 South Flower Street
Los Angeles, CA 90071

RE: Case No. CPC-2017-880-CU-DB
Addresses: 8000 West Beverly Boulevard
Community Plan: Wilshire
Zones : C2-1VL-O, R1V3
D. M. : 138B177
C. D. : 5-Koretz
CEQA : ENV-2017-881-CE
Legal Description: Lots 106, 107, and a portion of Lot 108, Tract 7994

RE: ENV-2017-881-CE (Categorical Exemption - Class 32)

PROJECT DESCRIPTION

The proposed project consists of the demolition of an existing single story commercial building and the construction of a six-story mixed-use development consisting of 58 rental dwelling units (including six (6) units affordable to Very Low Income persons and families and two (2) units affordable to Moderate income persons and families), approximately 7,400 square feet of ground-floor commercial/restaurant space, two levels of subterranean parking with 82 automobile parking spaces and 80 bicycle parking spaces. The building height will range from approximately 20 feet to approximately 72 feet in height, with a maximum of six stories

The project site consists of four parcels totaling 14,358 square feet. The project site is zoned C2-1VL-O and R1V3 with corresponding General Plan land use designations of Neighborhood Office Commercial and Low II Residential. The C2-1VL-O zoned portion of the project site is developed with an 11,250 square-foot office building, which will be removed as part of the project. The site's R1V3 zoned portion contains surface parking with landscaping.

Surrounding uses include existing commercial retail businesses within one to three-story buildings along the north and south side of Beverly Boulevard in the C2-1VL-O Zone, with residential uses in the R1V3 Zone located behind the commercial uses.

CLASS 32 CATEGORICAL EXEMPTION

The subject project has been issued a Notice of Exemption (Subsection c, Section 2, Article II, City CEQA Guidelines), log reference ENV-2017-881-CE, for a Categorical Exemption, Class 32 (Section 15332, State CEQA Guidelines).

The proposed project would not have a significant effect on the environment. A "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in the environment" (CEQA Guidelines, Public Resources Code Section 21608). The proposed project and the potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City's L.A. CEQA Thresholds Guide. These two documents establish guidelines and the thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds.

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "In-fill Projects". The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed below.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The subject property is located within the Wilshire Community Plan and designated for Neighborhood Office Commercial land uses corresponding to the C1, C1.5, C2, C4, P, CR, RAS3, and RAS4 Zones. The site is zoned C2-1VL-O and is thus consistent with the existing land use designation. The site is located within an "O" Oil Drilling Supplemental Use District where the drilling of oil wells or the production from the wells of oil, gases, or other hydrocarbon substances is permitted pursuant to LAMC Section 13.01. However, neither the existing or proposed use involves oil drilling or production. As such, the provisions of said Code section do not apply to the proposed project and requested entitlement. The site is located within a City of Los Angeles Transit Priority Area; it is not located within any specific plan, community design overlay, or interim control ordinance.

The project proposes the construction, use, and maintenance of a new, six-story, 72-foot high, mixed-use building consisting of 58 residential dwelling units and approximately 7,400 square feet of commercial retail space. One of the stated residential goals of the Wilshire Community Plan is to "Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire Community." Objective 1-1 states, "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." Further, policies have been established to "Provide for adequate Multiple Family residential development" (Policy 1-1.3) and "Provide for housing along mixed-use boulevards where appropriate" (Policy 1-1.4). The project will meet the residential goals, objectives, and policies of the Community Plan by developing an underutilized site along Beverly Boulevard with new mixed-income housing. The project will not displace any existing residents from the site. Furthermore, as a mixed-use development, the project will meet the Community Plan goal and policy of encouraging strong and competitive commercial sectors by providing additional opportunities for new commercial development and services along an established commercial boulevard.

The project is also consistent with the existing C2 zoning of the project site. The C2 Zone allows retail and residential uses as proposed. In accordance with State Density Bonus laws and LAMC Section 12.22-A,25(g)(3), the applicant requests a waiver of development standards to allow for deviations relating to floor area, height, and setbacks in exchange for providing a minimum amount of affordable housing as part of the proposed

development. With approval of the waiver of development standards, the project will be consistent 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:

The project site is located in the Wilshire Community Plan area within the city limits of Los Angeles. The project site is approximately 14,358 square feet in area (.329 acres). The project site is currently developed with an office building and surface parking. The surrounding area is develop with other urban uses including single-family developments, a three-story hotel, and retail buildings.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in a dense urban environment that is fully developed with a wide range of urban uses, structures, and pavement. There is decorative landscaping around the project site. The entire east and north facades of the building are covered with clinging vegetation. There is one palm tree on the rear of the Site, and four palm trees to the sidewalk along Beverly Boulevard. If the Project affects or removes such trees, it will be done according to the required regulatory measures that the City has established including the Tree Replacement Program.

There are no City or county significant ecological areas on the Project Site or near the Project Site's vicinity. The Project will not result in a take of nesting native bird species. Therefore, the Project will not have a direct impact on any identified species because none are present on this highly urbanized Project Site and the Project will not modify any habitat that would affect identified species because no substantial natural habitat exists on this highly urbanized Project Site.

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the lack of trees, the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

Thus, there exists no value that the Project Site could be a habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Thus, 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:

Development of the project would involve the demolition of an existing commercial office building and construction of a residential building containing 58 residential dwelling units and 7,400 square feet of ground floor commercial uses. All construction-related impacts would be temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic: In a letter dated March 14, 2018, the Los Angeles Department of Transportation (LADOT) concurred with the updated transportation analysis prepared by Overland Traffic Consultants, dated February 1, 2018,, which determined that the proposed development is not anticipated to result in any significant traffic impacts at the six studied intersections: a) La Cienega Boulevard/Beverly Boulevard, b) Crescent Heights Boulevard/Melrose Avenue, c) Crescent Heights Boulevard/Beverly Boulevard, d) Edinburgh Avenue/3rd Street, e) Fairfax Avenue/Beverly Boulevard, and f) Fairfax Avenue/3rd Street. As discussed in Appendences B-1. B-2, and B-3 of the Categorical Exemption study, potential transportation and traffic impacts were found to be less than significant or have no impact. The LADOT approved traffic study is included as Appendix B-2.

Noise. As discussed in Appendix C, Noise, prepared by DKA Planning, potential noise impacts were found to be less than significant or have not impact. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities. Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, 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 Saturdays and holidays. All such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As a result of the project being required to comply with the above ordinances and regulations, it can be found that the project would not result in any significant noise impacts.

Air Quality. As discussed in Appendix D, Air Quality, of the Categorical Exemption, potential air quality impacts were found to be less than significant. Please refer to the Categorical Exemption for the full analysis. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will result in the construction of 58 residential units and 7,400 square feet of commercial space and is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, 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 Site, and maintaining effective cover over exposed areas.

Best Management Practices (BMP) will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Water Quality. Construction activities would include earth moving, as well as maintenance/operation of construction equipment and handling/storage/disposal of materials that could contribute to pollutant loading in storm water runoff. The proposed project would comply with all applicable regulations with regard to surface water quality as governed by the Los Angeles Municipal Code and the Regional Water Quality Control Board (RWQCB). The City Bureau of Engineering construction standards require contractors to include erosion control, spill prevention and control, solid and hazardous waste management, and dust control to reduce the discharge of pollutants from construction areas into the stormwater drainage system.

As outlined in the City's LID ordinance and associated documentation, the project would be required to investigate Treatment Best Management Practices (BMP's) in hierarchal order: Infiltration, Capture and Reuse, and BioFiltration. Conformance to the LID Ordinance and regional regulations and requirements concerning storm water discharge, and implementation of source control and treatment BMPs, the proposed project would reduce discharge of potential pollutants from storm water runoff to the maximum extent practicable. Therefore, the proposed project would not result in a violation of water quality standards or discharge requirements.

The project would be connected to the city's storm water infrastructure and therefore, through this and with compliance with existing regulations, impacts would be less than significant.

(e) The site can be adequately served by all required utilities and public services:
The project would be located in an existing highly urban area served by existing public utilities and services. A substantial increase in demand for services or utilities would not be anticipated with implementation of the proposed project. The City of Los Angeles provides water, sewer, and solid waste collection services to the existing commercial building and would continue to provide these services to the proposed project. Other services, including gas and electricity, would also continue to be provided to the proposed project by existing service providers.

The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California (SoCal) Gas Company, the Los Angeles Police Department (Wilshire Division), the Los Angeles Fire Department (South

Bureau), Los Angeles Unified School District, Los Angeles Public Library, and other public services. The proposed project would not require the expansion of public services (fire, police, schools, parks, and libraries) or existing water, wastewater or stormwater drainage facilities; and the City would have sufficient water supplies and landfill capacity for the proposed project. Therefore, the site can be adequately served by all required utilities and public services. Please refer to the Initial Study for the full analysis.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project:

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project qualifies for a Class 32 Categorical Exemption. Because the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats The requested project will not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The proposed project involves the construction, use, and maintenance of a new, six-story, 72-foot high, mixed-use building consisting of 58 residential dwelling units and approximately 7,400 square feet of commercial space. The project will set aside six units for Very Low Income Households and will set aside an additional two units for Moderate Income Households. The project will provide 82 automobile parking spaces located within three subterranean parking levels. Under LAMC Section 12.22-A,25, the requested entitlement for a Density Bonus allows for the applicant to request certain deviations from the code (in this case, deviations relating to density, parking, floor area, and setbacks) in exchange for providing a minimum amount of affordable housing as part of the proposed development, subject to certain findings.

The development of the project site with 58 dwelling units is consistent with the zone and land use designation of the site, as designated by the Wilshire Community Plan, and as permitted by the City's Density Bonus Ordinance (LAMC Section 12.22-A,25). A successive project of the same type and nature would reflect a development that is consistent with the underlying land use designation and Los Angeles Municipal Code. Any such project would be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge,

building code and regulated construction methods, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. Additionally, the succession of multi-family residential projects developed to the permitted density, floor area, and height, as requested and approved on the subject site, will not result in cumulative impacts. Please refer to the Initial Study for the full analysis.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project proposes the construction of a six-story mixed-use building consisting of 58 residential units and 7,400 square feet of ground floor commercial uses in a full developed urban setting. The project will be required to adhere to any and all building code requirements intended to reduce environmental impacts to less than significant levels. Thus, the project will not result in activity that will have a significant effect on the environment due to unusual circumstances.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. As such, this exception does not apply to the proposed project.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site has not been identified as a hazardous waste site. Hazardous materials are defined as any solid, liquid, or gas that can harm people, other living organisms, property, or the environment. The project site is not located in Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. There are no oils wells located on the project site. There are no elevators or in-ground hydrologic systems, no monitoring or water supply wells, or above- or below-ground storage tanks on the project site. No potentially fluid-filled electrical equipment is located on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. The project site is located within a Methane Zone and would be subject to the requirements of the City Methane Ordinance. These regulatory requirements are applied for all projects in the City located within a Methane Zone in order to avoid any significant impacts.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Development of the project would involve the demolition of an existing commercial office building and construction of a residential building containing 58 residential dwelling units

and 7,400 square feet of ground floor commercial uses. The existing building is not historic, there are no nationally or locally designated historic buildings on the project site, and the project is not located in a historic district. The project site is located within the Wilshire Community Plan. That area was surveyed for historic resources by Survey LA (Historic Resources Survey Report, January 2015). There are no resources identified on the project site. There are no resources in the vicinity of the project site where the significance of the resource could be impacted by the project.

CONCLUSION

As outlined above, the proposed project is located in a developed, urbanized area, which is not a particularly sensitive environment and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant cumulative impacts. The project is consistent with the surrounding developments, including established residential uses and commercial uses, and does not present any unusual circumstances, nor would it constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, based on the facts herein, it can be found that the project meets the qualifications of the Class 32 Categorical Exemption and the Categorical Exemption reflects the Lead Agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 763, 200 North Spring Street.

CATEGORICAL EXEMPTION
8000 Beverly Project
February 2018

1. PROJECT INFORMATION

Project Title: 8000 Beverly Project

Document Type: Categorical Exemption (CE) for a new residential and commercial development.

Environmental Nos.: ENV-2017-881-EAF
CPC-2017-880-DB

Project Location: 8000 West Beverly Boulevard, Los Angeles, CA 90048

Lead Agency: City of Los Angeles, Department of City Planning
200 N. Spring Street, Room 750, Los Angeles, California 90012
Jordann Turner, City Planner
(213) 978-1365, jordann.turner@lacity.org

Applicant: Beverly Pacifica, LLC
8322 Beverly Blvd, Suite 301, Los Angeles, CA 90048

Prepared By: CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315, Van Nuys, CA 91406

Organization of CE

1 Project Information

2 Regulatory Setting

3. Project Description

4 Impact Analysis

Guideline 15300.2. Exceptions

Guideline 15332. In-Fill Development Projects) Analysis

Appendices:

A Plans, Plus Architects, January 2018.

B-1 Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016.

B-2 LADOT Approval Letter, March 14 2018 and January 11, 2017.

B-3 Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

C Noise Appendix, DKA Planning, January 2018.

D Air Quality Appendix, DKA Planning, January 2018.

E-1 Wastewater Response, Los Angeles Bureau of Sanitation, January 18, 2017.

E-2 Water and Power Response, Los Angeles Department of Water and Power, February 27, 2017.

F-1 Schools Response, Los Angeles Unified School District, January 24, 2017.

F-2 Parks Response, Los Angeles Department of Recreation and Parks, February 1, 2017.

2. REGULATORY SETTING

California Environmental Quality Act (CEQA) Guidelines, Article 19 (Categorical Exemptions):

15300. CATEGORICAL EXEMPTIONS

> *Section 21084 of the Public Resources Code requires these Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.*

15300.2. EXCEPTIONS

> *(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*
>
> *(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*
>
> *(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*
>
> *(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*
>
> *(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*
>
> *(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with 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.

3. PROJECT DESCRIPTION

This section is based on the following item, included as Appendix A of this CE:

A Plans, Plus Architects, January 2018.

Project Location

The Project Site is located on the southwest corner of Beverly Boulevard and Edinburgh Avenue.

See **Figure 1, Regional Map**, for the location within the context of the City.

See **Figure 2, Aerial Map**, for the Project Site and surrounding areas.

The Site is approximately 6 miles west of Downtown Los Angeles and approximately 9 miles east of the Pacific Ocean. The Site is located within the Wilshire Community Plan (WCP). The WCP area is often spoken of as the Mid-City section of Los Angeles. The eastern edge of the approximately 2.5-mile wide by 6-mile long plan area is about 6 miles west of downtown Los Angeles, while the western edge abuts the City of Beverly Hills.

The WCP is bounded by Melrose Avenue and Rosewood Avenue to the north; 18th Street, Venice Boulevard and Pico Boulevard to the south; Hoover Street to the east; and the Cities of West Hollywood and Beverly Hills to the west. Wilshire is surrounded by the City of Los Angeles community plan areas of Hollywood to the north; South Central Los Angeles and West Adams-Leimert-Baldwin Hills to the south; Silverlake-Echo Park and Westlake to the east; and West Los Angeles to the west. The WCP is generally southwest of the Hollywood Freeway (U.S. 101), which is oriented northwest-southeast across the northeast corner of the Plan Area at Vermont and Rosewood Avenues. The Hollywood Freeway is the only freeway within the Wilshire plan area. The Harbor Freeway (I-110) is located one mile to the east; the Santa Monica Freeway (I-10) is located one mile to the south; and the San Diego Freeway (I-405) is approximately five miles to the west of the community boundaries. The Metro Red Line subway also serves the WCP, running along portions of Wilshire Boulevard and Vermont Avenue. The WCP has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards including Wilshire, Pico, La Cienega, Western and Vermont. The plan area east of Western Avenue contains large concentrations of higher-density residential neighborhoods surrounding the regional commercial area known as Wilshire Center.[1]

Regional and Local Access

Regional access is provided by the Santa Monica Freeway (I-10) located approximately 3 miles south of the Site at Washington Boulevard and Fairfax Avenue and the Hollywood Freeway

[1] Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf

(US-101) located approximately 4 miles to the east at Vermont Avenue and Beverly Boulevard. Local access is provided by 3rd Street, Fairfax Avenue, Beverly Boulevard, and Melrose Avenue.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (Metro) and Los Angeles Department of Transportation (LADOT) serve the Project Site on Fairfax: Metro lines Rapid 780, Local 14/37, Local 217, Local 218, and LADOT Fairfax DASH.

Site Characteristics

The Project Site is rectangular-shaped. The Project Site's assessor parcel number (APN), zoning, land use designation, and lot size is listed on **Table Project-1, Project Site**. The Lot Area is approximately 14,358 square feet (or 0.329 acres). The addition of half the alley (1,310 square feet) brings the total to 15,668 square feet.[2]

The Project Site is zoned C2-1VL-1 (Commercial, Height District 1-Very Limited, Oil Drilling District U-175[3]) and R1V3 (Residential, variable-mass zones development standard[4], the General Plan land use designation is Neighborhood Office Commercial and Low II Residential.

The Project Site C2 portion is within the Transit Priority Area in the City of Los Angeles (ZI-2452).

The Site R1 portion is within the R1 Variation Zones (ZI-2463); Modification to SF Zones and SF Zones Hillside Area Regulations (ZI-2462); and Transit Priority Area in the City of Los Angeles (ZI-2452).

Table Project-1
Project Site

Address	Size (sf)	APN	Zone	General Plan Land Use
8000 W. Beverly Boulevard	6,097.3	5511-003-024	C2-1VL-O	Neighborhood Office Commercial
8004 W. Beverly Boulevard	5,507.2			
8008 W. Beverly Boulevard	2,753.5			
139 N. Edinburgh Avenue	6,538.4	5511-003-004	R1V3	Low II Residential

Source: Zone Information & Map Access System (*ZIMAS):* http://zimas.lacity.org/.
Table by CAJA Environmental Services, January 2018.

2 Plans, Plus Architects, January 2018.
3 Ordinance No. 146,330: http://planning.lacity.org/PdisCaseInfo/Home/GetDocument/YWJlMmE5MTEtMmYxNS00NTRlLTgzMDctYmRkMjFhZTc3ODg50
4 R1V3 for lot area between 6,001 and 7,000 square feet allows .43:1 FAR.

Figure 1, Regional Map

Figure 2, Aerial Map

Existing Uses

The Project Site's C2 portion contains an existing 11,250 square-foot office building.[5] The building will be removed as part of the Project.

The Site's R1 portion contains 19 existing parking spaces with landscaping. It is legally used as a surface parking lot.[6] The portion will remain as parking with landscaping.

Surrounding Uses

North of the Site is Beverly Boulevard, a Modified Avenue I (Major Highway) and is a major commercial corridor with existing commercial retail businesses (zoned C2-1VL).

South of the Site is an alley and a surface parking lot and single family residential (zoned R1-1).

West of the Site is a 3-4 story hotel building (zoned C2-1VL-O).

East of the Site is Edinburgh Avenue and commercial uses (zoned C2-1VL-O).

The nearest existing residential uses are:

- 138 Laurel Avenue, approximately 60 feet southwest of the Site across the alley.
- 133 Edinburgh, approximately 70 feet south of the Site across the alley.

Proposed Project

The Project would develop a 6-story mixed-use building with 58 residential apartment units over 7,400 square feet of ground floor commercial (anticipated to be 5,500 square feet of restaurant and 1,900 square feet of retail).[7]

The 58 units include 37 studio units and 21 1-bedroom units.

The 58 units include 50 market + 8 units affordable (6 very low + 2 moderate income).

Floor Area

The Project Site is approximately 14,358 square feet and the half of the alley portion[8] is 1,310 square feet for a total of 15,668 square feet. The density allows 1 unit per 400 square feet, or 40

5 Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016.
6 LADBS Permit No. 1967LA54198. The LAMC previously allowed parking in the on transitional R1 parcels.
7 Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.
8 LAMC Section 12.22.C.16 allows the Applicant to use ½ of the adjacent alley width for purposes of calculating residential density.

base units. The Project would seek a 45% density bonus (or 18 units) for a total of 58 units allowed. Proposed floor area ratio (FAR) is 4.05:1, or 58,150 square feet. The Project would be 58,150 square feet of floor area and an additional 35,340 square feet of subterranean parking garage area. The Project seeks an off-menu incentive/waiver of development standards ("Waiver") to allow the proposed FAR in lieu of the allowed 1.5:1 FAR.

Height

The Project has a maximum height of 72 feet concentrated toward Beverly Boulevard. Height decreases as the Project approaches residential uses to the south of Beverly Boulevard. The Project would seek a waiver to allow a maximum height of 72'-0" and 6 stories in lieu of all otherwise applicable height limitations.

Access

Vehicle access will be provided via the existing 20-foot wide alley to the rear (south) of the Site that provides access to 5 parking spaces to the rear of the building. The alley would connect to a driveway at the southwest corner of the Site that provides ingress/egress to the 3 level subterranean parking garage. The alley operates east-west and intersects with both Edinburgh Avenue and Laurel Avenue. Edinburgh Avenue and Laurel Avenue are local streets with lower traffic volumes and one lane in each direction. A ground floor loading zone will be provided off the alley.

Parking

Table Project-2, Vehicle Parking, provides the amount of required and provided parking.

Table Project-2
Vehicle Parking

Use	Amount (size)	Rate	Total spaces
Required			
Commercial	7,400 sf	1 space / 250 sf	30
Bicycle Credit (allowed 30% of required commercial)			-6
Residential	58	1 space / unit	58
		Total Required	**82**
Provided			
Ground Floor			5
Garage P1			21
Garage P2			24
Garage P3			32
		Total Provided	**82**
Plans, Plus Architects, January 2018. Table by CAJA Environmental Services, January 2018.			

Bicycles

LAMC 12.21 A.16(a)(2) requires new projects to provide bicycle parking spaces. 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. **Table Project-3, Bicycle Parking Required**, provides the amount of required bike parking. The Project would provide at least code-required bike parking.

Table Project-3
Bicycle Parking Required

Use	Amount	Rate	Short-Term	Long-Term
Commercial	7,400 sf	1 per 2,000 sf (short-term) 1 per 2,000 sf (long-term)	8	8
Residential	58 units	1 per 10 units (short-term) 1 per unit (long-term)	6	58
		Total Required	**14**	**66**
Plans, Plus Architects, January 2018. Table by CAJA Environmental Services, January 2018.				

Open Space

Table Project-4, Open Space, provides the amount of required open space and the amount provided.

Table Project-4
Open Space

Use	Amount	Rate	Total
Required			
Residential	58 units	100 sf / unit	5,800 sf
		Total Required	**5,800 sf**
Provided			
Private Open Space (58 units x 50 sf)			2,900 sf
Gym on 5th Floor			970 sf
Public Deck on 5th Floor			735 sf
Public Deck on 6th Floor			1,470 sf
		Total Provided	**6,075 sf**
Plans, Plus Architects, January 2018. Table by CAJA Environmental Services, January 2018.			

Vegetation

There is decorative landscaping around the Site. The entire east and north facades of the building are covered with clinging vegetation. There is one palm tree to the rear of the Site, and four palm trees on the sidewalk along Beverly Boulevard. The R1 parking area has vegetation around its walls.

Green/Conservation Features

The Project will comply with the Los Angeles Green Building Code (LAGBC), which is based on the 2017 California Green Building Standards Code (CalGreen).[9]

Construction Information

The estimated construction schedule is shown in **Table Project-5, Construction Schedule**. Operation would begin in 2022.[10] The amount of materials exported will be up to 20,000 cubic yards.[11] The Project will contain three subterranean levels in addition to any other excavation typically required for foundation and utility work. Truck haul routes are expected to utilize the most convenient access to freeway ramps. The haul routes would comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. It is anticipated that the export will be transported to the Azuma Land Reclamation in Azusa. The estimated haul route is approximately 32 miles and will generally include: Local streets (Beverly Boulevard) to US-101 south freeway to I-10 west freeway to I-605 north freeway to I-210 west freeway to Irwindale to Gladstone.

Table Project-5
Construction Schedule

Phase	Duration
Demolition	January 6, 2020 – January 27, 2020
Grading	January 28, 2020 – March 27, 2020
Construction	March 30, 2020 – July 2, 2021
Architectural Coatings	July 5, 2021 – August 20, 2021
Construction schedule, including start, end, and duration dates are estimates only. Estimates provided by the Applicant, updated January 2018. Table: CAJA Environmental Services, January 2018.	

Discretionary Actions

The Project will require approval of the following discretionary actions: [12]

1) Conditional use approval pursuant to LAMC Section 12.24.U.26 to allow an additional density bonus of 10 percent over the requested 35 percent ministerial density bonus for a total density bonus of 45 percent;

9 Los Angeles Department of Building and Safety: http://ladbs.org/LADBSWeb/green-bldg.jsf
10 Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.
11 Estimates provided by the Applicant, December 2016.
12 Project representation, January 2018.

2) Off-Menu Incentives/Waivers of Development Standard pursuant to LAMC Section 12.22.A.25(g)(3) and California Government Code Section 65915(e) for the following:

- An FAR or 4.05 to 1 in lieu of the otherwise permissible FAR of 1.5 to 1 allowed in the No. 1 Height District for commercially zoned property;
- A maximum height of 6 stories and 72 feet in lieu of the otherwise permissible 45 feet allowed by the VL zoning designation; and
- A 5 foot interior lot line rear yard in lieu of the otherwise required 18 foot rear yard.

3) Any additional actions as may be deemed necessary or desirable, including but not limited to, grading, excavation, and building permits.

The Applicant will also request a ministerial density bonus of 35 percent with Parking Option 1.

4. IMPACT ANALYSIS

Guideline 15300.2. Exceptions

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The Project is seeking a Class 32 In-Fill Exemption. The Project is within an in-fill urban area of the City of Los Angeles. There is no specific sensitive environmental condition that could occur.

(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The Traffic Impact Report and Updated Project Description & Significant Impact Analysis provided a list of 55 related projects that are proposed to be developed in the area. The traffic study, air quality, and noise analyzes incorporate the mobile trips of all these related projects. The uses include the following cumulative totals:

Residential	3,003 units
Hotel	903 rooms
Restaurant	129,120 square feet
Commercial	1,310,700 square feet
Office	469,609 square feet
School	401 students
Cumulative totals from the 55 related projects.	

The nearest related projects are:

- No. 28, 8001 Beverly Boulevard, a retail and restaurant project approximately 95 feet north of the Site across Beverly. This Project is undergoing its own CEQA analysis and conducting an MND to ensure impacts are reduced to less than significance.

- No. 41, 8070 Beverly Boulevard, an assisted living and medical clinic project approximately 200 feet west of the Site. This project contains different uses than the proposed Project.

Each of the related projects would be subject to their own CEQA analysis to evaluate potential impacts and provide mitigation measures where appropriate. The other related projects have

several intervening buildings and major roadways in between, and are at least 0.25 miles away or more, distances ensure that any other localized impacts of the related project would not combine with the Project.

Aesthetics

Development of the Project in conjunction with the related projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. With respect to aesthetics and views, and shade and shadow impacts, none of the related projects are located in proximity to the Project Site such that their development would affect the aesthetic character of the site or its immediate surroundings. In addition, there are no scenic or protected views in the area, and the view corridor along Beverly Boulevard is not unique or provides a distinct vantage point, especially to the west in the directions of the related project. Development of related projects is expected to occur in accordance with adopted plans and regulations including SB 743 exemptions for aesthetics and parking for transit priority projects. Therefore, cumulative aesthetic impacts would be less than significant.

Agriculture and Forestry Resources

Development of the Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category. The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

Air Quality

Cumulative air quality impacts from construction and operation of the Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. Thus, because the construction-related and operational daily emissions associated with Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Project would not be cumulatively considerable.

Biological Resources

Development of the Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

Cultural Resources

Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Project's impacts to cultural resources concluded that the Project would have no significant impacts with respect to cultural resources following appropriate regulatory measures for archaeology, paleontology, and human remains. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

Geology and Soils

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, Project impacts would be reduced to less than significant levels. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Greenhouse Gas Emissions

As climate change impacts are cumulative in nature, no typical single project can result in emissions of such a magnitude that it, in and of itself, would be significant on project basis. Therefore, the Project would result in less than significant cumulative impacts on global climate change.

Hazards and Hazardous Materials

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the related projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's hazards and hazardous materials impact concluded that, through the implementation of the mitigation measures recommended above, Project

impacts would be reduced to less than significant levels. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hazard and hazardous materials impacts would be less than significant.

Hydrology and Water Quality

The Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related projects, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the Low Impact Development Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

Land Use

None of the related projects would physically divide an established community or conflict with a habitat conservation plan because they are all in urban areas. There are no City or County significant ecological areas in the related projects.[13] Therefore, cumulative land use impacts would be less than significant. Compliance with City's land use standards would ensure that any cumulative impacts related to land use would be less than significant. Further, all related projects would be individually evaluated for consistency with applicable land use standards. Project would not make a cumulatively considerable contribution to land use planning, and cumulative impacts would be less than significant. Therefore, cumulative land use impacts would be less than significant.

Mineral Resources

Development of the Project in combination with the related projects would not result in the loss of availability of mineral resources. The Project Site and the surrounding area are highly urbanized area and do not include any MRZ zones. Therefore, no cumulative impact would occur.

[13] Navigate LA, City of Los Angeles, Bureau of Engineering, Significant Ecological Areas layer: http://navigatela.lacity.org/index01.cfm

Noise

The related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. Construction-period noise for the Project and each related project (that has not yet been built) would be localized in nature. The related projects are further away from the Project Site than the analyzed sensitive receptors for noise and impacts were shown to be less than significant. Any construction noise, were it to occur concurrently with the Project, would be attenuated by the distance along Westwood Boulevard. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as implement any mitigation measures that may be prescribed pursuant to CEQA. With respect to cumulative traffic noise impacts, it should be noted that the Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Impact Study. Based on the Project's estimated trip generation, the Project plus future cumulative baseline conditions would not have the potential to create a significant cumulative impact. As such, the Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with construction noise would be less than significant.

Population and Housing

The related projects would introduce additional residential, commercial, and office uses, and other related uses to the City of Los Angeles. Any residential related projects would result in direct population growth. The Project would not displace any residents. The related projects include 3,003 net new residential units, which generate approximately 8,438 residents.[14] The Project adds 58 units and 163 residents. The City is expected to increase its population by approximately 411,596 persons from 2016-2025. The Project and related projects would not exceed this projection. Therefore, the Project's cumulative impacts to population and housing would be less than significant.

Public Services

Given the geographic range of the Related Projects, they would be served by a variety of fire stations.[15] The Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, each of the related projects in the City of Los Angeles would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic

[14] Assumes 2.81 persons per household per the City density in the 2010 US Census.
[15] LAFD Fire Station Finder: http://www.lafd.org/fire_stations/find_your_station

fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to fire protection services impacts, and, as such cumulative impacts on fire protection would be less than significant.

The Project, in combination with the related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection would be less than significant.

The Project, in combination with the related projects is expected to result in a cumulative increase in the demand for school services. These related projects would have the potential to generate students that would attend the same schools as the Project. However each of the new housing units, commercial, and industrial uses would be responsible for paying mandatory school fees to mitigate the increased demands for school services. Cumulative impacts on schools would be less than significant.

Development of the Project in conjunction with the related projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio. However, each of the residential related projects is required to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Each

residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Project would not make a cumulatively considerable impact to parks and recreational facilities and cumulative impacts would be less than significant.

Given the geographic range of the Related Projects, they would be served by a variety of libraries.[16] Development of the related projects would likely generate additional demands upon library services. The However, there are no planned expansions or new libraries by the LAPL that would be considered a significant impact. Therefore, the cumulative impacts related to library facilities would be less than significant.

Transportation/Traffic

Development of the Project in conjunction with the related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. The methodology for traffic analysis included both an individual project level analysis (existing With Project scenario) and a cumulative impact analysis (Future baseline w/Project scenario). This cumulative future includes the related projects. The future with Project analysis shows that there would be a less than significant impact to study intersections. Therefore, the Project's cumulative impact is considered less than significant.

Tribal Cultural Resources

The Project and Related Projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding tribal resources. This resource area is site and locally specific so that each Related Project would need to be evaluated within its own site-specific context. In addition, any Related Project within a historic district or affecting a historic resource would require a historic resource evaluation to ensure that removal of an existing building, addition of a new building, and/or conversion would not impact the historic resource in the area. The Project will have no historic impact and a less than significant impact on tribal resources, with implementation of required regulatory compliance measures. Cumulative impacts on tribal resource will be less than significant.

Utilities and Service Systems

Development of the Project, in conjunction with cumulative growth throughout the City of Los Angeles (including the related projects), would further increase the generation of wastewater, demand for potable water within the City, and increase regional demands on landfill capacity.

Individual sewer and water infrastructure is location and site-specific and made on a case by case basis. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2040. Demands on

[16] LAPL Locations: http://www.lapl.org/branches

water consumption, wastewater generation, and solid waste generation resulting from the Project would be less than significant with implementation of provided mitigation measures (where applicable). These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the related projects in the City. In addition, some related projects could be subject to SB 610, which requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand. Ultimately, the wastewater and water facilities (HTP and LAAFP) and the Puente Hills MRF, Sunshine Canyon landfill, and Mesquite landfill have adequate capacity to accommodate the project and related projects along with the general growth within the City. The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and cumulative impacts would be less than significant.

As shown on **Table Cumulative-1, Cumulative Estimated Wastewater Generation**, it is estimated the related projects and the Project will generate a net total of approximately 731,148 gallons per day (gpd) (or 0.73 mgd) of wastewater. The HTP has adequate capacity (88 mgd) to accommodate the Cumulative total. The Project represents 2.5 percent of the cumulative total and would not make a cumulatively considerable contribution and a less than significant cumulative impact would occur.

Table Cumulative-1
Cumulative Estimated Wastewater Generation

Land Use	Size	Wastewater Generation Rates	Total (gpd)
Residential	3,003 units	150 gallons / unit	450,450
Office	469,609 sf	120 gallons / 1,000 sf	56,353
Retail	1,310,700 sf	50 gallons / 1,000 sf	65,535
Restaurant	129,120 sf	300 gallons / 1,000 sf	38,736
Hotel	903 rooms	120 gallons / room	108,360
Students	401 students	11 gallons / student	4,411
		Related Projects	**723,845**
		Proposed Project	**7,303**
		Cumulative (Related + Project)	**731,148**

Note: sf = square feet; gpd = gallons per day

Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf

Residential units include a variety of types and unknown number of bedrooms. This analysis assumes an average of two-bedroom units, which will balance the studio and 1-bedroom units with larger units.

Since some of the related projects do not contain enough details to determine specific types within a given land use category, the rates selected here include the largest generator to show a most conservative impact.

Retail includes two rates (one for less than 100,000 sf and one for greater than 100,000 sf). This analysis includes the larger rate for a greater generator to show a most conservative impact.

Table: CAJA Environmental Services, January 2018.

Water

As shown on **Table Cumulative-2, Cumulative Estimated Water Demand**, it is estimated the related projects and the Project will demand a net total of approximately 731,148 gallons per day (gpd) (or 0.73 mgd) of water. The LAAFP has adequate capacity (between 50 and 150 mgd, during summer and non-summer months, respectively) to accommodate the cumulative total. The Project represents 2.5 percent of the cumulative total.

The 2015 UWMP was adopted in June 2016 and projects a demand of 611,800 AFY in 2020 and 644,700,000 AFY in 2025.[17] The cumulative total is approximately 520 AFY, which is within the supply of the UWMP and accommodated by any project that conforms to the General Plan and zoning. Related projects that do not would be required to demonstrate that there is adequate supply, through a Water Supply Assessment for example. The Project would not make a cumulatively considerable contribution and a less than significant cumulative impact would occur.

Table Cumulative-2
Cumulative Estimated Water Demand

Land Use	Size	Water Demand Rates	Total (gpd)
Residential	3,003 units	150 gallons / unit	450,450
Office	469,609 sf	120 gallons / 1,000 sf	56,353
Retail	1,310,700 sf	50 gallons / 1,000 sf	65,535
Restaurant	129,120 sf	300 gallons / 1,000 sf	38,736
Hotel	903 rooms	120 gallons / room	108,360
Students	401 students	11 gallons / student	4,411
		Related Projects	**723,845**
		Proposed Project	**7,303**
		Cumulative (Related + Project)	**731,148**

Note: sf = square feet; gpd = gallons per day
Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf
Residential units include a variety of types and unknown number of bedrooms. This analysis assumes an average of two-bedroom units, which will balance the studio and 1-bedroom units with larger units.
Since some of the related projects do not contain enough details to determine specific types within a given land use category, the rates selected here include the largest generator to show a most conservative impact.
Retail includes two rates (one for less than 100,000 sf and one for greater than 100,000 sf). This analysis includes the larger rate for a greater generator to show a most conservative impact.
Table: CAJA Environmental Services, January 2018.

[17] 2015 Urban Water Management Plan, Los Angeles, pg. ES-23.

As shown on **Table Cumulative-3, Cumulative Estimated Solid Waste Generation**, it is estimated the related projects and the Project will generate a net total of approximately 115,882 pounds per day of solid waste (or 58 tons). The Sunshine Canyon landfill has adequate capacity (remaining daily intake availability of 4,993 tpd) to accommodate the cumulative total. The Project represents 0.6 percent of the cumulative total. The Project would not make a cumulatively considerable contribution and a less than significant cumulative impact would occur.

Table Cumulative-3
Cumulative Estimated Solid Waste Generation

Land Use	Quantity	Solid Waste Rates	Total (pounds)
Residential – 3,003 units	8,438 persons	4.7 pounds / resident	39,659
Office – 469,609 sf	2,247 employees	11.1 pounds / employee	24,942
Retail – 1,310,700 sf	3,552 employees	11.1 pounds / employee	39,427
Restaurant – 129,120 sf	333 employees	11.1 pounds / employee	3,696
Hotel - 903 rooms	664 employees	11.1 pounds / employee	7,370
School – 401 students	13 employees	11.1 pounds / employee	144
		Related Projects	**115,238**
		Proposed Project	**644**
		Cumulative (Related + Project)	**115,882**

Note: sf = square feet
Rates: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/LGcentral/GoalMeasure/DisposalRate/MostRecent/default.htm
SCAG and LAUSD employee generation rates.
Hotel Rooms: average budget room is 300 to 400 square feet. http://www.dimensionsinfo.com/hotel-room-size/. This analysis assumes 500 square feet per room, to account for additional services and amenities.
Table: CAJA Environmental Services, January 2018.

The related projects are served by LADWP, same as the Project Site, and thus are counted as part of cumulative analysis. As shown in **Table Cumulative-4, Cumulative Estimated Electricity Demand**, the cumulative projects would demand approximately 47.2 million kw-h/year (47 gw-h/year) of electricity. The LADWP forecasts that in 2018-19, the total adjusted electricity sales (load forecast) will be 26,638 gigawatt-hours (gw-h) with residential uses consisting 8,242 gw-h and commercial uses consisting of 12,413 gw-h. The peak demand would be 5,650 megawatts (mw).[18] The cumulative annual electricity consumption would represent

[18] LADWP, 2014 IRP, Table A-1, page A-5: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=9kjcyeafd_4&_afrLoop=1178238919540287.

approximately 0.18 percent of the forecasted electricity demand in 2018-19.[19] Thus, there is adequate supply capacity to serve the cumulative projects. Thus, the cumulative projects are within the anticipated demand of the LADWP system. In other words, there is adequate energy capacity to service the Project and the related projects. Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate electrical demand. Each related project would be required to be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the Los Angeles Green Building Code. Further, each related project would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure. Therefore cumulative impacts would be less than significant.

Table Cumulative-4
Cumulative Estimated Electricity Demand

Land Use	Size	Electricity Rates	Total (kw-h / yr)
Residential	3,003 units	5,626.5 kw-h / unit	16,896,379
Office	469,609 sf	12.95 kw-h / sf	6,081,437
Retail	1,310,700 sf	9.95 kw-h / sf	13,041,465
Restaurant	129,120 sf	47.45 kw-h / sf	6,126,744
Hotel	903 rooms	9.95 kw-h / sf	4,492,425
School	401 students	9.95 kw-h / sf	119,698
		Related Projects	**46,758,148**
		Proposed Project	**494,279**
		Cumulative (Related + Project)	**47,252,427**

sf =square feet; kw-h = kilowatt-hour; yr = year
Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate
The LADWP does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.

Hotel Rooms: average budget room is 300 to 400 square feet. http://www.dimensionsinfo.com/hotel-room-size/. This analysis assumes 500 square feet per room, to account for additional services and amenities.
Schools: Assume 900 square feet per 30 students.

Table: CAJA Environmental Services, January 2018.

All of the related projects are served by the same natural gas service as the Project (SCG). The Project's contribution to the cumulative natural gas demand would not be substantial. Therefore, Project impacts to natural gas demand would not be cumulatively considerable or significant. These estimates do not account for energy reduction features employed by the Project or related projects. Each of the related projects would be evaluated within its own context with

[19] 47 / 26,638 x 100% = 0.18%

consideration of energy conservation features that could alleviate natural gas demand. Further, each related project would need to be consistent with the building energy efficiency requirements of Title 24 as well as how SCG serves each location with its existing distribution infrastructure.

As shown in **Table Cumulative-5, Cumulative Estimated Natural Gas Demand**, the cumulative projects are estimated to demand approximately a net increase of 19.5 million cf/month of natural gas (or 652,827 cf/day). The natural gas demand is based on natural gas usage rates from the SCAQMD and without taking credit for the cumulative projects' energy conservation features, which would reduce natural gas usage. The approximate demand is based on the best available data and is intended to provide an analysis of the estimated demand in comparison to SCG's overall supply. The SCG retail core peak day demand in 2016 is estimated at 2,947 million cf/day and 2021 is estimated at 2,875 million cf/day.[20] The increase of 0.54 million cf/day represents approximately 0.02 percent of the 2021 peak demand. Thus, there is adequate supply capacity and no impacts would occur.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The related projects would be in compliance with the City's Green Building Ordinance (for the City of Los Angeles) and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards.

All forecasted growth would incorporate design features and energy conservation measures, as required by Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2018-2030. Thus, there is a plan to secure natural gas supplies to meet demand. Therefore cumulative impacts would be less than significant.

Table Cumulative-5
Cumulative Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf / mo)
Residential	3,003 units	4,011.5 cf / unit	12,046,534
Office	469,609 sf	2.0 cf / mo	939,218
Retail	1,310,700 sf	2.9 cf / mo	3,801,030

[20] 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf

Table Cumulative-5
Cumulative Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf / mo)
Restaurant	129,120 sf	2.9 cf / mo	374,448
Hotel	903 rooms	4.8 cf / mo	2,167,200
School	401 students	2.9 cf / mo	34,887
		Related Projects	**19,363,317**
		Proposed Project	**221,502**
		Cumulative (Related + Project)	**19,585,819**

sf =square feet; cf = cubic feet; mo = month
Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate
The SCG does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Hotel Rooms: average budget room is 300 to 400 square feet. http://www.dimensionsinfo.com/hotel-room-size/. This analysis assumes 500 square feet per room, to account for additional services and amenities.
Schools: Assume 900 square feet per 30 students.
Table: CAJA Environmental Services, January 2018.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The Project would not have a significant effect on the environment and there are no unusual circumstances associated with the Project, the Project Site, or the vicinity. As discussed, the Project Site and vicinity are highly urbanized, previously developed, and flat.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted Negative declaration or certified EIR.

The Project Site is not located within or along a designated scenic highway, corridor, or parkway.[21] Beverly Boulevard is not designated scenic highways in the area around the Project Site.[22]

[21] California Scenic Highway Mapping Systems: http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm
[22] Mobility Element 2035: http://planning.lacity.org/documents/policy/mobilityplnmemo.PDF

The Site is contains decorative landscaping around the Site, including having the entire east and north facades of the building covered with clinging vegetation, one palm tree on the rear of the Site, and four palm trees on the sidewalk along Beverly Boulevard. If the Project affects or removes such trees, it will be done according to the required regulatory measures that the City has established including the Tree Replacement Program.

The Site is not identified by the City in any HPOZs, HCM, or Historic Preservation Review.[23] None of the Project Site's structures are considered historic resources subject to CEQA. The Project's demolition of the existing structures, therefore, will not involve the demolition of any historic resources.

The Project will have no significant impact, and no mitigation measures are required. As per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment."

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to section 65962.5 of the government code.

In meeting the provisions in Government Code Section 65962.5, commonly referred to as the "Cortese List," database resources that provide information regarding identified facilities or sites include EnviroStor, GeoTracker, and other lists compiled by the California Environmental Protection Agency.

According to EnviroStor, there are no cleanup sites (Federal Superfund, State Response, Voluntary Cleanup, School Cleanup, Evaluation, School Investigation Military Evaluation, Tiered Permit, Corrective Action), permitted sites (Operating, Post-Closure, Non-Operating), LUFTs (Leaking Underground Storage Tanks), or SLICS (Spills, Leaks, Investigation, and Cleanup) on, in or under the Project Site.[24]

According to GeoTracker, there are no LUST (Leaking Underground Storage Tanks), cleanup program sites, land disposal sites, military sites WDR (waste discharge requirement) sites, permitted UST facilities, monitoring wells, or California Department of Toxic Substance Control cleanup sites or hazardous materials permits on, in or under the Project Site.[25]

[23] ZIMAS search: http://zimas.lacity.org/.
[24] California Department of Toxic Substance Control, EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, January 20, 2017.
[25] California State Water Resources Control Board, GeoTracker, website: http://geotracker.waterboards.ca.gov/map, January 20, 2017.

The Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.[26] There are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.[27] The Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.[28]

As shown, the Project Site is not located on a list of hazardous material sites or active sites.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

There are no historic resource on the Project Site.[29]

There are no Historic Preservation Overlay Zones (HPOZs) in the area, the nearest being the Miracle Mile North HPOZ, located 3,100 feet to the east.[30] There are no Los Angeles Historic-Cultural Monuments (HCMs) immediately adjacent to the Site. The nearest are:[31]

- The Leader Building Rooftop Neon Sign (HCM 667) at 346 Fairfax Avenue, 650 feet northeast.

- Farmers Market and Rancho La Brea Adobe (HCM 543) at 6333 3rd Street, 1,700 feet southeast [32]

None of these HCMs is directly visible from the Site due to distances and intervening buildings.

The Beverly Laurel Motor Hotel located at 8014 Beverly Boulevard is adjacent Project Site. It is a good example of the 1960s motel design.[33] The hotel has the following status codes: 3S (appears individually eligible for the National Register); 3CS (appears individually eligible for the California Register); and 5S3 (appears individually for local listing).The Project would not affect views of this building, which is viewed from the Beverly Boulevard right of way. The Project Site's existing building does not contribute to the hotel's motel design expression.

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26 California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf.

27 California Environmental Protection Agency, Cortese List Data Resources, List of "Active" CDO and CAO from Water Board, website: http://www.calepa.ca.gov/sitecleanup/corteselist/.

28 California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: http://www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities.

29 http://preservation.lacity.org/surveyla-findings-and-reports#Wilshire

30 http://preservation.lacity.org/hpoz/la

31 Historic Places LA: http://www.historicplacesla.org/map

32 http://cityplanning.lacity.org/complan/HCM/HCM.CFM

33 http://preservation.lacity.org/sites/default/files/Wilshire%20CPA%20Individual%20Resources_2.pdf

Guideline 15332. In-Fill Development Projects Analysis

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

A significant impact may occur if a project is inconsistent with applicable land use plans or zoning designations and would cause adverse environmental effects, which these regulations are designed to avoid or mitigate. Plan inconsistencies in and of themselves are not a significant impact on the environment cognizable under CEQA, which recognizes only direct physical changes in the environment or reasonably foreseeable indirect physical changes in the environment.[34] Moreover, the City's threshold of significance considers only inconsistencies with policies "adopted for the purpose of avoiding or mitigating an environmental effect." The Framework Element's industrial goals, objectives and policies were adopted for primarily economic purposes, not to avoid or mitigate environmental impacts. To the extent the Framework's provisions arguably reflect environmental considerations, they address whether industrial uses would affect nearby land uses. The Project does not implicate these policies because CEQA considers only the Project's impacts on its environment, not the environment's impacts on the Project.

The legal standard that governs consistency determinations is that a project must only be in "harmony" with the applicable land use plan to be consistent with that plan.[35] The following is a list of applicable plans:

Regional Level

Southern California Association of Governments (SCAG)

- *Regional Comprehensive Plan and Guide (RCPG)*

[34] See Guidelines Section 15064(d)-(e),

[35] See Sequoyah Hills Homeowners Assn. v. City of Oakland (1993) 23 Cal.App.4th 704, 717-18 [upholding a city's determination that a subdivision project was consistent with the applicable general plan]). As the Court explained in Sequoyah, "state law does not require an exact match between a proposed subdivision and the applicable general plan." To be "consistent" with the general plan, a project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning, the project must be "in agreement or harmony with the applicable plan." (see also Greenebaum v. City of Los Angeles (1984) 153 Cal.App.3d 391, 406; San Franciscans Upholding the Downtown Plan, supra, 102 Cal.App.4th at p. 678.) Further, "[a]n action, program, or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment." (Friends of Lagoon Valley v. City of Vacaville (2007) 154 Cal.App.4th 807, 817.) Courts also recognize that general plans "ordinarily do not state specific mandates or prohibitions," but instead provide "policies and set forth goals." (Friends of Lagoon Valley.

- *Regional Comprehensive Plan (RCP)*
- *Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS)*

South Coast Air Quality Management District's (SCAQMD)

- *Air Quality Management Plan (AQMP)*

Los Angeles County Metropolitan Transportation Authority's (Metro)

- *Congestion Management Plan (CMP) for Los Angeles County.*

City of Los Angeles

- *City of Los Angeles General Plan*
- *Wilshire Community Plan*
- *ZI-2443 Neighborhood Conservation ICO – Lower Council District 5*
- *ZI-2452 Transit Priority Area in the City of Los Angeles*
- *Los Angeles Municipal Code*

Consistency with Regional Plans

Regional Comprehensive Plan and Guide (RCPG)

The RCPG was adopted in 1996 by the member agencies of SCAG to set broad goals for the Southern California region, with the exception of the County of San Diego, and to identify strategies for agencies at all levels of government to use in guiding their decision-making. The RCPG identifies significant issues and changes that can be anticipated by the year 2015 and beyond. Adopted policies related to land use are contained primarily in the Growth Management chapter of the RCPG. The primary goal of the Growth Management chapter is to address issues related to growth and land use by encouraging local land use actions that could ultimately lead to the development of an urban form that will help minimize development costs, save natural resources, and enhance the quality of life in the region. SCAG uses the criteria in CEQA Guidelines, Section 15206 to define what a regionally significant project is:

- A proposed local general plan, element, or amendment thereof for which an EIR was prepared.
- A proposed residential development of more than 500 dwelling units.
- A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.

- A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.
- A proposed hotel/motel of more than 500 rooms.
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.
- A project that would result in the cancellation of a Williamson Act Contract for any parcel of 100 or more acres.
- A project for which an EIR was prepared and which is located in and substantially impacting an area of critical environmental sensitivity. This includes the California Coastal Zone.
- A project that would substantially affect sensitive wildlife habitats such as riparian lands, wetlands, bays, estuaries, marshes, and habitats for rare and endangered species.
- A project that would interfere with the attainment of regional water quality standards as stated in the approved areawide wastewater management plan.
- A project that would provide housing, jobs, or occupancy for 500 or more people within 10 miles of a nuclear power plant.
- A project that has the potential for causing significant effects on the environment extending beyond the city or county in which the project would be located.

The Growth Management chapter's overall goals are to:[36]

1. re-invigorate the region's economy,
2. avoid social and economic inequities and the geographical dislocation of communities, and
3. to maintain the region's quality of life.

While the Project is not of the scale to be considered regionally significant based on the criteria above, the Project will nevertheless be consistent with, or not interfere with implementation of, the goals of the Growth Management Chapter of the RCPG. The Project would include commercial uses to provide additional jobs, revenue, and economic activity in the area. The Project would not dislocate a community or increase social or economic inequalities. The Project would include residential and commercial uses near similar compatible uses, such as commercial uses in Los Angeles.

[36] SCAG, RCPG Growth Management Chapter, page 3-1: http://www.scag.ca.gov/rcp/pdf/pastprojects/1996RCPGGrowthManagementChapter.pdf

Regional Comprehensive Plan (RCP)

SCAG's 2008 RCP is a guidance document that was developed in response to the Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving the region's inter-related housing, traffic, water, and air quality challenges. The RCP incorporates input from the RCP Task Force, SCAG's policy committees and subregions, local governments, and other key stakeholders. RCP defines a vision for the SCAG region that includes balancing resource conservation, economic vitality, and quality of life. It also provides a long-term planning framework that describes comprehensive responses to growth and infrastructure challenges and recommends an Action Plan targeted for the year 2035. The RCP does not mandate integrated resources planning; however, SCAG does request that local governments consider the recommendations set forth on the RCP in their General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions. The RCP is an advisory document that contains policies that apply to public and/or private sectors. Public sector includes SCAG, local and state governments, transportation commissions, and resource agencies and conservation groups. Many of the policies apply to SCAG and the public sector, and are intended to inform how SCAG and governments should work to integrate growth and land use planning. The RCP policies are organized in the following categories: Land Use and Housing, Open Space and Habitats, Water, Energy, Air Quality, Solid Waste, Transportation, Security and Emergency Preparedness, and Economy. **Table Land-1, SCAG Regional Comprehensive Plan**, lists the policies that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) policies of the Regional Comprehensive Plan.

Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan (RTP). The Sustainable Communities Strategy (SCS) is a required element of the RTP. The RTP is a blueprint for making the best transportation and land use choices for the future and supporting those choices with wise investments. The RTP will result in more and better travel choices as well as safe, secure, and efficient transportation systems that provide improved access to opportunities, such as jobs, education, and healthcare for our residents. Furthermore, the RTP will create jobs, ensure the region's economic competitiveness through strategic investments in the goods movement system, and improve environmental and health outcomes for the region's 22 million residents by 2040. The RTP is built on the vision of mobility, economy, and sustainability.[37] The RTP contains goals and policies that are directed to transportation planners and decision-makers. They are not applicable to local and private projects, such as this Project. Nonetheless, they are provided below:

Goals

[37] SCAG, RTP: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx

- Align the plan investments and policies with improving regional economic development and competitiveness
- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)
- Actively encourage and create incentives for energy efficiency, where possible
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation
- Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

Policies

1. Transportation investments shall be based on SCAG's adopted regional Performance Indicators
2. Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region
3. RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives
4. Transportation demand management (TDM) and non-motorized transportation will be focus areas, subject to Policy 1
5. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1
6. The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.

7. The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run

8. Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan

Applicability of SCAG Plans

The goals and policies of the RCPG, Sustainability Program, RCP, and RTP/SCS address projects considered to be regionally significant. To monitor regional development, CEQA requires regional agencies, such as SCAG, to review projects and plans throughout its jurisdiction. In the Southern California region, with exception of the County of San Diego, SCAG acts as the region's "Clearinghouse," and collects information on projects of varying size and scope to provide a central point to monitor regional activity.

The Project is not considered to be a regionally significant project pursuant to CEQA Guidelines 15206.[38] The threshold for a residential development is more than 500 dwelling units and for a commercial building is employing more than 1,000 persons or more than 250,000 square feet. The Project would not exceed those thresholds. As such, the Project will not be required to demonstrate consistency with SCAG policies contained in the RCPG, RCP, or RTP. Nonetheless, for purposes of disclosure, the consistency with regional plans is included.

South Coast Air Quality Management District (SCAQMD)

Air Quality Management Plan (AQMP)

In the South Coast Air Basin, cumulative impacts on regional ozone air quality are judged by a project's consistency with the SCAQMD's 2016 Air Quality Management Plan (AQMP).[39] The AQMP works with the Southern California Association of Governments (SCAG) to forecast population growth for the region and develops a long-term attainment plan to accommodate the air pollution impacts of such growth. Because population growth drives the demand for jobs and housing that contribute to regional air pollution, projects that are consistent with regional population forecasts built into the AQMP are considered to have less-than-significant impacts on regional air quality. Consistency with jobs and housing projections are also considered as secondary barometers for growth.

The Project's impacts on regional air quality is accommodated by the overall growth assumptions in the AQMP. Additionally, the Project is infill development that generally produces

[38] CEQA, Section 15206, Projects of Statewide, Regional, or Areawide Significance: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/Handout_CCR_15206_Statewide,Regional,Areawide_052007.pdf, January 4, 2017.

[39] SCAQMD, AQMP: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp

a smaller impact on regional emissions because it accommodates growth in an urban area with commercial density and transportation infrastructure that ultimately reduces vehicle travel demand and activity. The Project is consistent with the AQMP and is considered to have a less-than-significant cumulative effect on regional air pollution.

Los Angeles County Metropolitan Transportation Authority (Metro)

Congestion Management Plan (CMP) for Los Angeles County.

The CMP for Los Angeles County is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. The CMP also seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel, and to propose transportation projects that are eligible to compete for state gas tax funds. Within Los Angeles County, Metro is the designated congestion management agency responsible for coordinating the CMP.

The intersection of Wilshire Boulevard and La Brea Avenue is the nearest CMP intersection, approximately 1.5 miles from the Project Site. It is anticipated that up to 10% of Project trips will go through the intersection during the peak periods which would equate to a maximum of 6 trips during the AM Peak Hour and 6 trips during the PM Peak Hour. This is below the CMP significance threshold. The Project volumes on the area freeways are anticipated to be dispersed throughout the system. It is anticipated that, conservatively, up to 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 9 vehicles during the peak hours. This amount of traffic is below the threshold needed for further evaluation.[40]

Consistency with City and Local Plans

City of Los Angeles General Plan

State law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals.[41] The City's General Plan is a dynamic document consisting of 11 elements, including 10 citywide elements (Plan for Healthy LA, Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Services Systems/Public Recreation Plan, Safety Element, and Mobility Element) and the Land Use Element, which provides individual land use consistency plans for each of the City's 35 Community Plan Areas.

City of Los Angeles General Plan Framework Element

[40] *Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016.*
[41] *California Government Code Section 65300.*

The General Plan Framework Element is a strategy for long-term growth that sets a citywide context to guide the update of the community plan and citywide elements. The General Plan Land Use Framework Element identifies the Project Site as Neighborhood Office Commercial and the LAMC identifies the Project Site as zoned C2-1VL-O.

Neighborhood Districts[42]

Note that the Neighborhood Office Commercial land use designation corresponds to the General Plan's Neighborhood Districts, since the corresponding zoning is C2.

Neighborhood districts are intended focal points of surrounding residential neighborhoods and serve populations of 15,000 to 25,000 residents. They contain a diversity of uses that serve daily needs, such as restaurants, retail outlets, grocery stores, child care facilities, community meeting rooms, pharmacies, religious facilities and other similar uses. The clustering of uses minimizes automobile trips and encourages walking to and from adjacent residential neighborhoods. Pedestrian-oriented areas are encouraged, and the district may be served by a local shuttle service. Physically, neighborhood districts are generally characterized by one- or two-story low-rise structures, particularly in suburban areas of the City. Pedestrian activity will be encouraged by the emphasis on local-serving uses, design of buildings, and incorporation of streetscape amenities. Generally, neighborhood districts are at FAR 1.5:1 or less, and characterized by one- and two-story building, as determined in the community plan. "Traditional" shopping centers, containing a large supermarket anchor with ancillary stores and large open parking areas, also can be considered as neighborhood districts as they offer the opportunity to convert excess surface parking for the introduction of an expanded mix of neighborhood-oriented uses.

Table Land-2, General Plan Land Use, lists the goals, objectives, and policies for land use that apply to developers in collaboration with local government. As shown, the Project will be consistent with the applicable (developer-controlled or focused) policies of the General Plan for each land use. The Project's residential and commercial uses in a commercially-designated land use area, with residential uses nearby to the north and south, is consistent with the goal and objective of the General Plan Framework. Therefore, no significant impacts due to consistency with land use designations in the General Plan Framework are anticipated.

Wilshire Community Plan

The Project Site is located within the Wilshire Community Plan (WCP), which was adopted September 19, 2001.[43] The WCP is the Land Use Element of the City's General Plan. The WCP's land use designation for the Site is Commercial (Neighborhood Office Commercial). The Project Site's C2 zoning designation is a corresponding zone to the WCP's land use designation. The WCP also contains policies and objectives to guide development and uses

[42] *General Plan, Chapter 3-Land Use: http://cityplanning.lacity.org/cwd/framwk/chapters/03/03207.htm*
[43] *Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf*

planned within the City. Not every goal, policy, or objective is applicable to the Project or the Project Site. The WCP is intended to promote an arrangement of land use, circulation, and services that will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development, betterment, and change of the Community to meet existing and anticipated needs and conditions; balance growth and stability; reflect economic potentials and limits; land development and other trends; and protect investment to the extent reasonable and feasible.

Table Land-3, Wilshire Community Plan, sets forth the WCP's objectives for residential and commercial land use and discusses the Project's consistency and applicability with each of them. The Project would not conflict with any of the goals, objectives, and policies of the Wilshire Community Plan. The Project would be consistent with all applicable policies related to the building's siting, location, uses, and design features.

ZI-2443 Interim Control Ordinance (ICO) for Neighborhood Conservation Areas[44]

On March 25, 2015, Ordinance No. 183497 became effective establishing the Interim Control Ordinance (ICO) for 15 single-family neighborhoods. The ICO shall apply to all RA, RE, RS and R1 zoned lots located wholly or partly within the Lower Council District 5. Notwithstanding any section of the LAMC, no building permit shall be issued for a Project in Lower Council District 5, unless the proposed structure's Residential Floor Area— without exceptions for detached accessory buildings; porches, patios and breezeways; and over-in-height ceilings—does not exceed the base Residential Floor Area set forth in the Zoning Code. No Residential Floor Area bonus shall be allowed for green building, proportional stories, or front façade articulation. The Project Site is not zoned residential (R) and this does not apply.

ZI-2452 Transit Priority Area in the City of Los Angeles

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.[45]

[44] http://zimas.lacity.org/documents/zoneinfo/ZI2443.pdf

[45] http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf

"Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The Site is within a Transit Priority Area (TPA).[46] The Project is mixed use residential project in a commercial zone with more than 0.75:1 FAR. The intersection of Fairfax and Beverly Drive is 650 feet to the east (within the ½ mile requirement) and includes Metro 14/37, 217, 218, and Rapid 780 and LADOT DASH Fairfax.

- Rapid 780[47] runs along Fairfax and has a frequency of every 10-12 minutes and Line 217[48] runs along Fairfax and has a frequency of every 10-14 minutes during AM and PM commute times (whereas the requirement is 15 minutes).

City of Los Angeles Planning and Zoning Code

The C2-1VL-O (Commercial Zone, Height District 1-Very Limited, Oil Drilling District U-175) allows commercial, retail, and residential uses by right.[49] The Site is within Height District 1-Very Limited, which imposes a height limit of 45 feet and 3 stories and a floor area ratio (FAR) limit of 1.5:1. The Project will request waivers pursuant to the density bonus to allows the proposed height and FAR.

Conclusion

The requested discretionary actions do not conflict with urban land uses in the area and the Project would not introduce a new incompatible use. In fact, the Project promotes many of the goals and polices of the WCP. The area supports restaurant and residential uses. The proposed 6-story building would be comparable with other structures in the area, and thus would not introduce an incompatible scenic element into the community. There is an adjacent 3-4 story hotel building (Beverly Laurel Hotel) adjacent to the Site and a 3-story office building directly to the east (7966 Beverly). The Project is consistent with the SCAG guides and other regional guides, the General Plan, the WCP objectives and policies, to the extent feasible and

46 ZIMAS search: http://zimas.lacity.org/

47 https://media.metro.net/riding_metro/bus_overview/images/780.pdf

48 https://media.metro.net/riding_metro/bus_overview/images/217.pdf

49 Los Angeles, Generalized Summary of Zoning Regulations: http://cityplanning.lacity.org/zone_code/Appendices/sum_of_zone.pdf

applicable. As such, impacts with respect to applicable land use plans, policies and zoning would be less than significant, and the development would be in compliance with this statement.

Table Land-1
SCAG Regional Comprehensive Plan

Policies	Discussion
Land Use and Housing [1]	
LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Programs.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features, through regulatory compliance measures. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings (residential and non-residential). The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Open Space and Habitat [2]	
OSN-14 Developers and local governments should implement mitigation for open space impacts through the following activities: • Individual projects should either avoid significant impacts to regionally significant open space resources or mitigate the significant impacts through measures consistent with regional open space policies for conserving natural lands, community open space and farmlands. All projects should demonstrate consideration of alternatives that would avoid or reduce impacts to open space. • Individual projects should include into project design, to the maximum extent practicable, mitigation measures and recommended best practices aimed at minimizing or avoiding impacts to natural lands, including, but not limited to FHWA's Critter Crossings, and Ventura County Mitigation Guidelines. • Project level mitigation for RTP's significant cumulative and growth-inducing impacts on open space resources will include but not be limited to the conservation of natural lands, community open space and important farmland through existing programs in the region or through multi-party	**Consistent.** The Project would be an urban infill development that avoids significant impacts to regionally significant open space resources. The Project is located in a developed area of Los Angeles surrounded by other buildings. There are no rural, agricultural, recreational, or environmentally sensitive areas on the Project Site. There is decorative landscaping around the Site, The entire east and north facades of the building are covered with clinging vegetation. There is one palm tree to the rear of the Site, and four palm trees on the sidewalk along Beverly Boulevard.

Policies	Discussion
conservation compacts facilitated by SCAG. • Project sponsors should ensure that transportation systems proposed in the RTP avoid or mitigate significant impacts to natural lands, community open space and important farmland, including cumulative impacts and open space impacts from the growth associated with transportation projects and improvements. • Project sponsors should fully mitigate direct and indirect impacts to open space resulting from implementation of regionally significant projects.	
OSC-9 Developers and local governments should increase the accessibility to natural areas lands for outdoor recreation.	**Not Applicable.** OSC-9 does not apply to this Project as it is not next to natural areas for outdoor recreation. The Site would not impede access to natural lands.
OSC-10 Developers and local governments should promote infill development and redevelopment to revitalize existing communities.	**Consistent.** The Project is an infill development in an existing community.
OSC-11 Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features, such as air quality (pollution) and solid waste recycling and reduction regulatory compliance measures. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings. The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
OSC-12 Developers and local governments should promote water-efficient land use and development.	**Consistent.** The Project would comply with CalGreen requirements of the California Building Code and incorporates green and conservation features, such as water-efficient features, through regulatory compliance measures. The Project would also be consistent with the City of Los Angeles Building Code, including the Los Angeles Green Building Code (LAGBC) for all new buildings. The Code is designed to reduce the building's energy and water use; reduce

Policies	Discussion
	waste; and reduce the carbon footprint.
OSC-13 Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.	**Consistent.** The Project would contain multiple uses (restaurant and residential) and will redevelop an underutilized infill site.
Water [3]	
WA-9 Developers and local governments should consider potential climate change hydrology and resultant impacts on available water supplies and reliability in the process of creating or modifying systems to manage water resources for both year-round use and ecosystem health.	**Consistent.** The Project includes conservation features (regulatory compliance measures) to reduce operational water use, per LADWP and LAMC requirements.
WA-10 Developers and local governments should include conjunctive use as a water management strategy when feasible.	**Consistent.** Conjunctive use is the coordinated management of surface water and groundwater supplies to maximize the yield of the overall water resource. An active form of conjunctive use utilizes artificial recharge, where surface water is intentionally percolated or injected into aquifers for later use. The Project would not conflict or preclude the City from exploring conjunctive use as a water management strategy.
WA-11 Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.	**Consistent**. The Project would confirm with the City that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. The Project shall implement any upgrade to the water infrastructure serving the Project Site that is needed to accommodate the water consumption needs.
WA-12 Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public	**Consistent.** The Project would include landscaping on the ground floor that is irrigated with water conservation techniques

Policies	Discussion
agencies about water use, and installing related water pricing incentives.	
WA-13 Developers and local governments should protect and preserve vital land resources—wetlands, groundwater recharge areas, woodlands, riparian corridors, and production lands. The federal government's 'no net loss' wetlands policy should be applied to all of these land resources.	**Consistent.** The Project would not impact wetlands.
WA-27 Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and on-site mitigation.	**Consistent.** The Site is currently developed with a building. The Project will similarly cover the entire site with a building. The Project will not result in a change in the amount of impervious surface area at the Project Site.
WA-32 Developers and local governments should pursue water management practices that avoid energy waste and create energy savings/supplies.	**Consistent.** The Project will comply with CalGreen requirements of the California Building Code, for water and energy conservation. The Project would also be consistent with the City of Los Angeles Green Building Code (LAGBC) for all new buildings. The Code is designed to reduce the building's energy and water use; reduce waste; and reduce the carbon footprint.
Energy [4]	
EN-8 Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips.	**Consistent.** The Project would be a commercial development that is in proximity to local transit lines, including Metro buses. The Project would encourage biking and walking trips due to bicycle parking and within a pedestrian-oriented area along Beverly Boulevard.
EN-10 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S.	**Consistent.** The Project would be in compliance with the City's Green Building

Policies	Discussion
Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include: • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: this could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are provided online at http://www.energystar.gov/index.cfm?c=Products.pr_tax_credits. • Encouraging landscaping that requires no additional irrigation: utilizing native, drought tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20% of their electric load from renewable energy.	Ordinance, which contains energy efficient practices.
EN-11 Developers and local governments should submit projected electricity	**Consistent.** The LADWP does not provide consumption rates so the

Policies	Discussion
and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.	SCAQMD rates are used to calculate estimated electrical usage for the Utilities section of this CE. Electrical service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service. Southern California Gas Company (SCG) would serve the Project's natural gas needs. In the event that SCG cannot provide service from the existing infrastructure, SCG will conduct system analysis and determine the best method to provide gas to the customer, when the total requested load for the Project is received.
EN-12 Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.	**Consistent.** This is an encouragement to incorporate solar panels, not a requirement. The Project would have an activated roof with uses.
EN-14 Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.	**Consistent.** The Project retail component would comply with the LAMC requirements for all mandatory (Code-required) transportation measures to reduce single-occupancy vehicle trips.
Solid Waste [5]	
SW-14 Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for new and remodeled buildings include: • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through (1) use of building materials that are more	**Consistent.** The Project would include a demolition and construction waste recycling program as well as an operational recycling program as required by LAMC. The Project will recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. During operation, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

Policies	Discussion
durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed building materials, and (5) use of structural materials in a dual role as finish material (e.g. stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. • Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components.	
SW-17 Developers and local governments should develop and site composting, recycling, and conversion technology facilities that are environmentally friendly and have minimum environmental and health impacts.	**Not Applicable.** The Project would not be a composting, or composting, recycling, or conversion technology facility.
SW-18 Developers and local governments should coordinate regional approaches and strategic siting of waste management facilities.	**Not Applicable.** The Project would not be a waste management facility.
SW-19 Developers and local governments should facilitate the creation of synergistic linkages between community businesses and the development of eco-industrial parks and materials exchange centers where one entity's waste stream becomes another entity's raw material by making priority funding available for projects that involve co-location of facilities.	**Not Applicable.** The Project would not be an eco-industrial park.
SW-20 Developers and local governments should prioritize siting of new solid waste management facilities including recycling, composting, and conversion technology facilities near existing waste management or material recovery	**Not Applicable.** The Project would not be a solid waste management facility.

Policies	Discussion
facilities.	

SCAG Regional Comprehensive Plan: http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP_Complete.pdf
[1] Page 21; [2] Pages 34 and 39; [3] Pages 59-61; [4] Pages 75-76; [5] Pages 105-106
Table: CAJA Environmental Services, January 2017.

Table Land-2
General Plan Land Use Framework Element

Goal, Objective, Policies	Discussion
Neighborhood Districts	
GOAL 3D Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	**Consistent.** The Project would include commercial uses that serves the neighborhood.
Objective 3.8 Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.	**Consistent.** The Project would provide commercial uses that would serve the surrounding neighborhood.
Policy 3.8.1 Accommodate the development of uses in areas designated as "Neighborhood Districts" in the community plans in accordance with Tables 3-1 and 3-4. The range and densities/intensities of uses permitted in any area shall be identified in the community plans.	**Consistent.** According to Table 3-1, the Neighborhood District category has the following typical uses: • Retail commercial, small professional offices, personal services, food stores, eating and drinking establishments, telecommunications centers, small cultural facilities (generally, 5,000 square feet or less), and similar uses. • Existing neighborhood-serving uses should be retained (barber shops, beauty salons, laundries, shoe repair, convenience commercial, childcare, community meeting facilities, etc.). • Uses that occupy a building footprint generally exceeding 25,000 square feet, when they meet development standards (supermarkets are exempt) • Mixed-use structures integrating housing with commercial uses (includes density and other incentives) • A focal point for surrounding residential neighborhoods and containing a diversity of land uses to encourage walking to and from adjacent neighborhoods, Neighborhood Districts are generally at a floor area ratio of 1.5:1 or less, characterized by one- to two-story buildings, pedestrian-oriented, and may be served by a local shuttle service. • Gasoline/automotive services which may also provide accessory uses such as retail, food stores, restaurants and/or take-out. The Project includes uses permitted in the C2 zone such as restaurants and residential uses. According to Table 3-4, the Neighborhood District land use designation corresponds to C2 zone for the Project Site.
Policy 3.8.2 Encourage the retention of existing and development of new	**Consistent.** The Project new commercial uses would be oriented toward the

Goal, Objective, Policies	Discussion
commercial uses that primarily are oriented to the residents of adjacent neighborhoods and promote the inclusion of community services (e.g., childcare and community meeting rooms).	residents in the area.
Policy 3.8.3 Encourage the owners of existing commercial shopping centers that contain chain grocery and drug stores to include additional uses, such as restaurants, entertainment, childcare facilities, public meeting rooms, recreation, cultural facilities, and public open spaces, which enhance neighborhood activity.	**Not Applicable.** The Project Site is not an existing commercial shopping center with chain grocery or drug store. The Project would include restaurant uses and recreation facilities in the form of residential open space.
Policy 3.8.4 Enhance pedestrian activity by the design and siting of structures in accordance Chapter 5 *Urban Form and Neighborhood Design* policies of this Element and Pedestrian-Oriented District Policies 3.16.1 through 3.16.3.	**Not Applicable.** The Project is not within a Pedestrian Oriented District (-PD) designation. However, the Project would comply with the policies of siting and design to enhance the pedestrian experience. The Project would design buildings at a scale that is pedestrian friendly, with ground floor activated storefronts allowing views of the restaurant and seating spaces. The parking would be located within the building in subterranean spaces and not visible from the sidewalk.
Policy 3.8.5 Initiate a program of streetscape improvements, where appropriate.	**Consistent.** The Project would include commercial uses and landscaping to activate the sidewalk.
Policy 3.8.6 Encourage out door areas within neighborhood districts to be lighted for night use, safety and comfort commensurate with their intended nighttime use.	**Consistent.** The Project includes lighting related to night use and dining and safety.
General Plan, Chapter 3-Land Use, Neighborhood District: http://cityplanning.lacity.org/cwd/framwk/chapters/03/03203.htm General Plan, Chapter 3-Land Use, Community Commercial: http://cityplanning.lacity.org/cwd/framwk/chapters/03/03204.htm Table: CAJA Environmental Services, January 2018.	

Table Land-3
Wilshire Community Plan

Objective and Policies	Discussion
Residential	
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.	**Consistent**. The Project includes new housing development, including 8 units affordable (6 very low + 2 moderate income).
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.	**Consistent**. The Project would not encroach on existing residential community to the south since the Site is separated by an alley and surface parking. The Project focuses high density on a commercial corridor and preserves single family residential.
Policy 1-1.2 Promote neighborhood preservation in all stable residential neighborhood.	**Consistent**. The Project would not affect an existing residential community to the south since the Site is separated by an alley and surface parking.
Policy 1-1.3 Provide for adequate Multiple Family residential development.	**Consistent**. The Project includes new multi-family housing development, including 8 units affordable (6 very low + 2 moderate income).
Policy 1-1.4 Provide for housing along mixed-use boulevards where appropriate.	**Consistent**. The Project includes new housing on Beverly Boulevard, which supports commercial and residential uses.
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.	**Consistent**. The Project includes new housing near regional commercial center (The Grove and Beverly Center) and Metro bus stops.
Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.	**Consistent**. The Project includes new housing near Metro bus stops.
Objective 1-3 Preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	**Consistent**. The Project has a contemporary design that integrates into the existing residential neighborhood which includes a variety of styles.
Policy 1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.	**Consistent**. The Project has a contemporary design that integrates into the existing residential neighborhood which includes a variety of styles.
Policy 1-3.2 Support historic preservation goals in neighborhoods of architectural merit and/or historic significance.	**Not Applicable**. The Project would not affect any historic preservation goals.
Policy 1-3.3 Promote the preservation and rehabilitation of individual residential buildings of historic significance	**Not Applicable**. The Project would not affect any historic residential buildings.

Objective and Policies	Discussion
Policy 1-3.4 Monitor the impact of new development on residential streets. Locate access to major development projects so as not to encourage spillover traffic on local residential streets.	**Not Applicable**. The Project would be located along Beverly Boulevard, with access to the parking from an existing alley that separates commercial uses from residential uses.
Objective 1-4 Provide affordable housing and increased accessibility to more population segments, especially students, the handicapped and senior citizens.	**Consistent**. The Project includes new multi-family housing with a variety of types, including 8 units affordable (6 very low + 2 moderate income).
Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing.	**Consistent**. The Project includes new multi-family housing with a variety of types, including 8 units affordable (6 very low + 2 moderate income).
Policy 1-4.2 Ensure that new housing opportunities minimize displacement of residents.	**Consistent**. The Project Site does not currently contain any housing units and thus, no displacement of residents would occur.
Policy 1-4.3 Encourage multiple family residential and mixed use development in commercial zones.	**Consistent**. The Project includes new multi-family housing and commercial uses in a commercial zone.
Commercial	
Objective 2-1 Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.	**Consistent**. The Project includes commercial uses along Beverly Boulevard, an Avenue I street.
Policy 2-1.1 New commercial uses should be located in existing established commercial areas or shopping centers.	**Consistent**. The Project includes commercial uses along Beverly Boulevard, an Avenue I street.
Policy 2-1.2 Protect existing and planned commercially zoned areas, especially in Regional Commercial Centers, from encroachment by stand alone residential development by adhering to the community plan land use designations.	**Consistent**. The Project includes commercial uses along Beverly Boulevard, an Avenue I street.
Policy 2-1.3 Enhance the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	**Consistent**. The Project includes commercial uses along Beverly Boulevard, an Avenue I street.
Objective 2-2 Promote distinctive commercial districts and pedestrian-oriented areas.	**Consistent**. The Project includes commercial uses along Beverly Boulevard, an Avenue I street.
Policy 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development	**Consistent**. The Project includes commercial uses along Beverly Boulevard, an Avenue I street.
Policy 2-2.2 Encourage large mixed use projects to incorporate facilities beneficial to the community such as libraries, child care facilities, community meeting rooms, senior centers, police sub-stations, and/or other appropriate human service facilities as part of the project.	**Consistent**. The Project includes dining uses to enhance the walkability along Beverly.

Objective and Policies	Discussion
Policy 2-2.3 Encourage the incorporation of retail, restaurant, and other neighborhood serving uses in the first floor street frontage of structures, including mixed use projects located in Neighborhood Districts.	**Consistent**. The Project includes commercial uses on the Beverly street frontage.
Objective 2-3 Enhance the visual appearance and appeal of commercial districts.	**Consistent**. The Project has a contemporary design aesthetic with ground floor commercial uses.
Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.	**Consistent**. The Project would include a new building, with landscaping, way-finding signage, and scaled to match similar buildings along Beverly.
Urban Design	
Commercial (Site Planning)	
a. Locate parking areas between commercial and residential uses, to provide a buffer. Parking must be separated from adjacent residential uses by a solid wall and/or landscaped setback.	**Consistent**. Parking would be contained within the buildings below grade and thus separated from any nearby residential use.
b. Minimize the number of driveways/curb cuts which provide access from Major and Secondary Highways.	**Consistent**. Parking would be accessed from the alley to the south of the Site.
c. Maximize pedestrian oriented retail and commercial service uses along street grade level frontages along commercial boulevards.	**Consistent**. Commercial use on the ground floor would activate Beverly Boulevard.
d. Provide front pedestrian entrances for businesses which front on main commercial streets, with building facades and uses designed to promote customer interest, such as outdoor restaurants, and inviting public way extensions.	**Consistent**. Pedestrian access would be on Beverly Boulevard.
e. Prohibit driveway openings, or garage or parking lot entries in exterior frontage walls of buildings, or between frontage buildings, unless the Los Angeles Department of Transportation determines that driveways cannot be practically placed elsewhere.	**Consistent**. Parking would be accessed from the alley to the south of the Site.
f. Encourage pedestrian-only walkway openings, or entries (require at least one ground floor pedestrian entry), in exterior frontage walls of buildings, or between frontage buildings to plazas or courtyards with outdoor dining, seating, water features, kiosks, paseos, open air vending, or craft display areas.	**Consistent**. Pedestrian access would be on Beverly Boulevard.
g. Provide fully landscaped and maintained unused building setback areas, and strips between driveways and walkways which allow safe and inviting pedestrian	**Consistent**. Landscaping would be provided around the Site.

Objective and Policies	Discussion
access to the rear of properties.	
h. Provide speed bumps for driveways which parallel walkways, or which are longer than 50 linear feet.	**Not Applicable**. Vehicle access would not be parallel to walkways.
i. Provide underground new utility service, including Internet services	**Consistent**. This will be provided, to the extent feasible and practicable.
j. Screen all mechanical and electrical equipment from public view.	**Consistent**. Pedestrian access would be on Beverly Boulevard.
k. Screen all rooftop equipment and building appurtenances from public view.	**Consistent**. Rooftop equipment will be properly screened.
l. Require the enclosure of trash areas behind buildings for all projects.	**Consistent**. Trash areas would be enclosed and screened.
Multiple Residential (Site Planning)	
a. Provide a pedestrian entrance at the front of each project.	**Consistent**. Pedestrian access would be provided on Edinburgh Avenue near the corner of Beverly Boulevard.
b. Require useable open space for outdoor activities, especially for children.	**Consistent**. The Project includes code-required open space.
Source: Wilshire Community Plan: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf Table: CAJA Environmental Services, January 2018.	

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project Site is currently developed with an office building and is located in an urbanized area of the Wilshire community of the City of Los Angeles. Urban land uses directly abut and surround the Project Site on all sides. Additionally, the Project Site is less than five acres, with a total lot size of approximately 14,358 square feet (or 0.329 acres).[50] Therefore, no impact would occur as a result of the Project, and the development would be in compliance with this statement.

[50] Plans, Plus Architects, January 2018.

(c) The project site has no value as habitat for endangered, rare or threatened species.

There is decorative landscaping around the Site. The entire east and north facades of the building are covered with clinging vegetation. There is one palm tree on the rear of the Site, and four palm trees to the sidewalk along Beverly Boulevard. If the Project affects or removes such trees, it will be done according to the required regulatory measures that the City has established including the Tree Replacement Program.

There are no City or county significant ecological areas on the Project Site or near the Project Site's vicinity.[51] The Project will not result in a take of nesting native bird species. Therefore, the Project will not have a direct impact on any identified species because none are present on this highly urbanized Project Site and the Project will not modify any habitat that would affect identified species because no substantial natural habitat exists on this highly urbanized Project Site.

No federally protected wetlands (e.g., estuarine and marine deepwater, estuarine and marine, freshwater pond, lake, riverine) occur on or in the immediate vicinity of the Project Site.[52] No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.[53] Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the lack of trees, the Project Site is not a habitat for native resident or migratory species or contain native nurseries.

Thus, there exists no value that the Project Site could be a habitat for endangered, rare, or threatened species. Further, the Project Site is not located in an approved local, regional, or state habitat conservation plan. Therefore, the Proposed Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Thus, the Project Site has no value as habitat for endangered, rare, or threatened species.

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51 Navigate LA, Significant Ecological Areas layer: http://navigatela.lacity.org/navigatela/, January 4, 2017.

52 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, September 19, 2016.

53 U. S. Fish & Wildlife Service, National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed January 4, 2017.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic

This section of the CE contains an assessment and discussion of impacts associated with Traffic as identified in Appendix G to the State CEQA Guidelines (C.C.R. Title 14, Chapter 3, 15000-15387). The analytical methodology and thresholds of significance below are based on the *L.A. CEQA Thresholds Guide.* This section is based on the following items, included as Appendix B of this CE:

B-1 Traffic Impact Analysis, prepared by Overland Traffic Consultants, Inc, December 19, 2016.

B-2 LADOT Approval Letter, January 11, 2017.

B-3 Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Pursuant to the City of Los Angeles Traffic Study Policies and Procedures, August 2014, the following steps have been taken to develop the existing and future traffic volume estimate for the Project:

(a) Traffic counts were conducted on June 3, 2015 and June 9, 2016 on a school day during a week without a holiday or inclement weather. The counts conducted during 2015 were increased by 1% to account for potential traffic growth in the area to year 2016;

(b) Traffic in (a) + the net Project traffic (existing + Project);

(c) Traffic in (b) + proposed traffic mitigation, if necessary

(d) Existing + ambient growth to 2022 (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 analysis 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 signalized intersections. The future traffic conditions include the potential construction of 40 other land development Projects (related Projects) in the general vicinity of the Project site. The signalized intersections analyzed in this study are:

1. La Cienega Boulevard and Beverly Boulevard;

2. Crescent Heights Boulevard and Melrose Avenue;

3. Crescent Height Boulevard and Beverly Boulevard;

4. 3rd Street and Edinburgh Avenue;

5. Fairfax Avenue and Beverly Boulevard; and,

6. Fairfax Avenue and 3rd Street.

Existing Transportation Facilities Setting

The Project is in an area of the City of Los Angeles within 2.8 miles of the Santa Monica Freeway (I-10) to the south. This freeway links to numerous other freeways in the vicinity providing extensive regional access. The Santa Monica Freeway (I-10) is an east-west freeway that operates between the coastline at Santa Monica, across California, and beyond to the east coast. Four lanes in each direction are provided in the Project vicinity. The Santa Monica Freeway carries approximately 266,000 vehicles per day and 19,100 vehicles per hour between La Cienega Boulevard and Fairfax Avenue. Access to the Santa Monica Freeway is provided from Fairfax Avenue and La Cienega Boulevard in the immediate Project area.

3rd Street is an east-west roadway designated as an Avenue II in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity.

Beverly Boulevard is an east-west roadway designated as a Modified Avenue I in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity. Beverly Boulevard creates the northern boundary of the Project site.

Crescent Heights Boulevard is a north-south roadway designated as an Avenue III in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity.

Edinburgh Avenue is a north-south roadway designated as a Local street in the City of Los Angeles Mobility Plan 2035. One lane in each direction are provided in the Project vicinity. Edinburgh Avenue creates the eastern boundary of the Project site.

Fairfax Avenue is a north-south roadway designated as an Avenue II north of San Vicente Boulevard and as an Avenue I south of San Vicente Boulevard in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity.

Fairfax Avenue provides travel between Hollywood Boulevard in Hollywood and south of the Santa Monica Freeway where the roadway merges with La Cienega Boulevard.

La Cienega Boulevard is a north-south roadway designated as an Avenue I in the City of Los Angeles Mobility Plan 2035. Two to three lanes in each direction are provided in the Project vicinity.

Laurel Avenue is a north-south roadway designated as a Local Street in the City of Los Angeles Mobility Plan 2035. One lane in each direction is provided in the Project area.

Project Traffic Generation

Traffic-generating characteristics of many land uses including the Project and existing use has been surveyed by the 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. The ITE studies indicate that the use and the size associated with the proposed Project and existing use generally exhibit the trip-making characteristics as shown by the trip rates in **Table Traffic-1, Traffic Generation Rates**.

Table Traffic-1
Traffic Generation Rates

ITE Code	Description	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
220	Apartment	6.65	0.51	20%	80%	0.62	65%	35%
710	Office	11.03	1.56	88%	12%	1.49	17%	83%
820	Shopping Center	42.70	0.96	62%	38%	3.71	48%	52%
932	High Turnover Restaurant	127.15	10.81	55%	45%	9.85	60%	40%

Rates are per 1,000 sf unit.
Table 1 in Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016.
Attachment B in Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.
Table: CAJA Environmental Services, January 2018.

The ITE rates are general in application and are established without regard for the nature of the Project's vicinity in terms of interaction with the traffic on the surrounding roadways. Some of the patrons of the restaurant will likely be the on-site residents living in the apartments. These

patrons are already on-site and not creating a new vehicle trip to or from the site. LADOT has approved a 5% internal trip reduction for the restaurant based on this activity.

Many of the residents, guests, restaurant employees and patrons may make use of the ample transit opportunities and nearby facilities to walk or use transit to travel to the Project site. Based on the LADOT August 2014 Traffic Study Policies and Procedures, a 15% reduction in Project trips was approved and incorporated into the analysis due to the transit opportunities in the area including Metro Rapid Line 780 is within 700 feet of the Project with a stop at Fairfax Avenue and Beverly Boulevard.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw, the lower the pass-by activities. Pass by traffic refers to people who would visit a proposed development but would have been passing right by it on their way somewhere else. LADOT has established passby credits for several land uses that are published in their August 2014 Traffic Study Policies and Procedures. The pass-by rates were developed from references in the ITE Recommended Practices, March 2001. The pass-by reductions incorporated into the analysis include 20% for the proposed restaurant.

During the original traffic analysis, the tenants of the commercial component of this Project have not yet been determined. The commercial space may be all restaurant or a mix of restaurant and retail. In order to provide flexibility for leasing and present a conservative estimate of potential Project trips, the entire 7,400 square feet of commercial space was evaluated as restaurant since it is a higher trip generator than retail.

It is estimated that the Original Project will conservatively generate a net total of 774 daily trips with 57 trips during the AM peak hour and 59 trips during the PM peak after credits for the existing use on the site, internal trips, transit trips and pass-by trips. **Table Traffic-2a** displays the estimated Original Project trip generation.

Table Traffic-2a
Estimated Original Project Traffic Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Project								
Apartment	48 units	319	24	5	19	30	19	11
Transit Reduction	15%	(48)	(4)	(1)	(3)	(4)	(3)	(1)
Subtotal		271	20	4	16	26	16	10
Restaurant	7,400 sf	941	80	44	36	73	44	29
Internal Trips	5%	(47)	(4)	(2)	(2)	(4)	(2)	(2)
Transit Reduction	15%	(134)	(11)	(6)	(5)	(10)	(6)	(4)
Pass-by Trips	20%	(154)	(13)	(7)	(6)	(12)	(7)	(5)
Subtotal		608	52	29	23	47	28	19

Subtotal Proposed		**879**	**72**	**33**	**39**	**73**	**45**	**28**
Existing to be removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	0	(3)	0	(3)
Subtotal		105	15	12	3	14	3	11
Net Total Trips		**774**	**57**	**21**	**36**	**59**	**42**	**17**

*Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av
Table 2 in Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016.
Table: CAJA Environmental Services, January 2017.

As the entitlement process has continued, the developer has proposed an additional ten apartment units while retaining 7,400 square feet of commercial. It has been reconfigured to 5,500 square feet of restaurant and 1,900 square feet of retail. Overland Traffic Consultants has conducted a supplemental trip generation analysis, increased the existing year to 2018, updated related projects and adjusted the future buildout year to 2022 in order to evaluate the potential traffic conditions and determine if any additional impacts could be created by the Current Project.

This analysis incorporates trip generation for the Project using Institute of Transportation Engineers Trip Generation Manual, 9th Edition to demonstrates that modifications to the project description slightly reduces the number of vehicle trips to and from the site because the trip generation for the retail is less than the restaurant and that the additional 10 units are accommodated within the trip generation evaluated in the November/December 2016 traffic study.

This reduction in vehicle trips will not change the traffic analysis conclusions that the project does not have any significant traffic impacts on the studied intersections. Following are the trip generation for the Current Project in **Table Traffic-2b** and a comparison between the Current and Original Project's trip generation in **Table Traffic-2c**.

The Current Project will create 48 fewer daily trips, 7 fewer morning peak hour trips, and 3 fewer evening peak hour trips than the Original Project. In addition, the transition to 10 more residential units does not increase the in or out traffic volumes during the peak hours.

Table Traffic-2b
Estimated Current Project Traffic Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Project								
Apartment	58 units	386	30	6	23	36	23	13
Transit Reduction	15%	(58)	(4)	(1)	(3)	(5)	(4)	(1)

Subtotal		328	25	5	20	31	20	12
Restaurant	5,500 sf	699	59	32	27	54	32	22
Internal Trips	5%	(35)	(3)	(2)	(1)	(3)	(2)	(2)
Transit Reduction	15%	(100)	(8)	(5)	(4)	(8)	(5)	(3)
Pass-by Trips	20%	(113)	(10)	(5)	(4)	(9)	(5)	(3)
Subtotal		452	38	21	17	35	21	14
Retail	1,900 sf	81	2	1	1	7	3	4
Internal Trips	5%	(4)	0	0	0	0	0	0
Transit Reduction	15%	(12)	0	0	0	(1)	(1)	0
Pass-by Trips	20%	(13)	0	0	0	(1)	(1)	(1)
Subtotal		52	2	1	1	5	3	3
Subtotal Proposed		**832**	**65**	**27**	**38**	**70**	**43**	**28**
Existing to be removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	0	(3)	0	(3)
Subtotal		105	15	12	3	14	3	11
Net Total Trips		**726**	**50**	**15**	**35**	**56**	**40**	**17**

*Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av

Attachment B in Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

Table: CAJA Environmental Services, January 2018.

Table Traffic-2c
Net Vehicle Trips for Original and Current Projects

Scenario	Daily Net Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Current Project	726	50	15	35	56	40	17
Original Project	774	57	21	36	59	42	17
Difference (Current – Original)	-48	-7	-6	-1	-3	-2	0

*Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av

Attachment B in Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

Table: CAJA Environmental Services, January 2018.

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the spatial distribution of destination points that 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. Figure 4 (in Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016, included in the appendices) illustrates the estimated area wide Project traffic distribution percentages. Figure 5 (in Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016, included in the appendices) 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 Traffic-2**a, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6 (in Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016, included in the appendices) for the development. 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.

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 June 3, 2015 and June 9, 2016. These were typical weekdays when there were no holidays, no rain and schools were in session. Traffic counts were conducted during the 7 to 10 am morning peak and 3 to 6 pm evening peak hours. The highest single hour during each of the peak periods was used in this analysis. Counts conducted during 2015 were increased by 1% to account for potential growth to year 2016. Existing traffic counts are provided on the following pages in Figure 7 and 8 (in Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016, included in the appendices) 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 LADOT 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. An intersection without signal progression improvements and two signal phases has a capacity of 1,500 vehicles per hour, three phases 1,425 vehicles per hour and four or more phases has a capacity of 1,375 vehicles per hour.

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 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 Traffic-3**.

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 Project area 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. All the studied intersections have ATSAC and ATCS. The existing and future traffic conditions analysis with and without the Project include ATSAC and ATCS. In order to account for reoccurring upstream volume delays and pedestrian volumes at some of the intersections, the overall capacity was reduced. At most of the signalized study intersections capacity was reduced by 3% to reflect this potential operational delay. This 3% reduction in capacity was incorporated in the analysis at:

- La Cienega Boulevard & Beverly Boulevard during the AM and PM Peak Hour;
- Fairfax Avenue & Beverly Boulevard during the PM Peak Hour, and
- Fairfax Avenue & 3rd Street during the AM and PM Peak Hour.

Table Traffic-3
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).

Table Traffic-3
Level of Service Definitions

LOS	V/C Ratio	Operating Conditions
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.
Source: Table 4, Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016. Table by CAJA Environmental Services, January 2017.		

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 their August 2014 Traffic Study Policies and Procedures and updated December 2016 Traffic Impact Study Guidelines, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the **Table Traffic-4**.

The potential impact for existing plus Project was assessed 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 were exceeded.

Table Traffic-4
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 and F	> 0.901	+ 0.010 or more
Source: Table 4, Traffic Impact Analysis, Overland Traffic Consultants, December 19, 2016. Table by CAJA Environmental Services, January 2017.		

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 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 for 2018 conditions;

(b) Traffic in (a) + ambient growth (1 % per year increase) to 2022 buildout year;

(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 reasonable 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 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 related project list has been revised to incorporate additional related projects proposed in the area since the time of the original traffic study. The related project list is developed from information included in other traffic studies in the area, a related project list from LADOT updated December 8, 2017, and research updates including projects proposed within the City of West Hollywood as of December 28, 2017. Related projects number 44 through 55 have been added in this analysis. The locations of the related projects are shown in Figure 1 and described in Table 3 (in Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018, included in the appendices).

To evaluate future traffic conditions with the related Project, estimates of the peak hour trips generated were developed.

The traffic study was completed in November/December 2016. Base counts have been updated with ambient growth (1% per year as required by LADOT in this area) to a 2018 base. Related projects were updated by adding the additional projects' trips to the background for the future analysis. Updated and expanded related project trips and the trips from the Current Project have been incorporated into the future analysis at the six study intersections. The Original Project was anticipated to be completed by 2019. However, the Current Project is anticipated to be completed by 2022. The future traffic conditions with the Current Project were evaluated with a buildout year of 2022.

As with the Original Traffic Study, this analysis includes the intersections of La Cienega Boulevard & Beverly Boulevard, Crescent Heights & Melrose Avenue, Crescent Heights & Beverly Boulevard, Edinburgh Avenue & 3rd Street, Beverly Boulevard & Fairfax Avenue, and 3rd Street & Fairfax Avenue. The traffic counts (June 2015 and June 2016 while school was still in session) were updated using standard methodology to 2018 with ambient growth of 1% per year according to LADOT policy.

Project Impacts

Construction

The Project developer will attempt to park and stage for construction on-site as much as possible. During portions of the construction where off-site street surfaces are needed, the developer will submit for review and approval a traffic control plan detailing days, time of day, and safety features. Any off-site construction needs will attempted to be minimized and be conducted outside of peak traffic times. Construction worker vehicles that cannot be accommodated on site will be provided off-street parking and shuttle service to the site if needed. The Applicant will adopt the following design features for construction impacts. Therefore, construction impacts would be less than significant.

Project Design Feature

PDF-Traffic-1 A Construction Traffic Control/Management Plan will be submitted to LADOT 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 3:00 PM.

Existing access for the site will be maintained for construction access.

Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.

Construction works will be prohibited from parking on adjacent streets and construction workers will be directed to park on-site.

Operation

The Current Project with a year 2018 existing base, updated related projects, and future buildout year of 2022 was evaluated at the six study intersections. A comparison of the Existing 2018 and Existing + Current Project and a comparison of the Future (2022) Without Project and Future (2022) With Current Project was conducted based on the LADOT Traffic Study Guidelines, August 2014 and updated December 2016, to determine if any significant traffic impacts occur. No significant impacts were identified with the Current Project and the updated related projects. **Table Traffic-5** displays the results of the analysis.

Traffic Impact Study Conclusion

The added traffic volume generated by the Project will not significantly impact the traffic flow at any of the study intersections. No mitigation is required and impacts would be less than significant.

LADOT Review and Approval

Based on LADOT's traffic impact criteria, the Project is not expected to result in any significant traffic impacts at the six (6) intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the Project's traffic impacts on the surrounding community. The Project would comply with the requirements listed in LADOT's approval letter for this Project.

Table Traffic-5
CMA Summary

No.	Intersection	Peak Hour	Existing (2018)		Existing + Project				Future (2022) No Project		Future (2022) + Project			Significant
			CMA	LOS	CMA	LOS	Impact	Significant	CMA	LOS	CMA	LOS	Impact	
1	La Cienega and Beverly	AM	0.743	C	0.746	C	+ 0.003	No	0.820	D	0.823	D	+ 0.003	No
		PM	0.894	D	0.899	D	+ 0.005	No	1.012	F	1.017	F	+ 0.005	No
2	Crescent Heights and Melrose	AM	0.927	E	0.929	E	+ 0.002	No	1.004	F	1.005	F	+ 0.001	No
		PM	0.796	C	0.800	C	+ 0.004	No	0.921	E	0.926	E	+ 0.005	No
3	Crescent Heights and Beverly	AM	0.801	D	0.802	D	+ 0.001	No	0.885	D	0.887	D	+ 0.002	No
		PM	0.737	C	0.738	C	+ 0.001	No	0.839	D	0.840	D	+ 0.001	No
4	Edinburgh and 3rd Street	AM	0.483	A	0.487	A	+ 0.004	No	0.536	A	0.541	A	+ 0.005	No
		PM	0.569	A	0.572	A	+ 0.003	No	0.638	B	0.641	B	+ 0.003	No
5	Fairfax and Beverly	AM	1.043	F	1.047	F	+ 0.004	No	1.157	F	1.161	F	+ 0.004	No
		PM	0.971	E	0.971	E	+ 0.000	No	1.128	F	1.129	F	+ 0.001	No
6	Fairfax and 3rd Street	AM	0.915	E	0.918	E	+ 0.003	No	1.036	F	1.040	F	+ 0.004	No
		PM	0.916	E	0.918	E	+ 0.002	No	1.086	F	1.087	F	+ 0.001	No

Source: Table 3, Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.
Table by CAJA Environmental Services, January 2018.

b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Los Angeles County 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 Wilshire Boulevard and La Brea Avenue is the nearest CMP intersection, and is approximately 1.5 miles from the Project Site. It is anticipated that up to 10% of Project trips will go through the intersection during the peak periods which would equate to a maximum of 6 trips during the AM Peak Hour and 6 trips during the PM Peak Hour. This is below the CMP significance threshold.

The Project volumes on the area freeways are anticipated to be dispersed throughout the system. It is anticipated that, conservatively, up to 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 9 vehicles during the peak hours. This amount of traffic is below the threshold needed for further evaluation.

As part of the MOU process with LADOT, a freeway impact analysis screening was conducted to determine if the Project may create a significant freeway segment or off ramp segment impact and require further analysis beyond the screening in the MOU. The screening criteria is based on an agreement between LADOT and Caltrans established October 2, 2013, which was renewed and modified on December 15, 2015. The Modified Project did not trigger the following established impact criteria:

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

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

The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 1,500 vehicles per hour per lane); or

The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 1,500 vehicles per hour per lane).

Therefore, no additional freeway segment or freeway off ramp analysis was required and the Project would result in less than significant freeway segment or freeway off ramp segment impacts.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

This question would apply to the Project only if it were an aviation-related use. The Project Site does not contain any aviation-related uses and the Project does not include development of any aviation-related uses. As such, due to its nature and scope, development of the Project would not have the potential to result in a change in air traffic patterns. Therefore, no impact related to air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions. The Project does not include any sharp curves, dangerous intersections, or incompatible uses.

The Project site frontage along Beverly Boulevard is currently dedicated with 100 feet in right-of-way. Beverly Boulevard is designated as a Modified Avenue I in the City of Los Angeles Mobility Plan 2035. Standard Avenue I's are required to provide 100 feet of right-of-way with a 70-foot roadway. No additional dedication would be required along the project's Beverly Boulevard frontage if it were not a "Modified" roadway. The Bureau of Engineering will determine if there are any dedication requirements.

Edinburgh Avenue is designated as a Local street. Local streets require a 60-foot right-of-way and 36-foot roadways in the City's Mobility Plan 2035. Edinburgh Avenue is currently dedicated to 60 feet of right-of-way. No additional dedication requirements should be required along the Project's Edinburgh Avenue frontage.

An alley provides the southern boundary of the Project site. An alley is required to be dedicated to 20-feet in width. This alley is currently fully dedicated and no further improvements along should be required. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site.

The Project will comply with LAMC Section 62.45 (Materials or Equipment in Streets – Permits, Regulations, Fees) and LAMC Section 91.3306 (Protection of Pedestrians). which ensure the safety of pedestrians and other vehicles in general, as the construction area could create hazards of incompatible/slow-moving construction and haul vehicles. Therefore, impacts would be less than significance.

e) Would the project result in inadequate emergency access?

A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. The Project will not result in inadequate emergency access

to the Project Site or surrounding area because no intersections would be significantly impacted due to the Project. Access, including driveway widths and aisles would comply with LAMC and Fire Code access requirements. Impacts related to emergency access would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

A significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

Bicycle Services

The Mobility Plan 2035 bicycle lane future network consists of tier 2 and tier 3 bicycle lanes. Approximately 400 miles of tier 2 lanes have been identified and they are more likely to be constructed by 2035 than the tier 3 lanes. In the Project area, the Mobility Plan 2035 Bicycle Network identifies Melrose Avenue as a Tier 1 (Existing) protected bicycle lane, and 3rd Street as a gap closure segment from the Neighborhood Enhanced Network. The Project will not deter these future plans.

Public Transit Services

Multiple public transportation opportunities are provided in the Project vicinity. Public transportation in the study area is provided by Metro, the LADOT Dash service (DASH), and Metro Express. The Metro Expo line previously connected Downtown Los Angeles to Culver City. During May 2016, the line expansion from Culver City to the City of Santa Monica was completed. The La Cienega/Jefferson station is located at La Cienega Boulevard and Jefferson Boulevard. The station is accessible with an approximately two and one-half mile commute on Line 217 along Fairfax Avenue accessible at Fairfax Avenue and Beverly Boulevard.

- Metro Route 217 operates on Fairfax Avenue, between Los Feliz, Hollywood, Beverly Hills, Culver City, and Westchester.
- Metro Route 780 is a Rapid Line that operates on Fairfax Avenue, with limited stops for faster service between Pasadena, Eagle Rock, Glendale, Los Feliz, Hollywood, West Hollywood and Mid City. There is a stop at Melrose Avenue and Fairfax Avenue.
- Metro Route 10 operates on Melrose Avenue, between downtown Los Angeles and Santa Monica Boulevard at San Vicente Boulevard.
- Metro Route 14 operates on Melrose Avenue, to/from Beverly Hills, West Hollywood, Fairfax Village and downtown Los Angeles.
- Metro Route 16/316 operates between downtown Los Angeles, Koreatown, Hancock Park, Park La Brea, Beverly Hills and Century City.
- Metro Route 728 is a Rapid Line service that operates between Century City and downtown Los Angeles. There is a stop at Olympic Boulevard and Fairfax Avenue and at The Expo line and local bus lines provide connections throughout the Project area to and from other services.
- Additional bus lines in the area include LA City Dash Service (DASH Fairfax) which a low fare circular route that operates through the Fairfax area including Cedars Sinai Medical Center, Fairfax Senior Center, Farmers Market, Park La Brea and Museum District.

Nonetheless, the Project does not propose the modification of existing alternative transportation facilities and no impact would occur.

The Project is forecast to generate a net gain of approximately 774 weekday daily trips with 57 trips during the AM Peak Hour and 59 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 Traffic-6**. Based on the multiple transit opportunities, observation of transit capacity, and usage in the area, this level of transit increase is not expected to adversely affect the current ridership of the transit services in the area.

Table Traffic-6
Transit Trips

	Daily	**AM Peak Hour**	**PM Peak Hour**
Project Trips	774	57	59
Person Trips (trips x 1.4)	1,084	80	83
Transit Trips (person trips x 3.5%)	**38**	**3**	**3**
Source: Table 12, Traffic Impact Analysis, Overland Traffic, December 19, 2016. Table by CAJA Environmental Services, January 2017.			

Noise

This section of the CE contains an assessment and discussion of impacts associated with Noise as identified in Appendix G to the State CEQA Guidelines (C.C.R. Title 14, Chapter 3, 15000-15387). The analytical methodology and thresholds of significance below are based on the *L.A. CEQA Thresholds Guide.* This section is based on the following item, included as Appendix C of this CE:

C Noise Appendix, DKA Planning, January 2018.

a) 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?

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}).

- Community Noise Equivalent Level. CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m when background ambient noise levels are higher. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to an even lower background noise level. Accordingly, the CNEL is obtained by adding an additional 5 dBA to measured or projected sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour measured or projected average.

- Equivalent Noise Level. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Regulatory Setting

Federal

Currently, no federal noise standards regulate environmental noise associated with short-term construction activities or the long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated by and evaluated with respect to State and City of Los Angeles standards designed to protect public well-being and health.

State

The State's 2003 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. **Table Noise-1** illustrates State compatibility considerations between various land uses and exterior noise levels.

Table Noise-1
Land Use Compatibility for Community Noise Environments

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)							
	<	55	60	65	70	75	80	>
Residential – Low Density Single-Family, Duplex Mobile Homes	NA							
		CA						
					NU			
							CU	
Residential – Multi-Family	NA							
			CA					
					NU			
							CU	
Transient Lodging – Motels, Hotels	NA							
			CA					
					NU			
								CU
Schools, Libraries, Churches, Hospitals, Nursing Homes	NA							
			CA					
					NU			
								CU
Auditoriums, Concert Halls, Amphitheaters								
	CA							
				CU				
Sports Arenas, Outdoor Spectator Sports								
	CA							
					CU			
Playgrounds, Neighborhood Parks	NA							
				NU				
						CU		
Golf Courses, Riding Stables, Water Recreation, Cemeteries	NA							
				NU				
								CU
Office Buildings, Business Commercial and Professional	NA							
				CA				
						NU		
Industrial, Manufacturing, Utilities, Agriculture	NA							
				CA				
						NU		

NA = 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.

CA = 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 system or air conditioning will normally suffice.

NU = 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.

CU = Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Noise Control, Department of Health Services.

City of Los Angeles

The City of Los Angeles Municipal Code (LAMC) contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations. Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c), below, would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> (c) *No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to Project construction would be subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would be necessary for Project demolition and grading, especially. However, the LAMC

goes on to note that these limitations would not necessarily apply if proven that the Project's compliance therewith would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;*
>
> *(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;*
>
> *(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.*
>
> *Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.*

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line.

> *SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES*
>
> *(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.*
>
> *(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.*
>
> *(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or*

attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02(a), below, would prevent Project HVAC systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT

(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.

L.A. CEQA Thresholds Guide

In 2006, the City released the L.A. CEQA Thresholds Guide to provide further guidance for the determination of significant construction and operational noise impacts. According to the Guide, a Project would, under normal circumstances, have a significant impact if:

- *Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use;*
- *Construction activities lasting more than 10 days in a three month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or*
- *Construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.*

For a Project's operational impacts:

- *The ambient noise level measured at the property line of affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category…*
- *Any 5 dBA or greater noise increase.*

These "normally unacceptable" and "clearly unacceptable" categories refer to those outlined by the State's noise and land-use compatibility chart, shown in **Table Noise-1**.

Existing Conditions

According to the L.A. CEQA Thresholds Guide, noise sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. The Project site is primarily surrounded by residential land uses along Edinburgh Avenue and Laurel Avenue, as well as commercial uses along Beverly Boulevard. The following receptors were chosen specifically for detailed construction noise impact analysis given their potential sensitivities to noise and their proximity to the Project site:

Edinburgh Avenue Residences, S of Beverly Boulevard - This receptor consists of residential land uses along Edinburgh Avenue, south of the Project site.

Edinburgh Avenue Residences, N of Beverly Boulevard - This receptor consists of residential land uses along Edinburgh Avenue, north of the Project site.

Laurel Avenue Residences - This receptor consists of residential land uses along Laurel Avenue.

On December 16, 2016, DKA Planning took short-term noise readings at locations surrounding the Project site to determine these receptors' ambient noise conditions. At all noise monitoring locations, ambient noise was predominantly attributable to vehicle travel on Edinburgh Avenue, Laurel Avenue, and Beverly Boulevard. **Table Noise-2** shows the results of this monitoring.

Table Noise-2
Existing Ambient Noise Levels

Sensitive Receptor	Existing Ambient Noise Level (dBA L_{eq})
Edinburgh Avenue Residences, S of Beverly Boulevard	64.3
Edinburgh Avenue Residences, N of Beverly Boulevard	64.8
Laurel Avenue Residences	63.7
Source: DKA Planning, 2016	

Construction Noise Impacts

During all construction phases, noise-generating activities could occur at the Project site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On-site activities could include the use of heavy equipment such as excavators and loaders, as well as smaller equipment such as saws, hammers, and pneumatic tools. Off-site, secondary noises could be generated by sources such as construction worker vehicles, vendor deliveries, and haul trucks.

Noises from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impacts, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment. The types of heavy equipment required for these activities may include excavators, bulldozers, front-end loaders, graders, backhoes, and scrapers.

For this Project, demolition and grading noise impacts were modeled using the noise reference levels of excavators and front-end loaders, as these vehicles would be utilized extensively to demolish and grade for the Project. Excavators can produce average peak noise levels of 81 dBA at a reference distance of 50 feet; front-end loaders, 79 dBA.[54] Compounding their noise impacts is the fact that these vehicles commonly operate in tandem. Excavators remove soils and demolished materials, and front-end loaders transport this matter to on-site stockpiles or haul trucks for off-site export. As a result, excavators and front-end loaders have the greatest potential to cause sustained and significant noise impacts at nearby receptors. The impacts of other construction equipment and vehicles would be neither as loud nor as extensive over the duration of the Project's demolition, grading, and other phases. Therefore, this analysis examines a worst-case-scenario; the noise impacts of all other construction equipment and phases would not exceed the impacts analyzed here.

[54] Federal Highway Administration, Construction Noise Handbook, 2006.

Regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction to 75 dBA or below, as the Project site is located within 500 feet of residential land uses. As shown in **Table Noise-3**, compliance with this noise regulation would also ensure that ambient noise levels in the Project's vicinity not exceed the L.A. CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting up to 10 days in a three month period. The Project will commit to comply with the LAMC section. As a result, the Project's construction noise impact would be considered less than significant.

Table Noise-3
Construction Noise Levels - Unmitigated

Sensitive Receptor	Distance from Site (feet)	Maximum Construction Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
Edinburgh Avenue Residences, S of Beverly Boulevard	70	64.6	64.3	67.5	3.2
Edinburgh Avenue Residences, N of Beverly Boulevard	260	50.2	64.8	64.9	0.1
Laurel Avenue Residences	55	66.7	63.7	68.5	4.8
Assumes regulatory compliance with all applicable ordinances, including LAMC Section 112.05. Source: DKA Planning, 2016.					

With regard to off-site construction-related noise impacts, demolition and grading activities would necessitate up to 8 haul trips per work day to export materials and excavated soils from the Project site to regional landfills. While this vehicle activity would marginally increase ambient noise levels along the haul route, it would not be expected to significantly increase ambient noise levels by 5 dBA or greater at any noise sensitive land uses. According to the L.A. CEQA Thresholds Guide, a 3 dBA increase in roadway noise levels requires an approximate doubling of roadway traffic volume, assuming that travel speeds and fleet mix remain constant. Though the addition of haul trucks would alter the fleet mix of the Project haul route, their minimal addition to local roadways would not nearly double those roads' traffic volumes, let alone augment their traffic to levels capable of producing 5 dBA ambient noise increases. As a result, off-site construction noise impacts related to haul trips would be considered less than significant.

Operations Noise Impacts

During Project operations, the development would produce noise from both on- and off-site sources.

On-Site Noise Sources

Mechanical Equipment - Regulatory compliance with LAMC Sec.112.02 would ultimately ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, ambient noise levels, and the relatively quiet operation of modern HVAC systems, these on-site noise sources would not be capable of causing the ambient noise levels of nearby uses to increase by 3 dBA CNEL to or within their respective L.A. CEQA Thresholds Guide's "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall.

Residential Land Uses - Noise from recurrent activities (e.g., conversation, consumer electronics, dog barking) and non-recurrent activities (e.g., social gatherings) would elevate ambient noise levels to differing degrees. The City's noise ordinance would provide a means to address nuisances related to residential noises.

Commercial Land Uses - The Project's commercial uses would be internal. Noises from their operations would be inaudible at off-site receptors. Periodic sources of noise, such as deliveries, would not be capable of creating sustained and significant noise impacts at nearby receptors. The Project's commercial areas would be oriented away from nearby residential receptors.

Auto-Related Activities - Operational noises related to the proposed onsite parking would include intermittent noise events such as door slamming and vehicle engine start-ups. However, these noise events are infrequent and do not substantially increase ambient noise levels. Project parking would be served by three levels of subterranean parking. As parking would be internal and underground, auto-related noises from the Project's parking would likely be inaudible at off-site receptors, or at least considerably attenuated.

The impact potential of these on-site operational noise sources would be considered less than significant.

Off-Site Noise Sources

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its estimated 726 net new daily trips.[55] The noise impact of these vehicle trips was modeled using the Federal Highway Administration's (FHWA) Traffic Noise Model 2.5 (TNM 2.5). This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along inputted roadway segments. For this analysis, an existing year (2018) no project scenario was compared to an existing year with project scenario. As shown in **Table Noise-4**, Project-related traffic would, individually, have a negligible impact on roadside ambient noise levels in the Project's vicinity. 24-hour CNEL impacts would similarly be minimal, far below L.A. CEQA Thresholds Guide criteria for significant operational noise impacts, which begin at 3 dBA. This impact would be considered less than significant.

[55] Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

Table Noise-4
Existing + Project Peak Hour Mobile Source Noise Levels

Roadway Segment	Peak Hour	Estimated dBA, Leq 1hr			
		No Project (2018)	With Project (2018)	Project Change	Significant Impact?
E/B Beverly Blvd., W of Edinburgh Ave.	AM	70.8	70.8	0.0	No
	PM	71.7	71.7	0.0	No
W/B Beverly Blvd., W of Edinburgh Ave.	AM	71.8	71.8	0.0	No
	PM	71.4	71.5	0.1	No
N/B Edinburgh Ave., N of 3rd St.	AM	60.2	60.3	0.1	No
	PM	62.1	62.1	0.0	No
S/B Edinburgh Ave., N of 3rd St.	AM	60.6	60.7	0.1	No
	PM	61.7	61.8	0.1	No
E/B Beverly Blvd., E of Edinburgh Ave.	AM	71.1	71.1	0.0	No
	PM	71.5	71.5	0.0	No
W/B Beverly Blvd., E of Edinburgh Ave.	AM	72.2	72.2	0.0	No
	PM	71.5	71.6	0.1	No
Source: DKA Planning, 2018.					

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Regulatory Setting

Federal

For the evaluation of construction-related vibration impacts, state standards set by the California Department of Transportation (Caltrans) are used given the absence of Federal, County, and City standards specific to construction activities.

State

In 2013, the California Department of Transportation (Caltrans) published the Transportation and Construction Vibration Guidance Manual to aid in the estimation and analysis of vibration impacts. Typically, potential building and structural damages are the foremost concern when evaluating the impacts of construction-related vibrations. **Table Noise-5** summarizes Caltrans' vibration guidelines for building and structural damage.

Table Noise-5
Caltrans Building Damage Vibration Guidelines

Structure and Condition	Significance Thresholds (in/sec PPV)	
	Transient Sources	Continuous/Frequent/ Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5
Source: California Department of Transportation, 2013.		

Construction Vibration Impacts

Construction of the Project would require equipment such as excavators and loaders. These types of heavy-duty vehicles can produce peak vibration velocities of up to 0.089 inches per second at a distance of 25 feet.[56] Drilling rigs for shoring activities can produce similar vibration levels. **Table Noise-6** shows the Project's projected construction vibration impacts at the nearest off-site structures. No receptor would experience potentially damaging levels of ground-borne vibration from the Project's construction activities. As a result, the Project's construction vibration impacts would be considered less than significant.

Table Noise-6
Building Damage Vibration Levels at Off-Site Structures - Unmitigated

Off-Site Structures	Distance to Project Site (ft.)	Estimated PPV (in/sec)	Structural Significance Threshold (in/sec)	Significant ?
133 N Edinburgh Avenue Residence	70	0.032	0.5	No
138 N Edinburgh Avenue Residence	90	0.025	0.5	No
7970 Beverly Boulevard – Commercial	55	0.040	0.5	No
8018 Beverly Boulevard – Hotel/Commercial	5	0.445	0.5	No
138 N Laurel Avenue Residence	55	0.040	0.5	No
Source: DKA Planning 2018.				

Operational Vibration Impacts

During operations, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the Project's vicinity would be generated by its related vehicle travel on local roadways. Road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive receptors to vibrations far

[56] Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

below levels associated with human annoyance or land-use disruption. As a result, the Project's long-term vibration impacts would be considered less than significant.

c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

The majority of the Project's long-term noise impacts would come from traffic traveling to and from the Project. This, the addition of future traffic from any new developments in the Project area, and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's individual contribution to permanent off-site ambient noise level increases would be minimal. As shown in **Table Noise-7**, with or without the addition of Project traffic, future roadside peak hour ambient noise levels would not substantially increase. CNEL noise levels in the Project's vicinity would likewise not increase by 3 dBA to or within their respective "Normally Unacceptable" or "Clearly Unacceptable" noise categories, or by 5 dBA or greater overall. The Project's cumulative operational noise impact would therefore be considered less than significant.

Table Noise-7
Future + Project Peak Hour Mobile Source Noise Levels

Roadway Segment	Peak Hour	Estimated dBA, Leq 1hr				
		Existing (2018)	No Project (2022)	With Project (2022)	Total Change	Significant Impact?
E/B Beverly Blvd., W of Edinburgh Ave.	AM	70.8	71.1	71.1	0.3	No
	PM	71.7	72.1	72.1	0.4	No
W/B Beverly Blvd., W of Edinburgh Ave.	AM	71.8	72.1	72.1	0.3	No
	PM	71.4	71.9	71.9	0.5	No
N/B Edinburgh Ave., N of 3rd St.	AM	60.2	60.5	60.6	0.4	No
	PM	62.1	62.2	62.2	0.1	No
S/B Edinburgh Ave., N of 3rd St.	AM	60.6	61.0	61.1	0.5	No
	PM	61.7	61.9	61.9	0.2	No
E/B Beverly Blvd., E of Edinburgh Ave.	AM	71.1	71.4	71.5	0.4	No
	PM	71.5	71.9	71.9	0.4	No
W/B Beverly Blvd., E of Edinburgh Ave.	AM	72.2	72.5	72.5	0.3	No
	PM	71.5	72.0	72.0	0.5	No
Source: DKA Planning, 2018.						

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. One such related project has been identified: Related Project No. 28, 8001 Beverly Boulevard, a retail and restaurant project approximately 95 feet north of the Site across Beverly.

Table Noise-8 shows the cumulative construction noise levels that would be projected to occur at the Project's receptors should the construction of both projects coincide. It was assumed that the 8001 W Beverly Boulevard project would incorporate basic industry-standard noise management practices (i.e. equipping construction vehicles with noise mufflers and erecting temporary noise barriers around the perimeter of the work site) to achieve compliance with LAMC Section 112.05's 75 dBA limit for powered construction equipment at a distance of 50 feet. The same assumptions were applied to the Project when analyzing its individual construction noise impacts. As shown, no receptor would be expected to experience construction-related noise level increases in excess of 5 dBA. In addition, persistent traffic noise from Beverly Boulevard would mask any distant construction sounds in a manner largely similar to the effect of white noise, and the presence of numerous multi-story structures would further obstruct these sound's line of sight travel. As a result, the Project's potential to result in a significant cumulative construction noise impact at nearby sensitive receptors would be considered less than significant.

Table Noise-8
Cumulative Construction Noise Levels

Sensitive Receptor	Existing Ambient Noise Level (dBA L_{eq})	Cumulative Construction Noise Level (dBA L_{eq})	Increase
Edinburgh Avenue Residences, S of Beverly Boulevard	64.3	67.5	3.2
Edinburgh Avenue Residences, N of Beverly Boulevard	64.8	68.6	3.8
Laurel Avenue Residences	63.7	68.6	4.9
Source: DKA Planning, 2018			

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 Project is not located within an airport land use plan or within two miles of a public airport or public use airport. As a result, the Project will not expose residents or workers of the Project area to excessive noise levels from aircraft. This would be considered no impact on people residing in the Project area.

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 site is not in the vicinity of a private airstrip. As a result, the Project will not expose the Project area to excessive noise levels from any private airstrip. This would be considered no impact on people residing or working in the Project area.

Air Quality

This section of the CE contains an assessment and discussion of impacts associated with Air Quality as identified in Appendix G to the State CEQA Guidelines (C.C.R. Title 14, Chapter 3, 15000-15387). The analytical methodology and thresholds of significance below are based on the *L.A. CEQA Thresholds Guide.* This section is based on the following item, included as Appendix D of this CE:

D Air Quality Appendix, DKA Planning, January 2018.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Pollutants and Effects

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards for outdoor concentrations. The federal and State standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), and lead (Pb). These pollutants are discussed below.

- Carbon Monoxide (CO) is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. It is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust accounts for the majority of emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient concentrations generally follow the spatial and temporal distributions of vehicular traffic. Concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February. Inversions are an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air. The highest concentrations occur during the colder months of the year when inversion conditions are more frequent. CO is a health concern because it competes with oxygen, often replacing it in the blood and reducing the blood's ability to transport oxygen to vital organs. Excess CO exposure can lead to dizziness, fatigue, and impair central nervous system functions.

- Ozone (O_3) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity,

increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

- Particulate Matter (PM) consists of small liquid and solid particles floating in the air, including smoke, soot, dust, salts, acids, and metals and can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair and results from fuel combustion (e.g. motor vehicles, power generation, industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions.

  $PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, they can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

- Lead (Pb) in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline; the manufacturers of batteries, paint, ink, ceramics, and ammunition; and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95

percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities have become lead-emission sources of greater concern. Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

- Toxic Air Contaminants (TAC) are airborne pollutants that may increase a person's risk of developing cancer or other serious health effects. TACs include over 700 chemical compounds that are identified by State and federal agencies based on a review of available scientific evidence. In California, TACs are identified through a two-step process established in 1983 that includes risk identification and risk management.

Regulatory Setting

Federal

United States Environmental Protection Agency (USEPA). The USEPA is responsible for enforcing the Federal Clean Air Act (CAA), the legislation that governs air quality in the United States. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments. USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes emission standards, including those for vehicles sold in States other than California, where automobiles must meet stricter emission standards set by CARB. As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in **Table Air-1**. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin as nonattainment for O_3 and $PM_{2.5}$, attainment for PM_{10}, and attainment/unclassified for CO and NO_2.

State

California Air Resources Board (CARB). In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for administering the CCAA and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS, which are generally more stringent than the federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CARB has broad authority to regulate mobile air pollution sources, such as motor vehicles. It is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which

became effective in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table Air-1**, below. The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment.

Table Air-1
State and National Ambient Air Quality Standards and Attainment Status for the South Coast Basin

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	/a/	0.070 ppm (137 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Unclassified/ Attainment
	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Unclassified/ Attainment
Sulfur Dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	Attainment
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Nonattainment

/a/ CARB has not determined 8-hour O_3 attainment status.
Source: CARB, Ambient Air Quality Standards, attainment status, December 16, 2016. (www.arb.ca.gov/desig/adm/adm.htm)

Local

South Coast Air Quality Management District (SCAQMD). The 1977 Lewis Air Quality Management Act merged four air pollution control districts to create the SCAQMD to coordinate air quality planning efforts throughout Southern California. It is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards. Programs include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. The SCAQMD is also responsible for

establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The SCAQMD monitors air quality over its jurisdiction of 10,743 square miles, including the South Coast Air Basin, which covers 6,745 square miles and is bounded by the Pacific Ocean to the west, the San Gabriel, San Bernardino and San Jacinto mountains to the north and east, and San Diego County to the south. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The SCAQMD also regulates the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin.

All areas designated as nonattainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD regularly prepares an Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures. On December 7, 2012, the SCAQMD adopted its 2012 AQMP, which is now the legally enforceable plan for meeting the 24-hour $PM_{2.5}$ strategy standard. In October 2016, the SCAQMD's released its revised Draft 2016 AQMP which proposed strategies to meet the NAAQS for the 8-hour ozone standard by 2032, the annual $PM_{2.5}$ standard by 2021-2025, the 1-hour ozone standard by 2023, and the 24-hour $PM_{2.5}$ standard by 2019. In its role as the local air quality regulatory agency, the SCAQMD also provides guidance on how environmental analyses should be prepared. This includes recommended thresholds of significance for evaluating air quality impacts.

The Southern California Association of Governments (SCAG) assists in air quality planning efforts by preparing the transportation portion of the AQMP through the adoption of its Regional Transportation Plan (RTP). This includes the preparation of a Sustainable Communities Strategy (SCS) that responds to planning requirements of SB 375 and demonstrates the region's ability to attain greenhouse gas reduction targets set forth in State law. In April 2016, SCAG adopted its 2016-2040 RTP, a plan to invest $556.5 billion in transportation systems over a six-county region.

City of Los Angeles. The City's General Plan includes an Air Quality Element that provides a policy framework that governs air quality planning within the City of Los Angeles. Adopted in November 1992, the Plan includes six goals, 15 objectives, and 30 policies that help define how the City will achieve its clean air goals. In 2006, the City released its L.A. CEQA Thresholds Guide that provides guidance in the preparation of environmental documents. This included a chapter focusing on air quality. While it didn't set new thresholds of significance for air quality, it did suggest a process for evaluating projects and attempted to standardize analyses through prescribed protocols.

Air Pollution Climatology

The Project Site is located within the Los Angeles County non-desert portion of the South Coast Air Basin. The Basin is in an area of high air pollution potential due to its climate and topography. The region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the

west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions that help to form smog. While temperature typically decreases with height, it actually increases under inversion conditions as altitude increases, thereby preventing air close to the ground from mixing with the air above. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland toward the mountains.

Air quality problems also occur during the fall and winter, when CO and NO_2 emissions tend to be higher. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.) when temperatures are cooler. High CO levels during the late evenings result from stagnant atmospheric conditions trapping CO. Since CO emissions are produced almost entirely from automobiles; the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 concentrations are also generally higher during fall and winter days.

Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 locations throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table Air-2** shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2014 through 2016. The one-hour State standard for O_3 was exceeded seven times during this three-year period, the daily State standard for PM_{10} was exceeded 47 times while the daily State standard for $PM_{2.5}$ was exceeded nine times. CO and NO_2 levels did not exceed the CAAQS from 2014 to 2016.

Table Air-2
2014-2016 Ambient Air Quality Data in Project Vicinity

Pollutant	Pollutant Concentration & Standards	Central Los Angeles		
		2014	2015	2016
Ozone	Maximum 1-hour Concentration (ppm)	0.113	0.104	0.103
	Days > 0.09 ppm (State 1-hour standard)	3	2	2
	Days > 0.075 ppm (Federal 8-hour standard)	2	0	4
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	N/A	3.2	1.9
	Days > 20 ppm (State 1-hour standard)	N/A	0	0
	Maximum 8-hour Concentration (ppm)	2.0	1.8	1.4
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0821	0.0791	0.0647
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}	Maximum 24-hour Concentration (µg/m^3)	66	88	67
	Days > 50 µg/m^3 (State 24-hour standard)	3	26	18
$PM_{2.5}$	Maximum 24-hour Concentration (µg/m^3)	N/A	56.4	44.4
	Days > 35 µg/m^3 (Federal 24-hour	N/A	7	2

	standard)			
Sulfur Dioxide	Maximum 24-hour Concentration (ppm)	N/A	12.6	13.4
	Days > 0.04 ppm (State 24-hour standard)	N/A	0	0
Source: SCAQMD annual monitoring data (www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year) accessed November 7, 2017. N/A: Not available at this monitoring station.				

Toxic Air Pollution

According to the SCAQMD's Multiple Air Toxics Exposure Study IV (MATES IV), the incidence of cancer over a lifetime in the US population is about 1 in 4, to 1 in 3, which translates into a risk of about 300,000 in 1 million (SCAQMD 2015). One study, the *Harvard Report on Cancer Prevention*, estimated that, of cancers associated with known risk factors, about 30 percent were related to tobacco, about 30 percent were related to diet and obesity, and about 2 percent were associated with environmental pollution related exposures (Harvard 1996). The potential cancer risk for a given substance is expressed as the incremental number of potential excess cancer cases per million people over a 70-year lifetime exposure at a constant annual average pollutant concentration. The risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, this would predict an additional 100 excess cases of cancer in a population of 1 million people over a 70-year lifetime.

As part of the SCAQMD's environmental justice initiatives adopted in late 1997, the SCAQMD adopted the MATES IV study in May 2015, which was a follow-up to the previous MATES I, II, and III air toxics studies conducted in the Basin. The MATES IV study was based on monitored data throughout the Basin and included a monitoring program, an updated emissions inventory of TACs, and a modeling effort to characterize carcinogenic risk across the Basin from exposure to TACs. The MATES IV study applied a 2-kilometer (1.24-mile) grid over the Basin and reported carcinogenic risk within each grid space (each covering an area of 4 square kilometers or 1.54 square miles). The study concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk of approximately 897 in 1 million primarily due to diesel exhaust particulate matter (DPM). Using the MATES IV methodology, about 94 percent of the cancer risk is attributed to emissions associated with mobile sources, and about 6 percent of the risk is attributed to toxics emitted from stationary sources, which include industries, and businesses such as dry cleaners and chrome plating operations. The MATES IV study found lower ambient concentrations of most of the measured air toxics, as compared to the levels measured in the previous MATES III study finalized in September 2008.

Existing Emissions

The Project Site includes a 11,250 square-foot office building with surface parking. As shown in **Table Air-3**, the majority of emissions are generated from mobile sources that access the office uses at the Project Site.

Table Air-3
Existing Daily Operations Emissions

Emission Source	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	<1	1	4	<1	1	<1
Total Operations	**1**	**1**	**4**	**<1**	**1**	**<1**
Source: DKA Planning 2016 based on CalEEMod 2016.3.1 model runs.						

Project Consistency with Air Quality Plans

SCAQMD Air Quality Management Plan. The proposed residential land use will neither conflict with the SCAQMD's 2016 Air Quality Management Plan (AQMP) nor jeopardize the region's attainment of air quality standards. The AQMP focuses on achieving clean air standards while accommodating population growth forecasts by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The adopted 2016 RTP/SCS accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040.

The Project Site is located in the City's Wilshire Community Plan area. The Community Plan implements land use standards of the General Plan Framework at the local level. The Project is consistent with the City's projected growth capacity for the Community Plan area, which accommodated a projected population of 337,144 persons, a housing base of 138,330 units, and 197,959 jobs by 2010.[57] The City has not updated projections beyond 2010 for the Community Plan area.

The Project would demolish an office building and develop residential units in the City of Los Angeles. The Project could add 163 residents to the Plan area, based on the City's projected household density. This would marginally increase population in the South Coast Air Basin. The Project Site is classified as "Neighborhood Office Commercial" in the Community Plan, a classification that conditionally allows residential uses. The Site's zoning as Transit Priority Area also make it compatible with residential uses. It would also add approximately 17 jobs to the Los Angeles region. The RTP/SCS' assumptions about growth in the City likely accommodate housing, population, and job growth on this site. The Project characteristics (infill, increase density) are consistent with the assumptions in the RTP/SCS that growth would occur within such parcels. The Project fits within these parameters. As such, the Project does not conflict with the growth assumptions in the regional air plan and this impact is considered less than significant. See **Table Air-4**.

[57] City of Los Angeles, Wilshire Community Plan, www.cityplanning.lacity.org/complan/pdf/wilcptxt.pdf. 2001.

Table Air-4
Project Consistency with Air Quality Management Plan's Growth Forecast

Forecast Year	Population in City of Los Angeles	Proposed Project	Households in City of Los Angeles	Proposed Project	Employment in City of Los Angeles	Proposed Project
2040	4,609,400	163	1,690,300	58	2,169,100	19
Source: DKA Planning 2016 based on SCAG 2016 Regional Transportation Plan Growth Forecast. Assumes 2.81 persons per household per City density in 2010. Employment forecast based on SCAG "Employment Density Study", October 31, 2001 and assumes one employee per 388 square feet (restaurant average) and 369 (retail average) in Los Angeles County.						

City of Los Angeles General Plan Air Quality Element. The City's General Plan Air Quality Element identifies 30 policies that identify specific strategies for advancing the City's clean air goals. As illustrated in Table Air-5, the Project is consistent with the applicable policies in the General Plan. As such, the Project's impact on the City's General Plan would be considered less than significant.

The air quality impacts of residential development on the Project site are accommodated in the region's emissions inventory for the RTP/SCS and AQMP. The Project is therefore not expected to conflict with or obstruct implementation of the AQMP, and any impact on the Plan would be considered less than significant. Similarly, the Project is consistent with the City's General Plan Air Quality Element's policies and would not conflict with its six goals and 15 objectives.

Table Air-5
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices required by SCAQMD Rule 403 (Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices required by SCAQMD Rule 403 (Fugitive Dust).
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by Metro (Routes 10, 14, 16, 217, 316, 728, 780) and LADOT (DASH Fairfax).
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Where appropriate, the property management company could encourage telecommuting with future tenants.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Not Applicable.** The Project includes future employers that could promote rideshare programs and subsidies.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Not Applicable.** The Project includes future employers that could implement parking management programs.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project does not include special events that would require traffic management.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project would minimize traffic impacts below significance thresholds.

Strategy	Project Consistency
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide local residents with proximate access to more jobs.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Metro and LADOT DASH services..
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts will be analyzed and minimized through the environmental review process.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including proximity to bus routes operating by the Metro and LADOT DASH services.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Not Applicable.** This policy calls for City facilities to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the State's Green Building Standards Code and the City of Los Angeles'

Strategy	Project Consistency
	Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: CAJA Environmental Services, January 2017.	

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction Phase Air Quality Impacts on Regional Air Quality

Construction-related emissions were estimated using the South Coast Air Quality Management District's (SCAQMD's) CalEEMod 2016.3.1 model using assumptions from the Project's developer, including the Project's construction schedule of approximately 21 months. **Table Air-6** summarizes the proposed construction schedule that was modeled for air quality impacts.

Table Air-6
Proposed Construction Schedule

Phase	Duration	Notes
Demolition	January 6, 2020 – January 27, 2020	Debris from 11,250 square feet of development hauled off-site 32 miles to Azusa Land Reclamation
Grading	January 28, 2020 – March 27, 2020	20,000 cubic yards of soil export hauled off-site 32 miles to Azusa Land Reclamation
Building Construction	March 30, 2020 – July 2, 2021	
Architectural Coatings	July 5, 2021 – August 20, 2021	
Project Representative, December 2018.		

As shown in **Table Air-7** the construction of the Project will produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table Air-7
Estimated Daily Construction Emissions - Unmitigated

Year	Pounds Per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2020	5	62	34	<1	4	3
2021	11	33	34	<1	2	2
Maximum Regional Total	11	62	34	<1	4	3
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

Maximum Localized Total	11	40	23	<1	4	<3
Localized Significance Threshold	--	74	680	--	5	3
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning, 2018 based on CalEEMod 2016.3.1 model runs. LST analyses based on 1 acre site with 25 meter distances to receptors in Central LA source receptor area.						

Construction Phase Air Quality Impacts on Local Air Quality

In terms of local air quality, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for CO, NO_2, PM_{10} and $PM_{2.5}$ during the construction phase. It should be noted that **Table Air-7** assumes the application of BACMs to control fugitive dust. As a result, construction impacts on localized air quality are considered less than significant.

SCAQMD Rule 403 addresses fugitive dust emissions of PM_{10} and $PM_{2.5}$, which calls for Best Available Control Measures (BACM) that include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Architectural coatings and solvents applied during construction activities shall comply with SCAQMD Rule 1113, which governs the VOC content of architectural coatings.

Construction of the Project is not expected to produce any local violation of air quality standards or contribute substantially to an existing or projected air quality violation.

Operation Phase Air Quality Impacts

The Project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project site. The Project could add up to 726 net vehicle trips to and from the Project Site on a peak weekday at the start of operations.[58] Operational emissions would not exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ emissions (**Table Air-8**). As a result, the Project's operational impacts on regional air quality are considered less than significant.

With regard to localized air quality impacts, the Project would emit minimal emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from area and energy sources on-site. As shown in **Table Air-8**, these localized emissions would not approach the SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The Project's operational impacts on localized air quality are considered less than significant.

The long-term operation of the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation for regional and localized air quality.

Table Air-8
Estimated Daily Operations Emissions - Unmitigated

Emission Source	Pounds per Day					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	1	1	4	<1	<1	<1

[58] Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	6	14	<1	4	1
Total Operations	3	7	18	<1	4	1
Existing Operations	-1	-1	-4	-<1	-1	-<1
Net Regional Total	**2**	**6**	**14**	**<1**	**3**	**1**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
Net Localized Total	**1**	**1**	**4**	**<1**	**<1**	**<1**
Localized Significance Threshold	**-**	**74**	**680**	**-**	**2**	**1**
Exceed Threshold?	N/A	No	No	N/A	No	No
Source: DKA Planning 2018 based on CalEEMod 2016.3.1 model runs. LST analysis based on 1 acre site with 25 meter distances to receptors in Central LA source receptor area.						

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)?

Construction Phase Air Quality Impacts

A project's construction impacts could be considered cumulative considerable if it substantially contributes to cumulative air quality violations when considering other projects that may undertake concurrent construction activities. Construction of the Project would not contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the Project would not exceed SCAQMD mass emission thresholds for ozone precursors during construction. Similarly, regional emissions of PM_{10} and $PM_{2.5}$ would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impacts on regional criteria pollutant emissions would be considered less than significant.

When considering local impacts, cumulative construction emissions are considered when projects are within close proximity of each other that could result in larger impacts on local sensitive receptors. Construction of the Project itself would not produce cumulative considerable emissions of localized nonattainment pollutants NO_2, PM_{10} and $PM_{2.5}$, as the anticipated emissions would not exceed LST thresholds set by the SCAQMD. This is considered a less than significant impact.

There are 55 proposed developments in the vicinity of the Project Site that were identified by the project's traffic study.[59] If any other of these proposed projects were to undertake construction concurrently with the proposed Project, localized CO, $PM_{2.5}$, PM_{10}, and NO_2 concentrations would be further increased. However, the application of LST thresholds to each cumulative project in the local area would help ensure that each project does not produce localized hotspots of CO, $PM_{2.5}$, PM_{10}, and

[59] Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.

NO_2. Any projects that would exceed LST thresholds (after mitigation) would perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance. Construction of the Project would not have any considerable contribution to cumulative impacts on pollutant concentrations at nearby receptors.

Operation Phase Air Quality Impacts

As for cumulative operational impacts, the proposed land use will not produce cumulatively considerable emissions of nonattainment pollutants at the regional or local level. Because the Project's air quality impacts would not exceed the SCAQMD's operational thresholds of significance as noted in **Table Air-8**, the Project's impacts on cumulative emissions of non-attainment pollutants is considered less than significant. The Project is a residential and commercial development that would not include major sources of combustion or fugitive dust. As a result, its localized emissions of PM_{10} and $PM_{2.5}$ would be minimal. Likewise, existing land uses in the area include land uses that do not produce substantial emissions of localized nonattainment pollutants.

Long-term operation of the Project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Construction Phase Air Quality Impacts on Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following typical groups who are most likely to be affected by air pollution: children under 14; the elderly over 65 years of age; athletes; and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. There are several existing or reasonably foreseeable sensitive receptors near the Project Site, including:

- Single-family residence, 138 Laurel Avenue; 60 feet southwest of the Project site.
- Single-family residence, 113 Edinburgh Avenue; 70 feet south of the Project Site across a rear alley.
- Etz Jacob Hebrew Academy, 7951 Beverly Boulevard; 240 feet northeast of the Project Site.
- Hayworth Terrace Assisted Living facility, 325 North Hayworth Avenue; 500 feet northeast of the Project Site.
- Silverado Beverly Place Memory Care Community, 330 North Hayworth Avenue; 510 feet northeast of the Project Site.
- Fairfax High School, 7850 Melrose Avenue; 1,910 feet northeast of the Project Site.
- Hancock Park Elementary School, 408 South Fairfax Avenue; 2,250 feet southeast of the Project Site.

As illustrated in **Table Air-7**, these nearby receptors would not be exposed to substantial concentrations of localized pollutants NO_2, PM_{10} and $PM_{2.5}$ from construction of the Project. Specifically, construction

activities would not exceed SCAQMD LST thresholds for NO_2, PM_{10} and $PM_{2.5}$ and represent a less than significant impact. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard. Construction of the Project would not have any significant impacts on pollutant concentrations at nearby receptors.

Operation Phase Air Quality Impacts on Sensitive Receptors

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[60] Specifically, traffic levels of service at six intersections studied in the vicinity of the Project would not be significantly impacted by traffic volumes from the development under existing or future year scenarios.[61]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[62] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs. In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[63] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities. Therefore, Project impacts related to TACs would be less than significant.

Long-term operation of the Project would not have any significant impacts on pollutant concentrations at nearby receptors.

e) Create objectionable odors affecting a substantial number of people?

The Project would introduce residential and restaurant land uses to the area but would not result in activities that create objectionable odors. It would not include any land uses typically associated with

60 Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 13, 2010.
61 Updated Project Description and Significant Impact Analysis, Overland Traffic Consultants, January 16, 2018.
62 California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html
63 SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses such as restaurants. As a result, any odor impacts from the Project would be considered less than significant.

Water Quality

a) Would the project violate any water quality standards or waste discharge requirements?

The National Pollutant Discharge Elimination System (NPDES) program establishes a comprehensive stormwater quality program to manage urban stormwater and minimize pollution of the environment to the maximum extent practicable. Pursuant to the NPDES, the Project is subject to the requirements set forth in the County's Standard Urban Stormwater Mitigation Plan (SUSMP). The goals and objectives of the SUSMP are achieved through the use of Best Management Practices (BMPs) to help manage runoff water quality. The City of Los Angeles has adopted the regulatory requirements set forth in the SUSMP of the Los Angeles Regional Water Quality Control Board (LARWQCB) under the City of Los Angeles Ordinance No. 173,494. BMPs typically include controlling roadway and parking lot contaminants by installing oil and grease separators at storm drain inlets; cleaning parking lots on a regular basis; incorporating peak-flow reduction and infiltration features (such as grass swales, infiltration trenches, and grass filter strips) into landscaping; and implementing education programs. The SUSMP identifies the types and sizes of private development projects that are subject to its requirements.[64]

Requirements of the SUSMP are enforced through the City's plan approval and permit process. Low Impact Development (LID) is a stormwater management strategy that seeks to prevent impacts of runoff and stormwater pollution as close to its source as possible. It is an ordinance passed in 2011 amending LAMC 64.70 (the City's stormwater code) and expanding on the City's existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. LID is different from the previous SUSMP because it requires a larger scope of development and redevelopment projects to comply with stormwater measures, and incorporating new LID practices and measures. All development and redevelopment projects that create, add, or replace 500 square feet or more of impervious area need to comply with the LID Ordinance. A project must comply with the LID Best Management Practices (LID BMPSs) (determined on a case by case basis by Public Works), and if that is not feasible only then do SUSMP BMPs apply.

Construction

Demolition and construction activities at the Project Site have the potential to affect the quality of storm water runoff. Typically, runoff picks up pollutants as it flows over the ground or paved areas and carries these pollutants into the storm drain system or directly into natural drainages. There are three general

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64 Project applicants are required to prepare and implement a Standard Urban Stormwater Mitigation Plan when their projects fall into any of these categories: Single-family hillside residential developments; Housing developments of 10 or more dwelling units (including single family tract developments); Industrial /Commercial developments with one acre or more of impervious surface area; Automotive service facilities; Retail gasoline outlets"; Restaurants Parking lots of 5,000 square feet or more of surface area or with 25 or more parking spaces; Projects with 2,500 square feet or more of impervious area that are located in, adjacent to, or draining directly to designated Environmentally Sensitive Areas (ESA). http://www.lastormwater.org/green-la/standard-urban-stormwater-mitigation-plan/

sources of short-term construction-related stormwater pollution associated with the Project: 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. During construction, the Project Site would contain a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction material spills can also be a source of stormwater pollution and/or soil contamination.

The Project will not be required to obtain a NPDES water quality permit from the LARWQCB since the discharge will be sent to the City's Stormwater System and not directly to surface waters.[65] The City is in compliance with all requirements of the NPDES Municipal Permit.[66] Implementation of appropriate project design features and compliance with the local, State, and federal regulations, code requirements, and permit provisions would prevent significant impacts related to the release of potentially polluted discharge into surface water. Construction activities associated with the Project are subject to City inspection and implementation of storm water BMPs. Since the construction of the Project will not disturb greater than one acre of land (the total site area is 0.68 acres)[67], the Project Applicant will not be required to obtain coverage under the General Construction Activity Storm Water Permit (GCASP), which requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).[68] Construction projects that include grading activities during the rainy season must also develop a Wet Weather Erosion Control Plan (WWECP). The Project will comply with LAMC Chapter IX, Division 70, which addresses grading, excavations, and fills. Compliance with the LAMC, and the SWPPP and WWECP as applicable, would ensure that construction would not violate any water quality standards, or discharge requirements, or otherwise substantially degrade water quality. The Project shall comply with the following regulations:.

Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for the Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. The NPDES permit shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

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65 https://www.epa.gov/npdes/npdes-frequent-questions#pane-1, January 5, 2017.
66 http://www.lastormwater.org/about-us/npdes-municipal-permit/, January 5, 2017.
67 See Project Description.
68 California EPA, State Water Resources Control Board, Storm Water Program, Construction Storm Water Program, website: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml.

The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

Therefore, impacts related to water quality will be less-than-significant.

Operation

The Project would not include industrial discharge to any public water system. Under existing conditions, runoff at the Project Site may contain typical urban pollutants such as automotive fluids (including oil and grease) commercial cleaning and landscaping pollutants discharged into the storm drainage system. Because there would be no substantial increase in runoff as a result of the Project (which would continue to have automobiles, cleaning and landscaping elements), urban contaminants that may be present in urban runoff from the Project Site would not differ substantially in type than that which currently occurs at other parking area and residential buildings. The Project would be required to submit site drainage plans to the City Engineer and other responsible agencies demonstrating compliance with water quality standards and wastewater discharge BMPs set forth by the City of Los Angeles and the State Water Resources Control Board (SWRCB) for review and approval prior to development of any drainage improvements. In addition, design criteria as established in the SUSMP would be incorporated into the Project to minimize the off-site conveyance of pollutants. Therefore, operation-related impacts to water quality would be less than significant.

(e) The site can be adequately served by all required utilities and public services.

Utilities

This section is based on the following items, included as Appendix E of this CE:

E-1 Wastewater Response, Los Angeles Bureau of Sanitation, January 18, 2017.

E-2 Water and Power Response, Los Angeles Department of Water and Power, February 27, 2017.

Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Wastewater Generation, Treatment Facilities, and Existing Infrastructure

As shown on **Table Utilities-1, Project Estimated Wastewater Generation**, it is estimated the Project will generate a net total of approximately 7,303 gallons per day (gpd) (or 0.07 mgd) of wastewater.

Table Utilities-1
Project Estimated Wastewater Generation

Land Use	Size	Wastewater Generation Rates	Total (gpd)
Existing (to be removed)			
Office	11,250 sf	120 gallons / 1,000 sf	(1,350)
Proposed			
Residential - Studio	37 units	75 gallons / unit	2,775
Residential – 1-Bedroom	21 units	110 gallons / unit	2,310
Restaurant	5,500 sf	300 gallons / 1,000 sf	1,650
Retail	1,900 sf	25 gallons / 1,000 sf	48
Gym	970 sf	200 gallons / 1,000 sf	194
Spa	224 cubic feet	7.48 gallons / cubic feet	1,676
		Total Increase (Proposed – Existing)	**7,303**

Note: sf = square feet; gpd = gallons per day
Rates: Sewage Generation Factor, effective date April 6, 2012: http://lacitysan.org/fmd/pdf/sfcfeerates.pdf
City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.
Retail – Less than 100,000 square feet is 25 gallons/1,000 sf
Table: CAJA Environmental Services, November 2017.

The sewer infrastructure includes an existing 30-inch line on Beverly Boulevard, which feeds into a 33-ionch line on Sweetzer Avenue before discharging into a 42-inch line on La Cienega Boulevard.[69] The

[69] Wastewater Response, Los Angeles Bureau of Sanitation, January 18, 2017.

Project Site is currently developed and adequately served by the existing wastewater conveyance system. As part of the building permit process the lead agency would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the Project's wastewater flows. The standard procedure is that further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the Applicant shall be required to build sewer lines to a point in the sewer system with sufficient capacity.

Prior to the development of a new building, the capacity of the on-site sanitary sewers that would serve the building will be evaluated based on applicable Bureau of Sanitation and California Plumbing Code standards and replacement or new sanitary sewers will be installed on-site as necessary to accommodate proposed flows. As part of the normal construction/building permit process, the Project Applicant will confirm with the City that the capacity of the local and trunk lines are sufficient to accommodate the Project's wastewater flows during the construction and operation phases. If the public sewer has insufficient capacity, then the Project Applicant will be required to build sewer lines to a point in the sewer system with sufficient capacity. If street closures for construction is required, the Project applicant will coordinate with LADOT on a traffic control plan and have flagmen to facilitate traffic flow and safety. Construction of these connection lines would not cause a significant environmental effect. A final approval for sewer capacity and connection permit will be made at that time. Implementation of these prescribed measures will ensure that the Project's impacts to the wastewater conveyance system will be less than significant.

The wastewater generated by the Project will be similar to other commercial uses in the area. No industrial discharge into the wastewater or drainage system would occur as result of the Project. Additionally, there is adequate treatment capacity within the HTP system to accommodate the Projects' daily wastewater generation (remaining capacity of approximately 88 mgd), and thus, the increase in wastewater generation would not have a significant impact on treatment plant capacity. As HTP complies with the state's wastewater treatment requirements and the Project's wastewater generation is well within the existing capacity, the Project will not exceed the wastewater treatment requirements of LAWQCB. Therefore, impacts with regard to wastewater treatment requirements will be less than significant.

Additionally, water conservation measures required by City ordinance (e.g., installation of low flow toilets and plumbing fixtures, limitations on hose washing of driveways and parking areas, etc.) will be implemented as part of the Project and will help reduce the amount of project-generated wastewater. Therefore, impacts to wastewater treatment facilities and existing infrastructure will be less than significant.

Water Consumption and Treatment Facilities

The Los Angeles Department of Water and Power (LADWP) provides municipal water services to the City, and is responsible for providing water to the Project Site. As shown on **Table Utilities-2, Project Estimated Water Consumption**, it is estimated the Project will consume a net total of approximately 7,303 gallons per day (gpd) (or 0.07 mgd or 5 acre-feet per year[70]) of water.

[70] 1 acre foot = 325,851.429 US gallons

Table Utilities-2
Project Estimated Water Demand

Land Use	Size	Water Demand Rates	Total (gpd)
Existing (to be removed)			
Office	11,250 sf	120 gallons / 1,000 sf	(1,350)
Proposed			
Residential - Studio	37 units	75 gallons / unit	2,775
Residential – 1-Bedroom	21 units	110 gallons / unit	2,310
Restaurant	5,500 sf	300 gallons / 1,000 sf	1,650
Retail	1,900 sf	25 gallons / 1,000 sf	48
Gym	970 sf	200 gallons / 1,000 sf	194
Spa	224 cubic feet	7.48 gallons / cubic feet	1,676
		Total Increase (Proposed – Existing)	**7,303**

Note: sf = square feet; gpd = gallons per day
Rates: Sewage Generation Factor, effective date April 6, 2012:
http://lacitysan.org/fmd/pdf/sfcfeerates.pdf
City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.
Retail – Less than 100,000 square feet is 25 gallons/1,000 sf
Table: CAJA Environmental Services, November 2017.

The Water Service Organization (WSO) should be able to provide the domestic needs of the Project from the existing water system. The WSO cannot determine the impact on the existing water system until the fire demands of the Project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed. The Project shall also comply with the following regulations:

The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Project, and will contact a Water Service Representative at the LADWP to order a Sewer Availability Request (SAR). This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

The Project shall implement all applicable mandatory measures of the:

- 2013 California Plumbing Code (effective January 1, 2014);
- 2013 California Green Building Code (CALGreen), effective Jan. 1, 2014, July 1, 2015, and Oct. 23, 2015 (original adoption and revisions);
- 2014 Los Angeles Plumbing Code, effective January 1, 2014;
- 2014 Los Angeles Green Building Code, effective January 1, 2014;

- State Senate Bill SB 407, effective January 1, 2014;
- City of Los Angeles Ordinance No. 184,248 (titled, Green Building Codes Revision, Greywater Systems, Water Conservation Measures), effective June 6, 2016;
- City of Los Angeles Ordinance No. 180,822 (titled, Water Efficiency Requirements), effective December 1, 2009 and October 1, 2010; and
- City of Los Angeles Ordinance No. 172,075 (titled, Retrofit on Resale), effective 1988 and amended 1998.

The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The Project shall comply with the City of Los Angeles Low Impact Development Ordinance (City Ordinance No. 181,899) and implement Best Management Practices that have stormwater recharge or reuse benefits for the Project (as applicable and feasible).

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of LAAFP is 600 mgd with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season. The Project's water consumption increase represents approximately 0.05 percent and 0.02 percent of the remaining capacity currently available at LAAFP during the summer and non-summer months, respectively. Therefore, impacts to water treatment facilities and existing infrastructure would be less than significant. If a deficiency or service problem is discovered during the permitting process that prevents the Project from an adequate level of service, the Project Applicant shall fund the required upgrades to adequately serve the Project.

New on-site water mains and laterals would be installed in accordance with City Plumbing Code requirements, where necessary, to distribute water within the Project Site. As part of the normal construction/building permit process, the Project Applicant will confirm with the LADWP Water Service Organization (WSO) that the capacity of the existing water infrastructure can supply the domestic needs of the Project during the construction and operation phases. If the water infrastructure has insufficient capacity, then the Project Applicant will be required to build water lines to a point in the system with sufficient capacity. If street closures for construction is required, the Project applicant will coordinate with LADOT on a traffic control plan. The Project's impacts to the water conveyance system would be less than significant.

Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. 43 percent of the waste generated in the City is disposed of at the Sunshine Canyon City/County Landfill (the "Sunshine Canyon Landfill"), with 20 percent to Chiquita Canyon Landfill, and the remaining amounts sent to over a dozen other landfills, recycling, refuse-to-energy, or resource recovery facilities.[71]

Facilities

The Sunshine Canyon Landfill has a permitted intake of 12,100 tons per day (tpd) and accepted an average of 7,582 tpd (2014 daily average).[72] It is expected to close in 2037.[73] It has a remaining daily intake availability of 4,993 tpd, and has approximately 96.8 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy.[74] Space is calculated by volume, with 1.7 cubic yards equaling one ton of trash. Projections of capacity are tied to how tightly the trash is compacted.[75]

There are two solid waste transformation facilities within Los Angeles County. The Commerce Refuse-to-Energy Facility has a permitted intake 1,000 tpd and accepted an average of 337 tpd (2013 daily average). It has a remaining daily intake availability of 663 tpd.[76] The Southeast Resource Recovery Facility, located in the City of Long Beach, has a permitted intake 2,240 tpd and accepted an average of 1,504 tpd (2013 daily average). It has a remaining daily intake availability of 736 tpd.[77] It is expected that these two facilities will continue to operate at their current permitted capacities through the planning period of 2022. The owners and operators of these facilities have indicated that there are no plans to increase the daily capacity. The County is exploring the use of conversion technologies to reduce future disposal needs as well as address global climate change. These technologies encompass a variety of processes that convert normal household trash into renewable energy, biofuels, and other useful products. The County has launched the Southern California Conversion Technology Demonstration Project, which seeks to promote, evaluate, and establish a demonstration facility for the conversion of solid waste into clean energy.[78] Additionally, the County recently completed its final Phase II Conversion Technology Evaluation Report, which provides a comprehensive study of existing technology suppliers and materials recovery facilities throughout southern California.

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71 City of Los Angeles, Fact Sheet: Solid Waste Facilities: http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf

72 County of Los Angeles Department of Public Works, 2014 Annual Report, December 2015, website: http://dpw.lacounty.gov/epd/swims/, Appendix E-2, Table 1, September 20, 2016.

73 23 years remaining life as of 2014 Annual Report, prepared in December 2015.

74 State of California Department of Resources Recycling and Recovery, Solid Waste Facility Listing/Details Page, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), website: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail, accessed September 20, 2016.

75 Sunshine Canyon: http://www.sunshinecanyonlandfill.com/home/Future.html, September 20, 2016.

76 County of Los Angeles Department of Public Works, 2014 Annual Report, December 2015, website: http://dpw.lacounty.gov/epd/swims/, Appendix E-2, Table 1, September 20, 2016.

77 County of Los Angeles Department of Public Works, 2014 Annual Report, December 2015, website: http://dpw.lacounty.gov/epd/swims/, Appendix E-2, Table 1, September 20, 2016.

78 Los Angeles County Phase II Conversion Technology Evaluation Report - October 2007, http://www.socalconversion.org/pdfs/LACo_Conversion_PII_Report.pdf, September 20, 2016.

Construction

Construction of the Project will generate construction and demolition debris that would need to be disposed of at area landfills. Construction and demolition debris includes concrete, asphalt, wood, drywall, metals, and other miscellaneous and composite materials. California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged. Materials not recycled would be disposed of at local landfills. Construction of the 43,050 square feet of new building area would generate approximately 94 tons of construction waste.[79] Core/shell construction is estimated to take approximately 21 months. Therefore, Project construction would generate approximately 0.22 tpd of construction waste on average throughout the construction phase.[80] It is anticipated that the Project's demolition and construction debris will be transported to the Sunshine Canyon Landfill in Sylmar. However, it is noted that construction solid waste diversion had included on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor will utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation Therefore, short-term construction impacts to landfills and solid waste services will be less-than-significant.

According to CalRecycle (California Department of Resources Recycling and Recovery), the Sunshine Canyon Landfill is estimated to close in 2037. It has approximately 112.3 million cubic yards (cy) of remaining capacity out of a total capacity of 140.9 million cy, and a maximum permitted daily intake of 12,100 tons per day (tpd).[81] Space is calculated by volume, with 1.7 cubic yards equaling one ton of trash. Projections of capacity are tied to how tightly the trash is compacted.[82] As of September 30, 2013 (the latest data provided), Sunshine Canyon Landfill accepted approximately 7,800 tpd during the week and 3,000 tpd on Saturday (due to reduced hours of operation).[83] Therefore, the Sunshine Canyon Landfill has a remaining daily capacity intake of approximately 4,300 tpd during each weekday and 9,100 tpd on Saturday.

A majority of the City's construction and demolition waste was sent to the Puente Hills Landfill.[84] The Puente Hills Landfill closed on October 31, 2013, when its permit expired. However, there are other County Sanitation Districts' facilities available for disposal and recycling, including the nearby Puente Hills Materials Recovery Facility (MRF) that shares the same entrance as the Landfill. The Puente Hills MRF accepts all kinds of waste for recycling and disposal, including commercial, construction/demolition,

79 Based on 4.02 pounds of nonresidential construction and 4.38 lbs for residential construction per square foot. (Source: U.S. Environmental Protection Agency Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, Table A-2, page A-1).

80 21 months x 20 working days per month = 420 working days. 94 tons / 420 days = 0.22 tons per day.

81 State of California Department of Resources Recycling and Recovery, Solid Waste Facility Listing/Details Page, Facility/Site Summary Details: Sunshine Canyon City/County Landfill (19-AA-2000), website: http://www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-2000/Detail, March 31, 2016.

82 Sunshine Canyon: http://www.sunshinecanyonlandfill.com/home/Future.html, March 31, 2016.

83 Sunshine Canyon Landfill Newsletter, Fall 2013, website: http://www.sunshinecanyonlandfill.com/home/newsletter/fall_2013_newsletter.pdf.

84 City of Los Angeles, Fact Sheet: Solid Waste Facilities: http://www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPfacilitySystemInfrastructureFactSheet_032009.pdf

and residential wastes.[85] The Puente Hills MRF is permitted to accept 4,400 tons per day and 24,000 tons per week of municipal solid waste.[86] As of 2014, the Puente Hills Intermodal Facility provide a Materials Recovery Facility/Transfer Station for the Waste to Rails system to the Mesquite Regional Landfill in Imperial County.[87] The Mesquite Landfill can accept 20,000 tons per day, with an overall capacity of 600 million tons and a lifespan of 100 years.[88] The Mesquite Landfill would have adequate capacity to accept the Project's demolition and construction waste.

Operation

As shown on **Table Utilities-3, Project Estimated Solid Waste Generation**, it is estimated the Project will generate a net total of approximately 644 pound per day (or 0.32 tons per day) of solid waste.

Table Utilities-3
Project Estimated Solid Waste

Land Use	Size	Solid Waste Generation Rates	Total (pounds)
Existing (to be removed)			
Office	30 employees	11.1 pounds / employee	(333)
Proposed			
Residential	163 residents	4.7 pounds / resident	766
Commercial	19 employees	11.1 pounds / employee	211
		Total Increase (Proposed – Existing)	**644**
Note: sf = square feet Rates: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/LGcentral/GoalMeasure/DisposalRate/MostRecent/default.htm Table: CAJA Environmental Services, November 2017.			

The Sunshine Canyon Landfill has a remaining daily intake availability of 4,993 tpd and could therefore accommodate the additional approximately 0.08 tons per day increase in solid waste resulting from the Project. Further, pursuant to AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City had an accelerated goal of 75 percent by 2013. During fiscal 2013-14, the City exceeded the mandated 75 percent diversion rate goal, achieving 76.4 percent,[89] with the goal to achieve a 90 percent diversion by

85 County Sanitation Districts, Puente Hills Landfill Closing on October 31, 2013: http://www.lacsd.org/news/displaynews.asp?NewsID=214&TargetID=1.
86 County Sanitation Districts, Puente Hills MRF Fact Sheet: http://www.lacsd.org/news/displaynews.asp?NewsID=214&TargetID=1.
87 Puente Hills Landfill: http://www.lacsd.org/civica/filebank/blobdload.asp?BlobID=3708.
88 Mesquite Regional Landfill: http://www.mrlf.org/index.php?pid=5.
89 City of Los Angeles, Department of Public Works, Annual Report, 2013-14: http://bpw.lacity.org/DPW-2013-14-ANNUAL-REPORT.pdf, April 11, 2016.

2025.[90] The regulations listed below would ensure that solid waste is separated and disposed/recycled properly during operation further mitigating any potential solid waste impact from Project operations.

In compliance with LAMC, the Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

Therefore, the impact associated with solid waste during operation of the Project would be less than significant.

[90] City of Los Angeles, Department of Public Works, A Five-Year Strategic Plan, Fiscal Years 2013/14-2017/18: http://www.lacitysan.org/general_info/pdfs/Strategic_Plan2013-14.pdf, accessed January 5, 2017.

Energy Analysis

Construction

Fuel Consumption

The Project would utilize construction contractors who demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h))91 to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

Heavy-duty construction equipment associated with these activities would include diesel-fueled haul trucks, excavators, skid steer loaders, tractors, and water trucks. Heavy-duty construction equipment associated with building construction would include air compressors, concrete pumps, forklifts, lifts, and welders. Heavy-duty construction equipment associated with outdoor hardscape and landscaping would include air compressors, backhoes, dozers, forklifts, lifts, loaders, and rollers. The equipment will be in compliance with the Project Design Features and Regulatory Compliance Measures required in the Air Quality and Noise sections of this MND. Construction equipment fuels (diesel, gas, or natural gas) would be provided by local or regional suppliers and vendors. The transportation fuel required by construction workers would depend on the total number of worker trips estimated for the duration of construction activity. A study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) is projected at 22.711 miles per gallon (mpg) and worse-case diesel trucks is 6.178 mpg in 2015.[92]

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91 California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.

92 California Department of Transportation, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF.

During Project construction, energy would be consumed in three general forms: (1) petroleum-based fuels used to power off-road construction vehicles and equipment on the Project Site, construction worker travel to and from the Project Site, as well as delivery and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities); (2) electricity associated with the conveyance of water that would be used during Project construction for dust control (supply and conveyance), and electricity associated with providing temporary power for lighting and electronic equipment inside temporary construction trailers and within the proposed structures; and (3) energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

The petroleum-based fuel use summary represents a conservative estimate of energy that would be consumed throughout the Project construction period based on maximum intensity construction assumptions. While construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and would cease upon the completion of construction. In addition, construction activities would be subject to compliance with applicable regulatory requirements designed to reduce the consumption of energy resources. Specifically, regulatory requirements would require idling of all diesel-fueled commercial vehicles weighing over 10,000 pounds during construction to be limited to five minutes at any location. Compliance with this measure would reduce the Project's reliance on petroleum-based fuels during construction activities and the Project's consumption of petroleum-based fuels would not have an adverse impact on available supplies. In addition, with regard to trips for hauling demolition materials, the City of Los Angeles has adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. The project's compliance with these regulations would reduce the number of trips and fuel required to transport construction debris, which would reduce the wasteful, inefficient, and unnecessary consumption of energy, and provide for reduced transportation-related energy usage compared to similar projects in other jurisdictions.

In 2012, California consumed a total of 337,666 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.[93] Construction of the Project would represent 0.001 percent of the statewide fuel consumption. The expected construction gasoline and diesel fuel gas for the Project would be negligible compared with statewide supplies and would be accommodated by local or regional suppliers and vendors. Therefore, gas impacts during construction would be less than significant.

Electricity Consumption

The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity (i.e., temporary use for lighting and small power tools). Electricity, when needed, would be supplied by the local utility provider (LADWP) via existing on-site connections. This would be consistent with suggested measures in the *L.A. CEQA Thresholds Guide* to reduce air pollution by using electricity from power poles, rather than temporary diesel or gasoline powered generators. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the LADWP. Electricity used to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for lighting when necessary

[93] US EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf.

for general construction and renovation activity would generally not result in a net increase in on-site electricity use over existing conditions since the Site is occupied. Therefore, electricity impacts during construction would be less than significant.

Energy Conservation

The Project would utilize construction contractors who demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h))[94] to reduce NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023. In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities, as previously stated.

Operation

Electricity Demand

Electrical conduits, wiring and associated infrastructure would be conveyed to the Project from existing LADWP lines in the surrounding streets to the Project during construction. The analysis compares the electricity demand for the Project to the overall LADWP capacity Citywide. The LADWP forecasts that in 2018-19, the total adjusted electricity sales (load forecast) will be 26,638 gigawatt-hours (gw-h) with residential uses consisting 8.242 gw-h and commercial uses consisting of 12.413 gw-h. The peak demand would be 5,650 megawatts (mw).[95]

[94] California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.

[95] LADWP, 2014 IRP, Table A-1, page A-5: https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=9kjcyeafd_4&_afrLoop=1178238919540287.

As shown in **Table Utilities-4, Project Estimated Electricity Demand**, the Project would demand approximately 494,279 kw-h/year (0.49 gw-h/year) of electricity. This total does not take any credit for the proposed sustainable and energy conservation features of the Project.

Table Utilities-4
Project Estimated Electricity Demand

Land Use	Size	Electricity Rates	Total (kw-h/yr)
Existing (to be removed)			
Office	11,250 sf	9.95 kw-h / sf	(111,938)
Proposed			
Residential	58 units	5,626.5 kw-h / unit	326,337
Restaurant	5,500 sf	47.45 kw-h / sf	260,975
Retail	1,900 sf	9.95 kw-h / sf	18,905
		Total Increase (Proposed – Existing)	**494,279**

sf =square feet; kw-h = kilowatt-hour; yr = year
Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate
The LADWP does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs.
Table: CAJA Environmental Services, November 2017.

The Project's annual electricity consumption would represent approximately 0.01 percent of the forecasted electricity demand in 2018-19.[96] Thus, the Project is within the anticipated demand of the LADWP system. The LADWP is able to supply 7,300 mw of power with a current peak of 6,177 mw. Thus, there is 1,055 mw of additional power capacity. To put this into perspective, this represents approximately 0.002 percent of the additional power capacity at existing levels. Peak demand is expected to grow to 5,786 mw in 2018-2019 and 6,166 mw in 2023-2024.[97] Despite these growth projections, they would still not exceed the existing capacity of 7,300 mw. Thus, there is adequate supply capacity to serve the Project. Therefore, the LADWP's current and planned electricity supplies would be sufficient to support the Project's electricity consumption.

The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP. The Project would be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code. Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.[98] It should also be noted that the Project's estimated electricity consumption is based on usage rates that do not account for the Project's energy conservation features or updates to

96 0.39 / 26,638 x 100% = 0.001%

97 2014 Power Integrated Resource Plan, Table 2-3, Forecasted growth in Annual Peak Demand: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-integratedresourceplanning/a-p-irp-documents?_afrLoop=1185569764107656&_afrWindowMode=0&_afrWindowId=9kjcyeafd_1#%40%3F_afrWindowId%3D9kjcyeafd_1%26_afrLoop%3D1185569764107656%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1ahsnk3itw_4.

98 LADWP Rules Governing Water and Electric Service: http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf.

the Los Angeles Building Code. This represents a conservative (worst-case scenario) approach. Therefore, actual electricity consumption from the Project would likely be lower than that forecasted. Based on the above analysis, no operational impacts associated with the consumption of electricity would occur.

Natural Gas Demand

As shown in **Table Utilities-5, Project Estimated Natural Gas Demand**, the Project is estimated to demand approximately a net increase of 221,502 cf/month (7,383 cf/day) of natural gas. This total represents a more conservative result since it does not take any credit for the proposed sustainable and energy conservation features of the Project.

The natural gas demand is based on natural gas usage rates from the SCAQMD and without taking credit for the Project's energy conservation features, which would reduce natural gas usage. The approximate demand is based on the best available data and is intended to provide an analysis of the estimated demand in comparison to SCG's overall supply. The SCG retail core peak day demand in 2016 is estimated at 2,947 million cf/day and 2019 is estimated at 2,917 million cf/day.[99] The Project's 7,383 cf/day represents approximately 0.002 percent of the 2019 peak demand. Thus, there is adequate supply capacity and no impacts would occur.

The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SCG undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. The Project would not result in the construction of natural gas facilities (i.e., natural gas distribution lines) that would cause significant environmental impacts. As such, no impacts on natural gas infrastructure as a result of the Project would occur.

Table Utilities-5
Project Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf/mo)
Existing (to be removed)			
Office	11,250 sf	2.9 cf / mo	(32,625)
Proposed			
Residential	58 units	4,011.5 cf / mo	232,667
Restaurant	5,500 sf	2.9 cf / mo	15,950
Retail	1,900	2.9 cf / mo	5,510
		Total Increase (Proposed – Existing)	**221,502**

[99] 2016 CA Gas Report: https://www.socalgas.com/regulatory/documents/cgr/2016-cgr.pdf

Table Utilities-5
Project Estimated Natural Gas Demand

Land Use	Size	Natural Gas Rates	Total (cf/mo)
sf =square feet; cf = cubic feet; mo = month Source: SCAQMD Air Quality Handbook, 1993, Appendix 9, Table A9-12-A, Natural Gas Usage Rate The SCG does not provide or comment on generation rates to provide an estimate of demand. In addition, the Los Angeles City Planning Department has consistently accepted use of the SCAQMD rates in its EIRs. Table: CAJA Environmental Services, November 2017.			

In 2015, the state anticipated a surplus difference of 179 million cf of gas between the supply and demand requirements. Therefore, it is anticipated that adequate supplies exist to accommodate the Project's demand for natural gas. Even if this were not the case, SCG would make the adequate changes in order to provide the load to the customer, as SCG has an obligation to serve projects in its service area. Overall, the Project would not require the acquisition of additional natural gas resources beyond those that are anticipated by SCG.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Project operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Project would be in compliance with the City's Green Building Ordinance and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards. Therefore, because of energy efficient design features, compliance with the Green Building Ordinance, adequate projected supply and the obligation of SCG to service the three sites, Project impacts related to natural gas would be less than significant.

Transportation Energy Consumption

The Project's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of Metro bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site. As such, the Project Site is located in proximity to numerous Metro bus routes, thereby providing access for employees, patrons, and residents of the Project Site. These services provide an alternative to driving individual vehicles both into the Project Site from the surrounding areas as well as for residents, guests, and visitors at the Project Site to travel to surrounding areas. The increases in land use diversity and mix of uses on the Project Sites would reduce vehicle trips and vehicle miles travelled by encouraging walking, bicycling, and other nonautomotive forms of transportation, which would result in corresponding reductions in energy demand. Regarding bicycling, the Project would provide bicycle parking spaces at least to the City's Bicycle Parking Ordinance.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Based on the Project's estimated VMT of approximately 2,032,211 million miles per

year[100], and assuming the Project's mix of vehicle types (automobiles, trucks, and motorcycles) have an average fuel economy of 22.711 mpgs[101], approximately 89,481 gallons of fuel would be required in a year. This would represent less than 0.01 percent of the statewide gasoline consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Sites would reduce the Project's consumption of gasoline and diesel. With compliance with regulatory measures, the Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

Alternative Energy Discussion

The use of energy provided by alternative (i.e., renewable) resources, off-site and on-site, to meet the Project's operational demands is constrained by the energy portfolio mix managed by LADPW, the service provider for the Project Site, and limitations on the availability or feasibility of on-site energy generation. LADWP is required to commit to the use of renewable energy sources for compliance with the California Renewable Energy Resources Act, as defined in its 2013 Renewables Portfolio Standard Policy and Enforcement Program. LADWP has committed to meeting the requirement to procure at least 33 percent of their energy portfolio from renewable sources by 2020 through the procurement of energy from eligible renewable resources, to be implemented as fiscal constraints, renewable energy pricing, system integration limits, and transmission constraints permit. Eligible renewable resources are defined in the 2013 Renewable Portfolio Standard to include biodiesel; biomass; hydroelectric and small hydro (30 MW or less); Los Angeles Aqueduct hydro power plants; digester gas; fuel cells; geothermal; landfill gas; municipal solid waste; ocean thermal, ocean wave, and tidal current technologies; renewable derived biogas; multi-fuel facilities using renewable fuels; solar photovoltaic; solar thermal electric; wind; and "other renewables that may be defined later".[102]

LADWP's target procurement of energy from renewable resources was 20 percent by 2010. As of 2012, the most recent year for which data is available, its existing renewable energy resources included small hydro, wind, solar, and biogas, which accounted for 20 percent of its overall energy mix. This represents the available off-site renewable sources of energy that would meet Project demand. LADWP is committed to reach a goal of 35% renewable energy by 2020.[103]

With respect to on-site renewable energy sources, because of the Project's location, there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydro, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi-fuel facilities using renewable fuels. Geothermal energy, the use of heat naturally present in shallow soil or in groundwater or rock to provide building heating/cooling and to heat water, requires the installation of a heat exchanger consisting of a network of below-ground pipes to convey heated or cooled air to a building. Although methane is a renewable derived biogas, it is not available on

100 Operational VMT derived from the Air quality trips and VMT model sheets, included in appendix to the CE.
101 Caltrans, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF.
102 City of Los Angeles, Department of Water and Power, Renewables Portfolio Standard Policy and Enforcement Program, amended December 2013.
103 https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-renewableenergy/a-p-re-rpsprogram?_adf.ctrl-state=2zwwyiver_4&_afrLoop=482029044070877.

the Project Site in commercially viable quantities or form (i.e., a form that could be used without further treatment), and its extraction and treatment for energy purposes would result in secondary impacts; it is currently regulated as a hazardous material by the City through its Methane Code.

The City's Green Building Code discusses renewable energy (Section 99.04.211):

99.04.211.4. Solar Ready Buildings [N]. Buildings for which plans were submitted to the Department for plan check and the plan check fee was paid after the effective date of the 2013 California Energy Code (Title 24, Part 6) shall comply with the following:

1. All one- and two-family dwellings, shall comply with Section 110.10(b)1A, 110.10(b)2, 110.10(b)3, 110.10(b)4, 110.10(c), 110.10(d) and 110.10(e) of the California Energy Code (Title 24, Part 6).

2. All buildings, other than one- and two-family dwellings, shall comply with Section 110.10(b) through 110.10(d) of the California Energy Code (Title 24, Part 6).

99.04.211.5. Space for Future Electrical Solar System Installation [N]. Buildings for which plans were submitted to the Department for plan check and the plan check fee was paid prior to the effective date of the 2013 California Energy Code (Title 24, Part 6), shall provide a minimum of 250 square feet of contiguous unobstructed roof area for the installation of future solar photovoltaic or other electrical solar panels. The location shall be suitable for installing future solar panels as determined by the designer.

Finally, solar and wind power represent variable-energy, or intermittent, resources that are generally used to augment, but not replace, natural gas-fired energy power generation, since reliability of energy availability and transmission is necessary to meet demand, which is constant. Wind-powered energy is not viable on the Project Sites due to the lack of sufficient wind in the Los Angeles basin. The California Energy Commission (CEC) studied the State's high wind resource potential.[104] Based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential. Wind resource areas with winds above 12 mph within Los Angeles County are located in relatively remote areas in the northwestern portion of the County. Additionally, there are no viable sites within the Project Site for placement and operation of a wind turbine. The CEC has identified areas within the State with high potential for viable solar, wind, and geothermal energy production. The CEC rated California's solar potential by county using insolation values available to typical photovoltaic system configurations, as provided by the National Renewable Energy Laboratory. Although Los Angeles as a County has a relatively high photovoltaic potential of 3,912,346 megawatt-hours (MWh)/day, inland counties such as Inyo (10,047,177 MWh/day), Riverside (7,811,694 MWh/day), and San Bernardino (25,338,276 MWh/day) are more suitable for large-scale solar power generation.[105] In addition, most of the high potential areas of greater than 6 KWh/sqm/day in Los Angeles County are concentrated in the northeastern corner of the county around Lancaster, approximately 45 miles away from the Project Site.

[104] California Energy Commission. California Wind Resource Potential, http://www.energy.ca.gov/maps/renewable/Wind_Potential.pdf.

[105] California Energy Commission, California Solar Resources, April 2005, http://www.energy.ca.gov/2005publications/CEC-500-2005-072/CEC-500-2005-072-D.PDF.

The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

The Project shall comply with City Ordinance No. 179,820 (Green Building Ordinance), which establishes a requirement to incorporate green building practices into projects that meet certain threshold criteria.

The Project shall comply with the lighting power requirements in the California Energy Code, California Code of Regulations (CCR), Title 24, Part 6.

Public Services

This section is based on the following items, included as Appendix F of this CE:

F-1 Schools Response, Los Angeles Unified School District, January 24, 2017.

F-2 Parks Response, Los Angeles Department of Recreation and Parks, February 1, 2017.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

i) Fire protection?

A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve a project, and a new or physically altered fire station would be necessary. LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. A total of 1,104 uniformed firefighters (included 242 serving as Firefighters/Paramedics), are always on duty at 106 neighborhood fire stations located in the LAFD's 471-square-mile jurisdiction.[106] Pursuant to Table 507.3.3 of the 2014 Fire Code, the maximum response distance between high density residential and commercial land use and a LAFD station that houses an engine company[107] is 1.5 mile and truck company[108] is 2 miles, response distances that if exceeded require the installation of an automatic fire sprinkler system.[109] The Project Site is served by several fire stations, as shown in **Table Public-1, Fire Stations**.

Los Angeles County Fire Department (LACFD) Station 8, located at 7643 Santa Monica Boulevard, approximately 1.3 miles away, could serve the Project through a Mutual Aid Agreement with LAFD.

Response Distance

The Project Site is located within the distance identified by the Fire Code. There is a station with an engine and truck (Task Force) with 1.25 miles. Additionally, the Project will be constructed with fire protection as required by the LAFD Chief or applicable building and safety codes, unless other building and safety codes supersede this. The LAFD goal is to reach EMS incidents within 5 minutes 90 percent of the time and fire incidents within 5:20 minutes 90 percent of the time. The Project is within the maximum response distance of a fire station with adequate equipment. There are additional fire stations located nearby. Impacts related to response distance would be less than significant.

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106 http://www.ecodes.biz/ecodes_support/free_resources/2014LACityFire/PDFs/Chapter%205%20-%20Fire%20Service%20Features.pdf

107 LAFD: All LAFD Engines are Triple Combination apparatus, meaning they can pump water, carry hose, and have a water tank: http://lafd.org/about/apparatus

108 LAFD: Aerial Ladder Fire Engines: http://lafd.org/about/apparatus

109 http://www.ecodes.biz/ecodes_support/free_resources/2014LACityFire/PDFs/Chapter%205%20-%20Fire%20Service%20Features.pdf

Emergency Access

Emergency vehicle access to the Project Site will continue to be provided from local and major roadways near the Project Site (i.e. La Brea, and Santa Monica). The routes from the fire stations to the Project Site would likely pass through several of the study intersections. All circulation would be in compliance with the Fire Code, including any access requirements of the LAFD. Additionally, emergency access to the Project Site will be maintained at all times. Therefore, impacts related to emergency access would be less than significant.

Table Public-1
Fire Stations

No.	Address	Distance	Equipment	Ave. Time (Turnout + Travel)	Incident Counts
61	5821 West 3rd Street	1.25 mi	Task Force Paramedic Ambulance Rescue Ambulance	Non-EMS: 5:07 min. EMS: 5:42 min	Non-EMS: 911 EMS: 4,269
41	1439 North Gardner Street	2.00 mi	Engine Paramedic Ambulance Brush Patrol	Non-EMS: 6:17 min. EMS: 5:43 min.	Non-EMS: 662 EMS: 2,684

Incident counts: year 2016 (January to August). Non-EMS is fire emergency. EMS is emergency medical service.

Response Time: year 2016 (January to August) average time (turnout time + travel time) in the station area.

Response time listed above does not include call processing, which averages 1:03 minutes citywide in 2016. Call processing is done at a central location and does not differ by fire stations.

Fire Department Call Processing Time: The time interval that starts when the call is created in CAD by a Fire Dispatcher until the initial Fire or EMS unit is dispatched. Turnout Time: The time interval between the activation of station alerting devices to when first responders put on their personal protective equipment and are aboard apparatus and en-route (wheels rolling). Both station alarm and en-route times are required to measure this for each unit that responds.

Travel Time: The time interval that begins when the first unit is en route to the incident and ends upon arrival of any of the units first on scene. This requires one valid en-route time and one valid on-scene time for the incident. Travel time can differ considerably amongst stations. Many factors, such as traffic, topography, road width, public events and unspecified incident locations, may impact travel time.

Incident Count: The number of incidents that result in one or more LAFD units being dispatched, regardless of record qualification.

http://lafd.org/sites/default/files/pdf_files/11-03-2014_AllStations.pdf

Task Force: Truck company and two fire engines.

LAFD April 2016 Fire Station Directory.

Table: CAJA Environmental Services, January 2017.

Emergency Access

The routes from the fire stations to the Project Site would likely pass through several of the study intersections. The future traffic conditions with the Project show that none of the study intersections would have a significant impact.[110] All circulation would be in compliance with the Fire Code, including any access requirements of the LAFD. Additionally, emergency access to the Project Site will be maintained at all times. Therefore, impacts related to emergency access would be less than significant.

[110] Traffic Impact Analysis, Overland Traffic, December 19, 2016.

Fire Flows

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The quantity of water necessary for fire protection varies with the zoning of the area, type of development, occupancy rates, life hazard, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any case, a minimum residual water pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing.[111] The following fire hydrants are near the Site:[112]

- Hydrant (ID 34981, size 2½ x 4D, 6-inch main) on southwest corner of Edinburgh and Beverly.
- Hydrant (ID 41154, size 2½ x 4D, 6-inch main) on southwest corner of Beverly and Laurel.
- Hydrant (ID 34978, size 2½ x 4D, 6-inch main) on northwest corner of Beverly and Hayworth.

Upgrades to the hydrants and system will be evaluated at the plan check phase. The Project will submit a request to the City of Los Angeles Department of Water and Power (LADWP) to determine whether the pressure in the Project area is sufficient as is standard practice. If it is not, then upgrades to the existing infrastructure may be required. No changes are planned in the near future for new or expanded fire stations in the area, which contains the Project Site. To ensure that fire protection services are adequate within the proposed buildings and around the Project Site, the Project will comply with the required regulatory measures.

The Project shall submit a request to the City of Los Angeles Department of Water and Power (LADWP) to determine whether the pressure in the project area is sufficient. If it is not, then onsite or offsite upgrades to the existing infrastructure, as determined by the LADWP and LAFD shall be required by the applicant.

The Project shall comply with the required regulations and codes and feasible recommendations of the Fire Department relative to fire safety and emergency access, and shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit.

These measures allow the LAFD to ensure that the Project will not increase demand on the fire department to the extent that a new or expanded facility is needed, the construction of which may cause a significant impact on the environment.

ii) Police protection?

A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The Project Site is served by the City of Los Angeles Police Department's (LAPD) West Bureau, which oversees LAPD operations in the

111 LAMC Sec. 57.09.06, Fire Flow: http://lafd.org/prevention/hydrants/division_9_fc.html, January 27, 2014.
112 Navigate LA, DWP (Fire Hydrants) Layer: http://navigatela.lacity.org/navigatela/

Hollywood, Olympic, Pacific, West LA, and Wilshire communities.[113] The Wilshire Community Police Station, located at 4861 West Venice, is approximately 3.5 miles driving distance from the Project Site. The boundaries of the Wilshire Area are as follows: LA City/West Hollywood boundary to the north; La Cienega Boulevard to the west; Santa Monica freeway to the south; and Arlington, Plymouth, and Gower to the east.

Deployment

Deployment of police officers to existing area stations in the City is based on a number of factors and is not calculated solely based on police-need-per-population standards. The LAPD presently uses a quantitative workload model, known as Patrol Plan, to determine the deployment level in each of the area stations. Patrol Plan, which was developed by a private consultant, is a computer program which mathematically formulates 25 data variables (factors) to provide patrol officer deployment recommendations for the 18 geographic areas in the City to meet predetermined constraints (response time and available time). These factors include patrol speed, number of units fielded, forecast call rate, percent of calls with 1-6+ units dispatched, average service time, dispatching policy, percent of calls dispatched by priority, square miles of an area, average travel time and street miles (length of streets, alleys and other routes in an area). Police units are in a mobile state; hence the actual distance between the Station and the Project Site is often of little relevance to service performance. Instead the realized response time is more directly related to the number of officers deployed. Police assistance is prioritized based on the nature of a call.

Crime Rate

Crime statistics (Part 1 violent and property crimes) are shown in **Table Public-2, Crime Statistics**. The crime rate, which represents the number of crimes reported, affects the "needs" projection for staff and equipment for the LAPD to some extent.

Table Public-2
Crime Statistics

Type of Crime	Wilshire	Citywide
Homicide	3	199
Rape	44	1,188
Robbery	238	6,955
Aggravated Assault	294	10,611
Burglary	563	10,542
Motor Vehicle Theft	388	12,485
Burglary Theft from Vehicle	908	21,138
Personal/Other Theft	1,117	22,032
Total (Part 1 Crimes)	**3,555**	**85,150**
Year-to-date: September 10, 2016 Wilshire: http://assets.lapdonline.org/assets/pdf/wilprof.pdf Citywide: http://assets.lapdonline.org/assets/pdf/cityprof.pdf Table: CAJA Environmental Services, January 2017.		

[113] LAPD, West Bureau: http://www.lapdonline.org/west_bureau

Construction Impacts

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around the construction site to keep out the curious.

The Project Site is open and accessible from Beverly, the southern alley, and Edinburgh. All sides will need to be secured during construction. The Project Applicant will employ construction security features, such as fencing, which would serve to minimize the need for LAPD services (see **Project Design Feature PDF-Public-1)**. These security measures would ensure that valuable materials (e.g., building supplies, metals such as copper wiring) and construction equipment are not easily stolen or abused. This measure would reduce potential construction impacts on police protection services to less than significant.

Operational Impacts

The Project would increase the number of people at the Site, as well as an increase in visitors, especially over the evening hours due to the mix of residential and commercial uses. As such, the Project could potentially increase in the number of police service calls due to an increase in onsite persons. The potential for crime can be reduced with site specific designs and features (see **Project Design Feature PDF-Public-2)**. The Project will include standard security measures such as adequate security lighting, secure access to non-public areas and separate commercial access points. Parking would be in a parking structure integrated into the building. The LAPD will require that the commanding officer of the Station Area be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response (see (see **Project Design Feature PDF-Public-3**). The Project will not require the construction of a new or expanded police station. These measures will ensure the impacts associated with police services to less than significant.

Project Design Features

PDF-Public-1 **Public Services (Police – Demolition/Construction Sites)**

Temporary construction fencing will be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

PDF-Public-2 **Public Services (Police)**

The plans will incorporate a design that enhances the security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas

of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the Project Site if needed. The design shall reference "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. These measures shall be approved by the Police Department prior to the issuance of building permits.

PDF-Public-3 Upon completion of the Project, the Wilshire Area commanding officer will be provided with a diagram of each portion of the property. The diagram will include access routes and any additional information that might facilitate police response.

iii) Schools?

A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for additional school facilities. The Project Site is served by the following Los Angeles Unified School District (LAUSD) schools:[114]

- Laurel School (K-5 and 6-8), located 925 North Hayworth Avenue, had a 2015-16 School Year enrollment of 316 students.[115]

- Fairfax High School (9-12), located at 7850 Melrose Avenue, had a 2015-16 School Year enrollment of 1,954 students.[116]

As shown on **Table Public-3**, the Project would generate a total increase of approximately 39 students. To be conservative, this analysis assumed that all students generated by the Project will be new to LAUSD. As discussed below, payment of required school fees is deemed to provide full and complete mitigation.

Table Public-3
Project Estimated Student Generation

Project		Students Generated			
Source	**Quantity**	**Elementary**	**Middle**	**High**	**Total**
Residential units	48	19	5	10	34
Employees	19	2	1	2	5
Total		**21**	**6**	**12**	**39**

Residential land uses: Elementary:0.4 students per household; Middle: 0.1 students per household; High: 0.2 students per household
Commercial and Industrial land uses: 0.2691 students per employee. Note that there is no breakdown by elementary, middle, or high. Therefore the same ratio as residential, 4:1:2, is used.
Source (rates): LAUSD 2012 Developer Fee Justification Study, February 9, 2012.
Table: CAJA Environmental Services, January 2017.

114 LAUSD School Finder: http://rsi.lausd.net/ResidentSchoolIdentifier/.
115 http://notebook.lausd.net/portal/page?_pageid=33,54194&_dad=ptl&_schema=PTL_EP&school_code=4808
116 http://notebook.lausd.net/portal/page?_pageid=33,54194&_dad=ptl&_schema=PTL_EP&school_code=8621

Proximity to Schools

The Project Site is in close proximity to the following school: [117]

- Fairfax High School, located at 7850 Melrose, approximately 1,500 feet northeast.

The school is generally shielded from the Project Site by intervening residential and commercial buildings to the north. These intervening structures and redundant street network ensure that construction activities do not have the potential to impact the normal operation of any school, including bus routes and pedestrian walkways. Construction activities would be limited to on-site work. Therefore, no impact would occur.

School Fees

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirements against any construction within the boundaries of the district, for the purposes of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by California Education Code Section 17620. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local law (Government Code Section 65996). Furthermore, per Government Code Section 65995.5-7, LAUSD has imposed developer fees for commercial/industrial and residential space. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA. Therefore, impacts related to schools will be less than significant.

iv) Parks?

A significant impact to parks would occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Public Recreation Plan, a portion of the Service Element of the City's General Plan sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 (or 4 acres per 1,000 persons).

Table Public-4, Parks and Recreation Centers, lists the parks and recreation centers that are located nearby the Project Site. While the LADRP is currently in the process of implementing the 50 Parks Initiative, these are small pocket parks typically less than half an acre, often only one tenth of an acre, and have a service radius of one half mile. None of these parks will be sited within half mile from the Project Site.

[117] Navigate LA, Schools and Districts Layer: http://navigatela.lacity.org/

The Project would increase the number of residents and employees at the Project Site. However, employees of commercial developments do not typically frequent parks or recreation centers during work hours, but are more likely to use facilities near their homes during non-work hours. While Project residents would use the on-site open spaces and recreational facilities, it is reasonably foreseeable that Project residents would use nearby parks and recreation facilities. However, with the provided on-site and open space and payment of applicable fees (referenced below), impacts would be less than significant.

- (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

- *(Apartments)* Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- *(Zone Change)* Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

Table Public-4
Parks and Recreation Centers

Name	Address	Acres
Pocket Park (less than 1 acre and with one-half mile radius of the Site)		
Rosewood Gardens	7811 Rosewood Street	0.11
Neighborhood Park (between 10 and 50 acres and with two mile radius of the Site)		
Carthay Circle Park	6313 S. San Vicente Boulevard	1.0
NavigateLA with Recreation and Parks Department layer: http://navigatela.lacity.org/index01.cfm		
Table: CAJA Environmental Services, January 2017.		

v) Other public facilities?

A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities, such as libraries, which would exceed the capacity to service the project site. The City of Los Angeles Public Library (LAPL) provides library services throughout the City through its Central Library, 8 regional branches, and 64 community branches. The LAPL collection has 6.4 million books, magazines, electronic media, 120 online databases, and 34,000 e-books and related media.[118] On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes Criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for communities with less than 45,000 people, 14,500 square feet for community with more than 45,000 people, and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area. **Table Public-5** describes the libraries that would serve the Project.

[118] LAPL website: http://www.lapl.org/about-lapl/press/2012-library-facts.

The Project would not directly necessitate the need for a new library facility. This is because the LAPL has indicated that there are no planned improvements to add capacity through expansion. There are no plans for the development of any other new libraries to serve this community. The LAPL uses the most recent Census figures to determine if a branch should be constructed in a given area. Employees do not typically frequent libraries during work hours, but are more likely to use facilities near their homes during non-work hours.

The *L.A. CEQA Thresholds Guide* considers features (on-site library facilities, direct support to LAPL) that would reduce the demand for library services. It is likely that the residents of the Project would have individual access to internet service, which provides information and research capabilities that studies have shown reduce demand at physical library locations.[119,120,121] Further, Measure L has provided funds to restore adequate services to the existing library system. For all of these reasons, it is not anticipated that the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, or need for new or physically altered library facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for library services. Impacts to library service would be less than significant.

Table Public-5
Los Angeles Public Libraries

Name	Address	Size (sf)	Volumes/Circulation	Current Service	Staff
Fairfax	161 S. Gardner Street	12,500	52,262 / 209,707	73,190	11.0
Hollywood	1623 N. Ivar Avenue	19,000	87,182 / 123,539	78,944	14.5
Fremont	6121 Melrose Avenue	7,361	40,452 / 99,181	30,896	8.5
Memorial	4625 W. Olympic Boulevard	10,578	37,362 / 116,588	21,443	9.0
Wilshire	149 N. St. Andrews Place	6,258	33,988 / 107,838	50,715	9.5
Durant	7140 W. Sunset Boulevard	12,500	47,727 / 138,968	25,657	10.5
Robertson	1719 S. Robertson Boulevard	9,035	45,234 / 156,396	46,710	10.5

Staffing is full-time equivalent. Current Service – 2010 Census.
The LAPL does not make targeted projections but rather uses the most recent Census figures to determine if a branch should be constructed in a given area, according to the new Branch Facilities Plan.
Table: CAJA Environmental Services, January 2017.

119 "To Read or Not To Read", see pg. 10: "Literary reading declined significantly in a period of rising Internet use": http://www.nea.gov/research/toread.pdf.

120 "How and Why Are Libraries Changing?" Denise A. Troll, Distinguished Fellow, Digital Library Federation: http://old.diglib.org/use/whitepaper.htm.

121 "Use and Users of Electronic Library Resources: An Overview and Analysis of Recent Research Studies", Carol Tenopir: http://www.clir.org/pubs/reports/pub120/contents.html.

EXHIBIT C

ENV-2017-881-CE

Appendices

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

8000 W Beverly Bl
DOT Case No. CEN 16-44743

Date: March 14, 2018

To: Luciralia Ibarra, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UDPATED TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT AT 8000 WEST BEVERLY BOULEVARD (ENV-2017-881-EAF/CPC-2017-880-DB)**

On January 11, 2017, the Department of Transportation (DOT) issued a transportation assessment report to the Department of City Planning for the proposed mixed-use development at 8000 West Beverly Boulevard. The project was the subject of transportation analyses dated November 2016 and December 2016 prepared by Overland Traffic Consultants, Inc. However, since the report was released, the project description has been modified and a supplemental transportation analysis, dated February 1, 2018, was prepared by Overland Traffic Consultants, Inc. The supplemental transportation analysis accounted for the change in the project description, a new future buildout year of 2022, and other known development projects in the area.

The current project proposal would increase the number of apartment units while retaining the size of the commercial space as follows:

Land Use	Original Project	Current Project
Apartments	48 units	58 units
High Turnover Restaurant	7,400 square feet	5,500 square feet
Retail	0	1,900 square feet

The original project was estimated to generate 774 net new daily trips with 57 net new trips in the a.m. peak hour and 59 net new trips in the p.m. peak hour. The revised project proposal is expected to generate slightly less trips with 726 new daily trips with 50 new trips in the a.m. peak hour and 56 new trips in the p.m. peak hour. The previous traffic analysis determined that none of the six analyzed intersections would be significantly impacted by project related traffic. Therefore, the revised project is also not expected to result in any significant traffic impacts.

DOT concurs with the findings of the supplemental analysis that the current project would not result in any significant impacts. All of the project requirements that are identified in DOT's January 11, 2017 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachment

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c: Faisal Alserri, Council District No. 5
Carl Mills, Central District, BOE
Rudy Guevara, Western District, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Liz Culhane, Overland Traffic Consultants, Inc.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

8000 W Beverly Bl
DOT Case No. CEN 16-44743

Date: January 11, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT AT 8000 WEST BEVERLY BOULEVARD**

The Department of Transportation (DOT) has reviewed the transportation impact analysis prepared by Overland Traffic Consultants, Inc., dated November 2016 with December 2016 Revision, for the proposed mixed-use project located at 8000 West Beverly Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed project is not expected to result in any significant traffic impacts at the six (6) intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to demolish an existing building with 11,250 square feet of office space, and construct a mixed-use development with 48 apartment units and 7,400 square feet of ground floor restaurant space. Access to the parking area would be provided via the proposed driveway off the alley. The project is expected to be completed and occupied by 2019.

B. Trip Generation

The project is estimated to generate a net increase of approximately 774 daily trips, a net increase of 57 trips in the a.m. peak hour and a net increase of 59 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

C. Freeway Impact Analysis

The transportation impact study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated CMP freeway and intersection monitoring locations. In compliance with the Freeway Impact Analysis Agreement, executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of the project's impacts on freeway mainline and ramp segments was necessary, beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis is required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Beverly Boulevard** has been designated as Modified Avenue I and would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Edinburgh Avenue** will continue to be designated as a Local Street that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project would provide 84 total automobile parking spaces on-site. Vehicular access will be provided via a driveway off the alley. An on-site loading zone will be provided, accessible from the alley. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan (**Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the vehicular driveway

dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550 at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

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c: Shawn Bayliss, Council District No. 5
Carl Mills, Development Services, Central District, BOE
Rudy Guevara, Western District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Liz Culhane, Overland Traffic Consultants, Inc.

Overland Traffic Consultants, Inc.

Table 10
Future (2019) Traffic Conditions
With Project

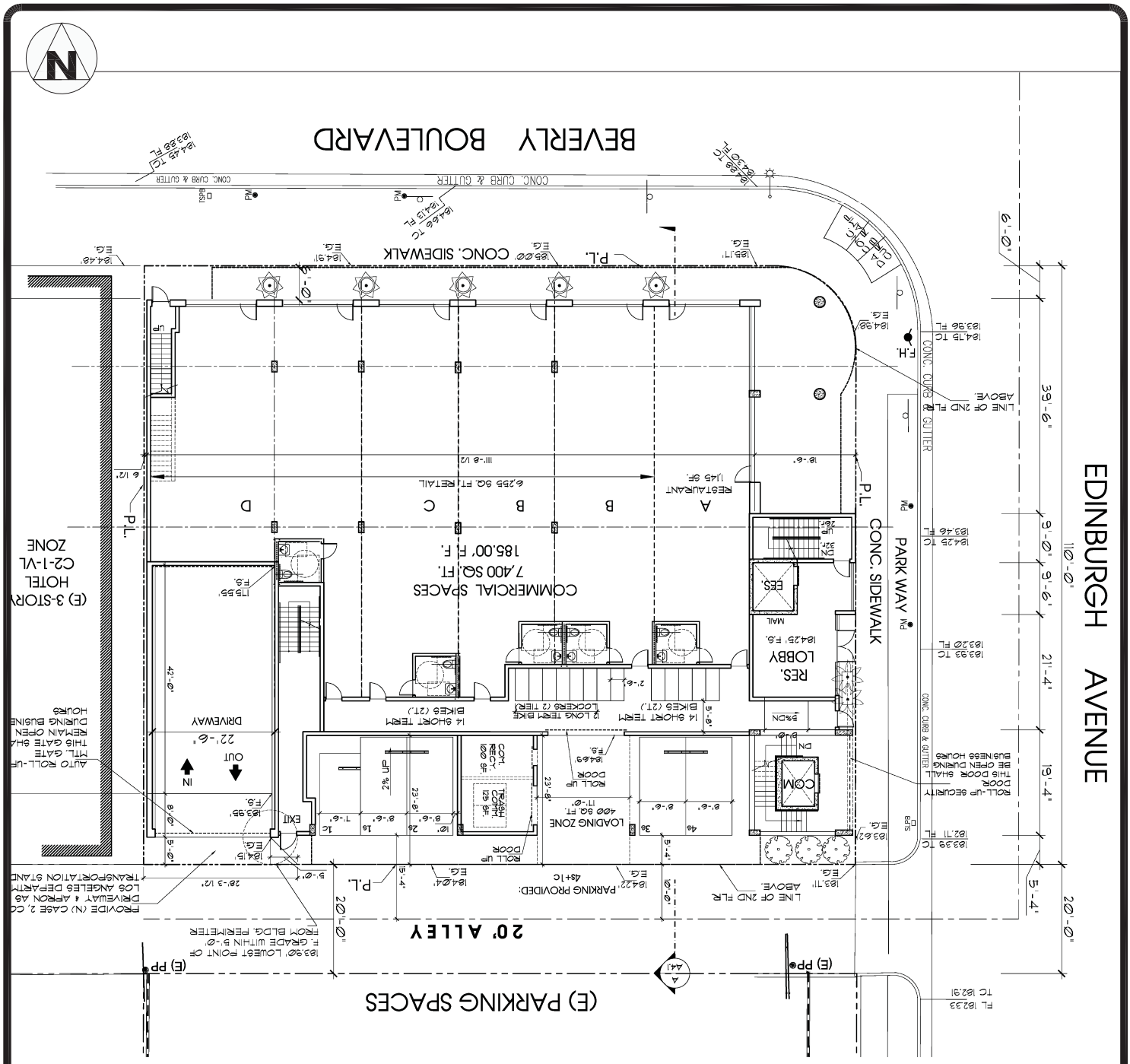
No.	Intersection	Peak Hour	Future (2019) Without Project		Future (2019) With Project			Significant Impact
			CMA	LOS	CMA	LOS	+ IMPACT	
1	LA CIENEGA BI	AM	0.785	C	0.788	C	+ 0.003	NO
	BEVERLY BI	PM	0.957	E	0.962	E	+ 0.005	NO
2	CRESCENT HEIGHTS BI	AM	0.971	E	0.973	E	+ 0.002	NO
	MELROSE AVE	PM	0.865	D	0.868	D	+ 0.003	NO
3	CRESCENT HEIGHTS BI	AM	0.854	D	0.855	D	+ 0.001	NO
	BEVERLY BI	PM	0.797	C	0.799	C	+ 0.002	NO
4	EDINBURGH	AM	0.510	A	0.518	A	+ 0.008	NO
	3rd STREET	PM	0.599	A	0.602	B	+ 0.003	NO
5	FAIRFAX AVENUE	AM	1.111	F	1.116	F	+ 0.005	NO
	BEVERLY BI	PM	1.070	F	1.070	F	+ 0.000	NO
6	FAIRFAX AVENUE	AM	0.993	E	0.996	E	+ 0.003	NO
	3rd STREET	PM	1.029	F	1.030	F	+ 0.001	NO

Overland Traffic Consultants, Inc.

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 Project								
Residential								
Apartment	48 units	319	24	5	19	30	19	11
Transit Reduction	15%	(48)	(4)	(1)	(3)	(4)	(3)	(1)
Subtotal Apartment		271	20	4	16	26	16	10
Commercial								
Restaurant	7,400 sf	941	80	44	36	73	44	29
Internal Trips	5%	(47)	(4)	(2)	(2)	(4)	(2)	(2)
Transit Reduction	15%	(134)	(11)	(6)	(5)	(10)	(6)	(4)
Pass-by Trips	20%	(152)	(13)	(7)	(6)	(12)	(7)	(5)
Subtotal Commercial		608	52	29	23	47	28	19
SUBTOTAL PROPOSED		**879**	**72**	**33**	**39**	**73**	**45**	**28**
Existing to be Removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	(0)	(3)	(0)	(3)
SUBTOTAL EXISTING		**105**	**15**	**12**	**3**	**14**	**3**	**11**
NET TOTAL TRIPS (Proposed -Existing)		**774**	**57**	**21**	**36**	**59**	**42**	**17**

* Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av



PLUS ARCHITECTS A1.1

FIGURE 2

11/2016

PROJECT SITE PLAN

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

Overland Traffic Consultants, Inc.

Overland Traffic Consultants
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E-mail: liz@overlandtraffic.com

8000 West Beverly Boulevard
Updated Project Description & Significant Impact Analysis
(DOT Case No. 16-44743)

The Los Angeles Department of Transportation (LADOT) has reviewed and approved the traffic study analyses of the proposed project at 800 W. Beverly Boulevard as follows:

Original Traffic Study:	Overland Traffic Consultants, November 2016 & December 2016 Revision
	Remove 11,250 square feet of office
	Construct 48 apartment units and 7,400 square feet of high turnover restaurant
	6 study intersections, no significant traffic impacts
LADOT Review Letter:	January 11, 2017
	Concur, No significant traffic impacts

The January 11, 2017 LADOT review letter is attached (Attachment A) for reference.

As the entitlement process has continued, the developer has proposed an additional ten apartment units while retaining 7,400 square feet of commercial. It has been reconfigured to 5,500 square and 1,900 square feet of retail. Our office has conducted a supplemental trip generation analysis, increased the existing year to 2018, updated related projects and adjusted the future buildout year to 2022 in order to evaluate the potential traffic conditions and determine if any additional impacts could be created by the refined project.

This analysis incorporates trip generation for a modified project using Institute of Transportation Engineers Trip Generation Manual, 9th Edition to demonstrate that changes to the project description slightly reduces the number of vehicle trips to and from the site because the trip generation for the retail is sufficiently less than the restaurant. Additionally, the trips generated by the additional 10 units are accommodated within the trip generation evaluated in the November/December 2016 traffic study. Following are the trip generation for the Current Project and a comparison between the Current and Original Project's trip generation

Project Description and Trip Generation Change

The Current Project has increased the number of apartment units from 48 to 58 units and retains 7,400 square feet of commercial space on the ground floor. However, 1,900 square feet of restaurant is now proposed as retail. The remaining 5,500 square feet is proposed as restaurant.

Table 1 provides a summary of the Original and Current Project descriptions.

Table 1
Original and Current Project Descriptions

LAND USE	ORIGINAL PROJECT	CURRENT PROJECT	DIFFERENCE
Apartments	48 units	58 units	10 more units
High Turnover Restaurant	7,400 square feet	5,500 square feet	1,900 square feet less
Retail	0	1,900 square feet	1,900 square feet more

The net project trips summary for the Original and Current Project descriptions is provided below. Full trip generation rates and net vehicle trips are attached to the LADOT review letter for the Original Project in Attachment 1. The Project trip generation for the Current Project is attached (Attachment B).

A summary comparison between the Original and Current Project trip generation is provided in Table 2 to demonstrate the similarity in vehicle trips between the two projects.

Table 2
Net Vehicle Trips for Original and Current Projects

	DAILY NET TRIPS	AM PEAK HOUR NET TRIPS			PM PEAK HOUR NET TRIPS		
		Total	In	Out	Total	In	Out
Current Project	726	50	15	35	56	40	17
Original Project	774	57	21	36	59	42	17
Difference Current - Original	-48	-7	-6	-1	-3	-2	0

The Current Project will create 48 fewer daily trips, 7 fewer morning peak hour trips, and 3 fewer evening peak hour trips than the Original Project. In addition, the transition to 10 more residential units does not increase the in or out traffic volumes during the peak hours.

This Project is anticipated to be completed and occupied in year 2022.

Related Project Update

The related project list has been revised to incorporate additional related projects proposed in the area since the time of the original traffic study. The related project list is developed from information included in other traffic studies in the area, a related project list from LADOT updated December 8, 2017, and research updates including projects proposed within the City of West Hollywood as of December 28, 2017. Related projects number 44 through 55 have been added in this analysis. A summary of the related projects included in this analysis, with their location and description, is provided in Table 3. An updated map is provided on Figure 1 o page 8. The related projects' trip generation is provided in Attachment C.

Table 3
Related Project Summary

#	Project	Size		Location
1	Hotel	371	rooms	8500 W Sunset Bl
	Restaurant/Retail	34,000	sf	
	Theater	7,000	sf	
	Restaurant	2,500	sf	
2	Apartments	175	units	5500 W Wilshire Bl
3	Apartments	60	units	5863 W 3rd St
	Retail	5,350	sf	
4	Condominiums	140	units	300 S Wetherly Dr
5	Office	88,750	sf	936 N La Brea Av
	Office	-59,750	sf	
	Retail	19,923	sf	
6	Bank, apt., condos, coffee			6245 W Wilshire Bl
7	Nursing Facility	205	beds	1022 S La Cienega Bl
	Apartments(to be removed)	-36	units	

Table 3 continued
Related Project Summary

#	Project	Size		Location
8	Apartments	22	units	6535 Wilshire Bl
	Office	62,000	sf	
	Retail	5,603	sf	
9	Improve Shopping Ctr	303,440	sf	100 N La Cienega Bl
	Restaurant	28,000	sf	
	General office	7,000	sf	
	Fitness studio	7,100	sf	
10	Pre-K	120	students	7002 W Clinton St
	Nursery school	60	students	
11	Condominiums	300	units	6298 W 3rd St
12	Self Storage	171,225	sf	111 S The Grove Dr
13	Apartments	71	units	7901 W Beverly Bl
	Retail	11,454	sf	
14	Apartments	179	units	915 N La Brea Ave
	Supermarket	33,500	sf	
	Apartments	179	units	
15	Apartments	125	units	375 N La Cienga Bl
	Retail	17,400	sf	
16	Kindergarden	38	students	1055 S La Cienega Bl
	Pre School	120	students	
	Parking Analysis			
17	Apartments	45	units	316 N La Cienega Bl
	Restaurant	800	sf	
	Retail	3,800	sf	
18	Shopping Center	15,265	sf	925 N La Brea Av
	Office	46,527	sf	
19	Apartments	169	units	904 N La Brea Av
	Office	40,000	sf	
20	Office	265,000	sf	5757 W Wilshire Bl
21	Apartments	149	units	910 S Fairfax Av
	School	63	students	
	Retail	4,640	sf	

Table 3 continued
Related Project Summary

#	Project	Size		Location
22	Apartments	49	units	5889-5891 W Olympic Bl
	Retail	4,000	sf	
23	Museum	5,000	guests	6067 W Wilshire Bl
		135	employees	
	Retail	5,000	sf	
	Restaurant	4,000	sf	
24	Apartments	162	units	333 S La Cienega Bl
	Supermarket	27,000	sf	
	Restaurant	3,560	sf	
25	Apartments	40	units	7000 W Melrose Av
	Retail	7,565	sf	
26	Apartments	49	units	5891 W Olympic Bl
27	Apartments	90	units	1056 S La Cienega Bl
28	Fitness Studios	12,628	sf	8001 W Beverly Bl
	Cafes	21,357	sf	
29	Single Family Homes	8	homes	750 N Edinburgh Av
30	Mixed Use	334,000	sf	8150 Sunset Bl
	Apartments/Condos	249	units	
31	2nd Story Commercial	930	sf	8457 Melrose Av
32	Center for Early Education			563 Alfred St
33	Multi Family Home	34	units	826 Kings Road
34	Multi Family Home	17	units	8328 Willoughby
35	Design Showroom	4,392	sf	605 West Knolls Dr
36	Retail/Restaurant	9,545	sf	8583 Melrose Av
37	Commercial addition	3,070	sf	8611 Melrose Av
38	Mixed Use	42,000	sf	8713 Beverly Bl
39	Hotel	251	units	645 Robertson Bl
40	Retail Addition	5,504	sf	8800 Melrose Av

Table 3 continued
Related Project Summary

#	Project	Size		Location
41	Memory Care	20	beds	8052-8070 Beverly Bl
	Assisted Living	40	beds	
	Independent Living	40	units	
	Medical Clinic	11,251	sf	
	Synagogue	5,061	sf	
42	Office	28,341	sf	320 N Fairfax
43	Hotel	176	rooms	6399 Wilshire
44	Retail Addition	1,798	sf	8540 Melorse Av
45	Apartments	9	units	545 Sweetzer Ave
	Demo Single Family Home	2	units	
46	Apartments	10	units	511 Flores St
	Demo Single Family Home	2	units	
47	Five Story Mixed Use			8816 Beverly Blvd
	Residential	10	units	
	Commercial	2,000	sf	estimated
48	Condominiums	8	units	623-627 La Peer Drive
	Hotel	105	rooms	
49	Demo Commercial	89,000		9040 Santa Monica Bl
	Residential	20	units	
	Commercial	180,000	sf	estimated
50	Expansion & Mixed Use			8899 Beverly Blvd
	Retail/Restaurant/Office	30,470	sf	
	Single Family	9	units	
	Condominium	52	units	
	Affordable Apartments	15	units	
51	Commercial Building	9,656	sf	8650 Melrose Av
	Demo existing			
52	Retail	75,000	sf	8418 Sunset Blvd
	Residential	138	units	
53	LACMA Renovation			5905 W Wilshire Blvd
	remove Museum Space	392,871	sf	
	replace Museum Space	368,300	sf	

Table 3 continued
Related Project Summary

#	Project	Size		Location
54	Apartments	102	units	431 La Cienega Bl
	Commercial	13,545	sf	
	Restaurant	1,000	sf	
55	Apartments	53	units	488 S San Vicente Bl
	Retail	65,855	sf	

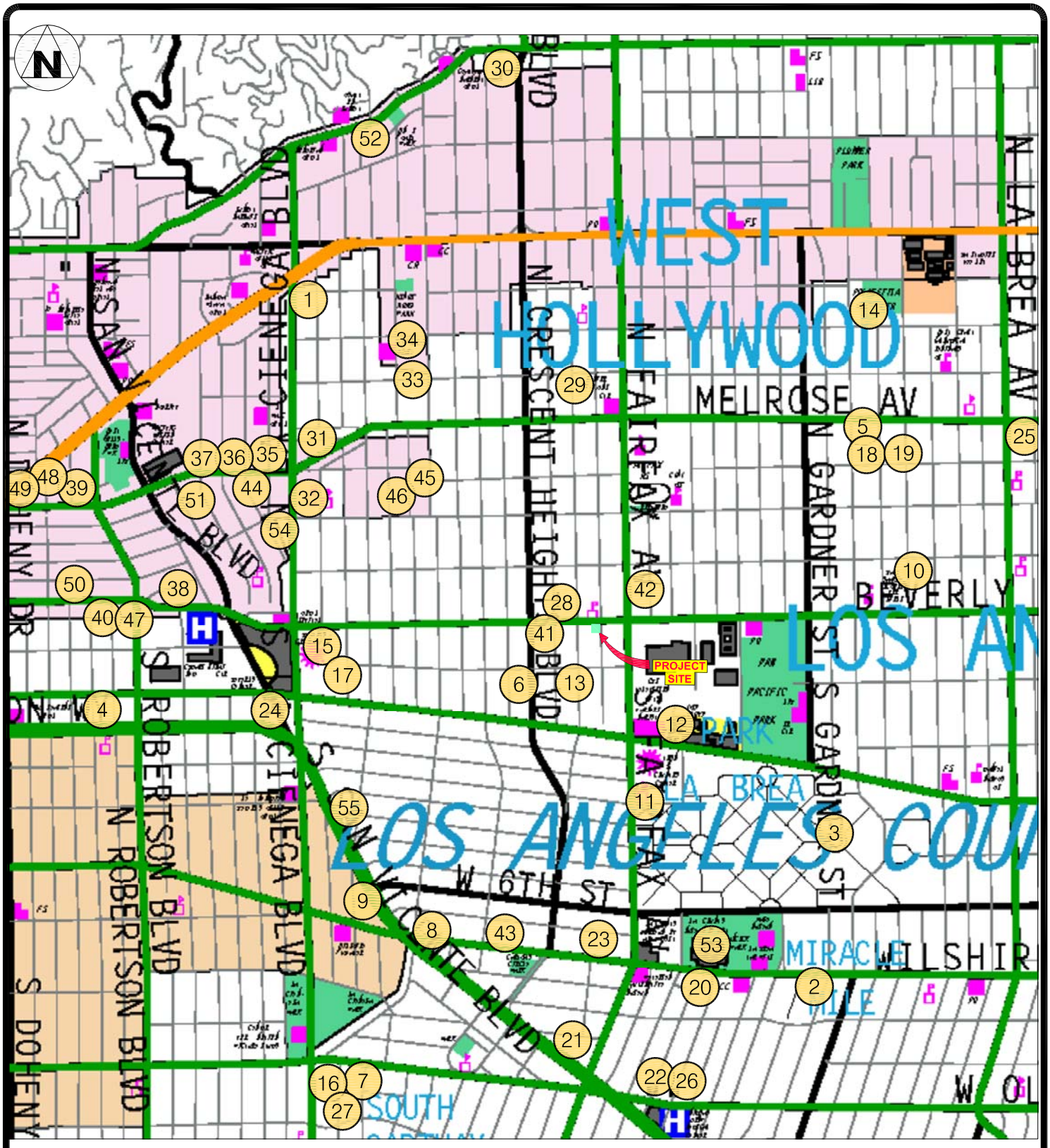


FIGURE 1

12/2017

UPDATED RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com

ANALYSIS PROCESS

The traffic study was completed in November/December 2016. Base counts have been updated with ambient growth (1% per year as required by LADOT in this area) to a 2018 base. Related projects were updated by adding the additional projects' trips to the background for the future analysis. Updated and expanded related project trips and the trips from the Current Project have been incorporated into the future analysis at the six study intersections. The Original Project was anticipated to be completed by 2019. However, the Current Project is anticipated to be completed by 2022. The future traffic conditions with the Current Project were evaluated with a buildout year of 2022.

As with the Original Traffic Study, this analysis includes the intersections of La Cienega Boulevard & Beverly Boulevard, Crescent Heights & Melrose Avenue, Crescent Heights & Beverly Boulevard, Edinburgh Avenue & 3rd Street, Beverly Boulevard & Fairfax Avenue, and 3rd Street & Fairfax Avenue. The traffic counts (June 2015 and June 2016 while school was still in session) were updated using standard methodology to 2018 with ambient growth of 1% per year according to LADOT policy.

RESULTS OF ANALYSIS

The Current Project with a year 2018 existing base, updated related projects, and future buildout year of 2022 was evaluated at the six study intersections. A comparison of Existing 2018 conditions and Existing + Current Project, and a comparison of the Future (2022) Without Project and Future (2022) With Current Project was conducted based on the following criteria, based on the LADOT Traffic Study Guidelines, August 2014 and updated December 2016, to determine if any significant traffic impacts occur.

Table 2
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 were identified with the Current Project and the updated related projects. Table 3 displays the results of the analysis. Attachment D provides the worksheets for the Critical Movement Analysis.

Table 3
CMA Summary with
2018 Base, Current Project, Added Related Projects and 2022 Future Buildout

No.	Intersection	Peak Hour	Existing (2018)		Existing +Project			Significant Impact	Future (2022) Without Project		Future (2022) With Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact		CMA	LOS	CMA	LOS	+ IMPACT	
1	LA CIENEGA Bl	AM	0.743	C	0.746	C	+ 0.003	NO	0.820	D	0.823	D	+ 0.003	NO
	BEVERLY Bl	PM	0.894	D	0.899	D	+ 0.005	NO	1.012	F	1.017	F	+ 0.005	NO
2	CRESCENT HEIGHTS Bl	AM	0.927	E	0.929	E	+ 0.002	NO	1.004	F	1.005	F	+ 0.001	NO
	MELROSE AVE	PM	0.796	C	0.800	C	+ 0.004	NO	0.921	E	0.926	E	+ 0.005	NO
3	CRESCENT HEIGHTS Bl	AM	0.801	D	0.802	D	+ 0.001	NO	0.885	D	0.887	D	+ 0.002	NO
	BEVERLY Bl	PM	0.737	C	0.738	C	+ 0.001	NO	0.839	D	0.840	D	+ 0.001	NO
4	EDINBURGH	AM	0.483	A	0.487	A	+ 0.004	NO	0.536	A	0.541	A	+ 0.005	NO
	3rd STREET	PM	0.569	A	0.572	A	+ 0.003	NO	0.638	B	0.641	B	+ 0.003	NO
5	FAIRFAX AVENUE	AM	1.043	F	1.047	F	+ 0.004	NO	1.157	F	1.161	F	+ 0.004	NO
	BEVERLY Bl	PM	0.971	E	0.971	E	+ 0.000	NO	1.128	F	1.129	F	+ 0.001	NO
6	FAIRFAX AVENUE	AM	0.915	E	0.918	E	+ 0.003	NO	1.036	F	1.040	F	+ 0.004	NO
	3rd STREET	PM	0.916	E	0.918	E	+ 0.002	NO	1.086	F	1.087	F	+ 0.001	NO

SUMMARY & CONCLUSIONS

Analysis of the proposed project has been updated to include the Current Project, a year 2018 base for existing, future analysis updated to 2022 buildout and supplemented with updated and additional related projects. The Current Project has very similar trip generation to the Original Project with 48 fewer daily trips, 7 fewer AM Peak Hour trips and 3 fewer PM Peak Hour trips. Using LADOT approved CMA analysis as required in their August 2014 Traffic Study Policies and Procedures and updated December 2016 Traffic Impact Study Guidelines indicates no significant traffic impacts. The analysis at the six study intersections in the Project area from the November/December 2016 traffic analysis indicates no likelihood for a significant traffic impacts with the proposed project at 8000 Beverly Boulevard.

ATTACHMENT A

January 11, 2017
LADOT Review Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

8000 W Beverly Bl
DOT Case No. CEN 16-44743

Date: January 11, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE DEVELOPMENT AT 8000 WEST BEVERLY BOULEVARD**

The Department of Transportation (DOT) has reviewed the transportation impact analysis prepared by Overland Traffic Consultants, Inc., dated November 2016 with December 2016 Revision, for the proposed mixed-use project located at 8000 West Beverly Boulevard. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria[1], the proposed project is not expected to result in any significant traffic impacts at the six (6) intersections that were identified for detailed analysis. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to demolish an existing building with 11,250 square feet of office space, and construct a mixed-use development with 48 apartment units and 7,400 square feet of ground floor restaurant space. Access to the parking area would be provided via the proposed driveway off the alley. The project is expected to be completed and occupied by 2019.

B. Trip Generation

The project is estimated to generate a net increase of approximately 774 daily trips, a net increase of 57 trips in the a.m. peak hour and a net increase of 59 trips in the p.m. peak hour. A copy of the trip generation can be found in **Attachment 2**. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

C. Freeway Impact Analysis

The transportation impact study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated CMP freeway and intersection monitoring locations. In compliance with the Freeway Impact Analysis Agreement, executed between Caltrans and DOT in October 2013, the study also included a screening analysis to determine if additional evaluation of the project's impacts on freeway mainline and ramp segments was necessary, beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis is required.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Beverly Boulevard** has been designated as Modified Avenue I and would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. **Edinburgh Avenue** will continue to be designated as a Local Street that would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The traffic study indicated that the project would provide 84 total automobile parking spaces on-site. Vehicular access will be provided via a driveway off the alley. An on-site loading zone will be provided, accessible from the alley. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan (**Attachment 3**) is acceptable to DOT. However, the review of this study does not constitute approval of the vehicular driveway

dimensions, access and circulation scheme. Those require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550 at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. All driveways should be Case 2 driveways and 30 feet wide for two-way operations. Any security gates should be a minimum of 20 feet from the property line or to the satisfaction of DOT.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

Attachments

P:\Letters\2016\CEN16-44743_8000 Beverly Bl MU_ts_ltr.doc

c: Shawn Bayliss, Council District No. 5
Carl Mills, Development Services, Central District, BOE
Rudy Guevara, Western District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Liz Culhane, Overland Traffic Consultants, Inc.

Overland Traffic Consultants, Inc.

Table 10
Future (2019) Traffic Conditions
With Project

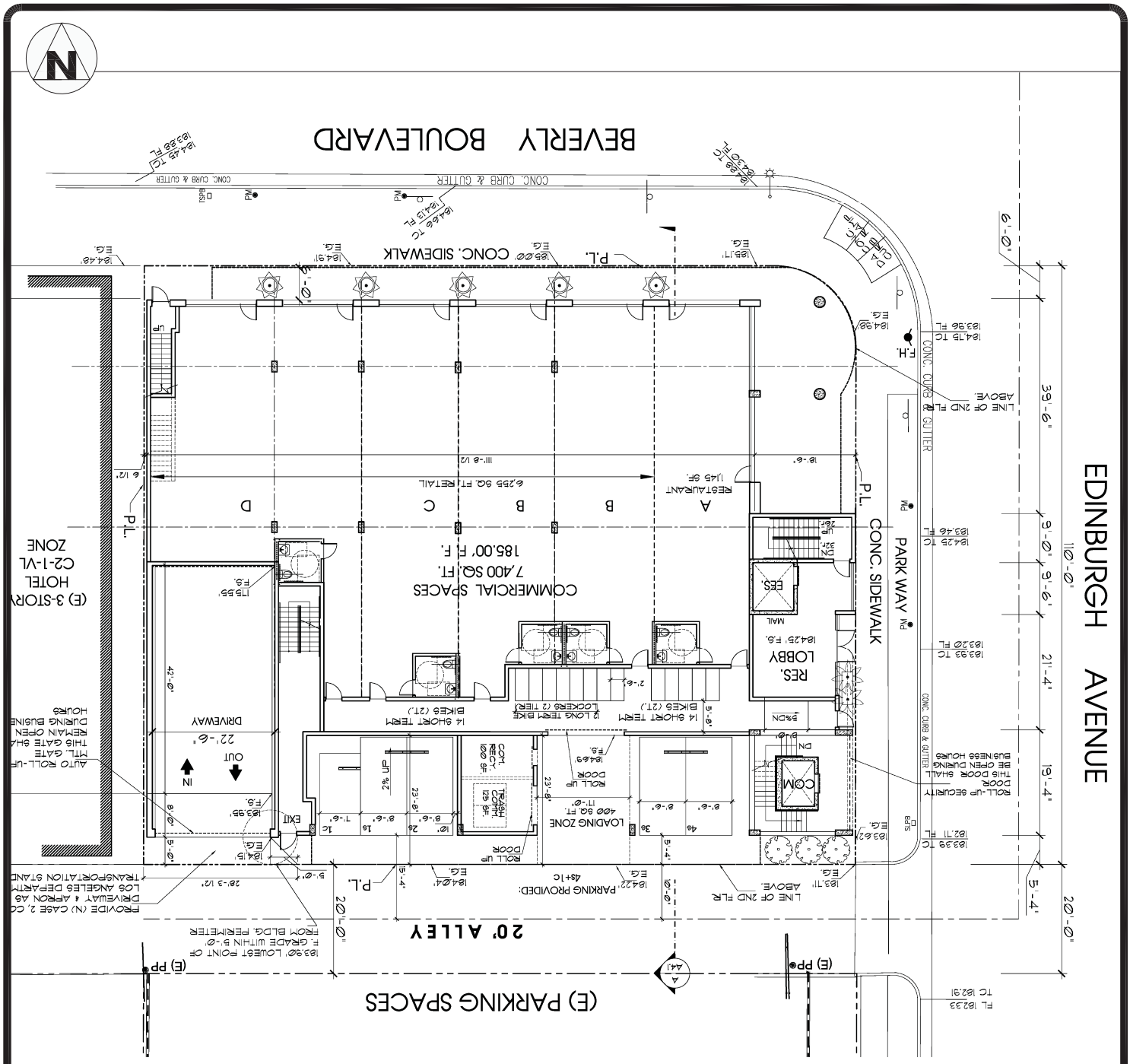
No.	Intersection	Peak Hour	Future (2019) Without Project		Future (2019) With Project			Significant Impact
			CMA	LOS	CMA	LOS	+ IMPACT	
1	LA CIENEGA BI	AM	0.785	C	0.788	C	+ 0.003	NO
	BEVERLY BI	PM	0.957	E	0.962	E	+ 0.005	NO
2	CRESCENT HEIGHTS BI	AM	0.971	E	0.973	E	+ 0.002	NO
	MELROSE AVE	PM	0.865	D	0.868	D	+ 0.003	NO
3	CRESCENT HEIGHTS BI	AM	0.854	D	0.855	D	+ 0.001	NO
	BEVERLY BI	PM	0.797	C	0.799	C	+ 0.002	NO
4	EDINBURGH	AM	0.510	A	0.518	A	+ 0.008	NO
	3rd STREET	PM	0.599	A	0.602	B	+ 0.003	NO
5	FAIRFAX AVENUE	AM	1.111	F	1.116	F	+ 0.005	NO
	BEVERLY BI	PM	1.070	F	1.070	F	+ 0.000	NO
6	FAIRFAX AVENUE	AM	0.993	E	0.996	E	+ 0.003	NO
	3rd STREET	PM	1.029	F	1.030	F	+ 0.001	NO

Overland Traffic Consultants, Inc.

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 Project								
Residential								
Apartment	48 units	319	24	5	19	30	19	11
Transit Reduction	15%	(48)	(4)	(1)	(3)	(4)	(3)	(1)
Subtotal Apartment		271	20	4	16	26	16	10
Commercial								
Restaurant	7,400 sf	941	80	44	36	73	44	29
Internal Trips	5%	(47)	(4)	(2)	(2)	(4)	(2)	(2)
Transit Reduction	15%	(134)	(11)	(6)	(5)	(10)	(6)	(4)
Pass-by Trips	20%	(152)	(13)	(7)	(6)	(12)	(7)	(5)
Subtotal Commercial		608	52	29	23	47	28	19
SUBTOTAL PROPOSED		**879**	**72**	**33**	**39**	**73**	**45**	**28**
Existing to be Removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	(0)	(3)	(0)	(3)
SUBTOTAL EXISTING		**105**	**15**	**12**	**3**	**14**	**3**	**11**
NET TOTAL TRIPS (Proposed -Existing)		**774**	**57**	**21**	**36**	**59**	**42**	**17**

* Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av



PLUS ARCHITECTS A1.1

FIGURE 2

11/2016

PROJECT SITE PLAN

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl, #100, Manhattan Beach, CA 90266
(310) 545-1235 phone, liz@overlandtraffic.com

ATTACHMENT B

Current Project Trip Generation

Trip Generation Rates

Description	ITE Code	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%
Office	710	11.03	1.56	88%	12%	1.49	17%	83%
Shopping Center	820	42.70	0.96	62%	38%	3.71	48%	52%
High Turnover Restaurant	932	127.15	10.81	55%	45%	9.85	60%	40%

Rate are per unit for apartment & perr 1,000 sf for all other

Trip Generation

Description	Size	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
Proposed Project								
Residential								
Apartment	58 units	386	30	6	23	36	23	13
Transit Reduction	15%	(58)	(4)	(1)	(3)	(5)	(4)	(1)
Subtotal Apartment		328	25	5	20	31	20	12
Commercial								
Restaurant	5,500 sf	699	59	32	27	54	32	22
Internal Trips	5%	(35)	(3)	(2)	(1)	(3)	(2)	(2)
Transit Reduction	15%	(100)	(8)	(5)	(4)	(8)	(5)	(3)
Pass-by Trips	20%	(113)	(10)	(5)	(4)	(9)	(5)	(3)
Subtotal Restaurant		452	38	21	17	35	21	14
Retail	1,900 sf	81	2	1	1	7	3	4
Internal Trips	5%	(4)	(0)	(0)	(0)	(0)	0	(0)
Transit Reduction	15%	(12)	(0)	(0)	(0)	(1)	(1)	(0)
Pass-by Trips	20%	(13)	(0)	(0)	(0)	(1)	(1)	(1)
Subtotal Retail		52	1	1	1	5	3	3
SUBTOTAL PROPOSED		**832**	**65**	**27**	**38**	**70**	**43**	**28**
Existing to be Removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	(0)	(3)	(0)	(3)
SUBTOTAL EXISTING		**105**	**15**	**12**	**3**	**14**	**3**	**11**
NET TOTAL TRIPS (Proposed -Existing)		**726**	**50**	**15**	**35**	**56**	**40**	**17**

ATTACHMENT C

Related Project Details

UPDATED RELATED PROJECT LIST 12/29/2017

8000 Beverly Boulevard

#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Hotel	371	rooms	8500 W Sunset Bl	5412	177	177	354	217	217	434
	Restaurant/Retail	34,000	sf								
	Theater	7,000	sf								
	Restaurant	2,500	sf								
2	Apartments	175	units	5500 W Wilshire Bl	842	12	49	61	52	28	80
3	Apartments	60	units	5863 W 3rd St	492	2	25	27	34	13	47
	Retail	5,350	sf								
4	Condominiums	140	units	300 S Wetherly Dr	270	3	17	20	16	6	22
5	Office	88,750	sf	936 N La Brea Av	911	24	5	29	14	37	51
	Office	-59,750	sf								
	Retail	19,923	sf								
6	Bank, apt., condos, coffee			6245 W Wilshire Bl	1,181	29	74	103	32	2	34
7	Nursing Facility	205	beds	1022 S La Cienega Bl	(289)	(4)	(15)	(19)	(14)	(8)	(22)
	Apartments(to be removed)	-36	units								
8	Apartments	22	units	6535 Wilshire Bl	786	61	17	78	20	63	83
	Office	62,000	sf								
	Retail	5,603	sf								
9	Improve Shopping Ctr	303,440	sf	100 N La Cienega Bl	1,663	(11)	15	4	88	77	165
	Restaurant	28,000	sf								
	General office	7,000	sf								
	Fitness studio	7,100	sf								

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
10	Pre-K	120	students	7002 W Clinton St	155	20	18	38	11	12	23
	Nursery school	60	students								
11	Condominiums	300	units	6298 W 3rd St	(655)	(8)	56	48	(24)	(53)	(77)
12	Self Storage	171,225	sf	111 S The Grove Dr	409	13	11	24	22	22	44
13	Apartments	71	units	7901 W Beverly Bl	493	7	29	36	30	16	46
	Retail	11,454	sf								
14	Apartments	179	units	915 N La Brea Ave	2,615	5	86	91	158	90	248
	Supermarket	33,500	sf								
	Apartments	179	units								
15	Apartments	125	units	375 N La Cienga Bl	168	8	47	55	34	11	45
	Retail	17,400	sf								
16	Kindergarden	38	students	1055 S La Cienega Bl	423	75	58	133	46	54	100
	Pre School	120	students								
	Parking Analysis										
17	Apartments	45	units	316 N La Cienega Bl	602	41	53	94	31	22	53
	Restaurant	800	sf								
	Retail	3,800	sf								
18	Shopping Center	15,265	sf	925 N La Brea Av	735	58	11	69	24	61	85
	Office	46,527	sf								
19	Apartments	169	units	904 N La Brea Av	2,072	25	68	93	83	103	186
	Office	40,000	sf								
20	Office	265,000	sf	5757 W Wilshire Bl	1798	228	57	285	55	220	275
21	Apartments	149	units	910 S Fairfax Av	1,057	45	73	118	58	35	93
	School	63	students								
	Retail	4,640	sf								
22	Apartments	49	units	5889-5891 W Olympic Bl	402	9	21	30	21	17	38
	Retail	4,000	sf								

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
23	Museum	5,000	guests	6067 W Wilshire Bl	2,693	26	6	32	56	261	317
		135	employees								
	Retail	5,000	sf								
	Restaurant	4,000	sf								
24	Apartments	162	units	333 S La Cienega Bl	2,020	35	71	106	114	77	191
	Supermarket	27,000	sf								
	Restaurant	3,560	sf								
25	Apartments	40	units	7000 W Melrose Av	334	4	17	21	20	12	32
	Retail	7,565	sf								
26	Apartments	49	units	5891 W Olympic Bl	326	5	20	25	20	10	30
27	Apartments	90	units	1056 S La Cienega Bl	477	0	32	32	30	12	42
28	Retail	12,685	sf	8001 W Beverly Bl	2,110	84	66	150	97	71	168
	Restaurant	15,245	sf								
29	Single Family Homes	8	homes	750 N Edinburgh Av	23	1	1	2	2	1	3
30	Mixed Use	334,000	sf	8150 Sunset Bl	7,229	105	148	153	324	309	643
	Apartments/Condos	249	units								
31	2nd Story Commercial	930	sf	8457 Melrose Av	325	6	3	9	13	14	27
32	Center for Early Education			563 Alfred St	438	42	38	80	38	43	81
33	Multi Family Home	34	units	826 Kings Road	226	3	14	17	14	7	21
34	Multi Family Home	17	units	8328 Willoughby	113	2	7	9	7	4	11
35	Design Showroom	4,392	sf	605 West Knolls Dr	188	3	2	5	8	8	16
36	Retail/Restaurant	9,545	sf	8583 Melrose Av	408	6	3	9	17	18	35
37	Commercial addition	3,070	sf	8611 Melrose Av	131	2	1	3	5	6	11
38	Mixed Use	42,000	sf	8713 Beverly Bl	1,793	25	15	40	75	81	156
39	Hotel	251	units	645 Robertson Bl	2,239	98	71	169	86	90	176

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
40	Retail Addition	5,504	sf	8800 Melrose Av	235	3	2	5	10	11	21
41	Memory Care	20	beds	8052-8070 Beverly Bl	335	33	22	11	12	30	42
	Assisted Living	40	beds								
	Independent Living	40	units								
	Medical Clinic	11,251	sf								
	Synagogue	5,061	sf								
42	Office	28,341	sf	320 N Fairfax	276	28	9	37	4	21	25
43	Hotel	176	rooms	6399 Wilshire	377	(63)	19	(45)	22	(48)	(26)
44	Retail Addition	1,798	sf	8540 Melorse Av	80	6	6	12	2	3	5
45	Apartments	9	units	545 Sweetzer Ave	48	1	2	3	3	1	4
	Demo Single Family Home	2	units								
46	Apartments	10	units	511 Flores St	48	1	2	3	3	1	4
	Demo Single Family Home	2	units								
47	Five Story Mixed Use			8816 Beverly Blvd							
	Residential	10	units		152	7	10	17	6	5	11
	Commercial	2,000	sf	estimated							
48	Condominiums	8	units	623-627 La Peer Drive	985	42	33	75	39	38	77
	Hotel	105	rrooms								
49	Demo Commercial	89,000		9040 Santa Monica Bl	5,226	76	54	130	233	238	471
	Residential	20	units								
	Commercial	180,000	sf	estimated							
50	Expansion & Mixed Use			8899 Beverly Blvd	1,930	40	48	88	96	83	179
	Retail/Restaurant/Office	30,470	sf								
	Single Family	9	units								
	Condominium	52	units								
	Affordable Apartments	15	units								
51	Commercial Building	9,656	sf	8650 Melrose Av	414	6	4	10	17	19	36

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
	Demo existing										
52	Retail	75,000	sf	8418 Sunset Blvd	296	46	75	121	162	134	296
	Residential	138	units								
53	LACMA Renovation			5905 W Wilshire Blvd	668	43	2	45	15	53	68
	remove Museum Space	392,871	sf								
	replace Museum Space	368,300	sf								
54	Apartments	102	units	431 La Cienega Bl	478	25	44	69	29	6	35
	Commercial	13,545	sf								
	Restaurant	1,000	sf								
55	Apartments	53	units	488 S San Vicente Bl	281	1	20	21	18	9	27
	Retail	65,855	sf								

ATTACHMENT D

CMA Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BI	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
1	East-West Street:	BEVERLY BI	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			4			4			4				4				4		
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--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	
	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1				1		
Override Capacity			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	78	1	78	3	81	81	18	99	1	99	3	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	852	2	**426**	3	855	**428**	51	938	2	**469**	3	941	2	**471**	0	941	2	**471**
	Through-Right		0							0				0				0	
	Right	245	1	61	1	246	62	13	268	1	68	1	269	1	69	0	269	1	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	79	1	**79**	2	81	**81**	24	106	1	**106**	2	108	1	**108**	0	108	1	**108**
	Left-Through		0							0				0				0	
	Through	1023	2	419	0	1023	419	50	1115	2	454	0	1115	2	454	0	1115	2	454
	Through-Right		1							1				1				1	
	Right	233	0	233	0	233	233	5	247	0	247	0	247	0	247	0	247	0	247
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	119	2	**65**	0	119	**65**	5	129	2	**71**	0	129	2	**71**	0	129	2	**71**
	Left-Through		0							0				0				0	
	Through	620	2	310	2	622	311	11	656	2	328	2	658	2	329	0	658	2	329
	Through-Right		0							0				0				0	
	Right	75	1	0	0	75	0	17	95	1	0	0	95	1	0	0	95	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	335	2	184	0	335	184	15	364	2	200	0	364	2	200	0	364	2	200
	Left-Through		0							0				0				0	
	Through	1095	2	**548**	0	1095	**548**	16	1155	2	**578**	0	1155	2	**578**	0	1155	2	**578**
	Through-Right		0							0				0				0	
	Right	104	1	25	0	104	23	28	136	1	30	0	136	1	28	0	136	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		505	*North-South:*		509	*North-South:*			575	*North-South:*			579	*North-South:*			579
		East-West:		613	*East-West:*		613	*East-West:*			649	*East-West:*			649	*East-West:*			649
		SUM:		1118	*SUM:*		1122	*SUM:*			1224	*SUM:*			1228	*SUM:*			1228
VOLUME/CAPACITY *(V/C)* RATIO:				0.813			0.816				0.890				0.893				0.893
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.743**			**0.746**				**0.820**				**0.823**				**0.823**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS: capcity reduced due to upstream delay

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:	LA CIENEGA BI	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
1	East-West Street:	BEVERLY BI	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB--	3
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	93	1	93	2	95	95	30	127	1	127	2	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	950	2	**475**	2	952	**476**	86	1075	2	**538**	2	1077	2	**539**	0	1077	2	**539**
	Through-Right		0							0				0				0	
	Right	377	1	233	2	379	235	25	417	1	255	2	419	1	257	0	419	1	257
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	123	1	**123**	4	127	**127**	42	170	1	**170**	4	174	1	**174**	0	174	1	**174**
	Left-Through		0							0				0				0	
	Through	893	2	345	0	893	345	76	1005	2	388	0	1005	2	388	0	1005	2	388
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	11	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	399	2	219	0	399	219	10	425	2	234	0	425	2	234	0	425	2	234
	Left-Through		0							0				0				0	
	Through	1166	2	**583**	4	1170	**585**	22	1235	2	**618**	4	1239	2	**620**	0	1239	2	**620**
	Through-Right		0							0				0				0	
	Right	117	1	24	0	117	22	20	142	1	15	0	142	1	13	0	142	1	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	261	2	**144**	0	261	**144**	23	295	2	**162**	0	295	2	**162**	0	295	2	**162**
	Left-Through		0							0				0				0	
	Through	788	2	394	0	788	394	20	840	2	420	0	840	2	420	0	840	2	420
	Through-Right		0							0				0				0	
	Right	162	1	39	0	162	35	40	209	1	39	0	209	1	35	0	209	1	35
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		598	North-South:		603	North-South:			708	North-South:			713	North-South:			713
		East-West:		727	East-West:		729	East-West:			780	East-West:			782	East-West:			782
		SUM:		1325	SUM:		1332	SUM:			1488	SUM:			1495	SUM:			1495
VOLUME/CAPACITY (V/C) RATIO:				0.964			0.969				1.082				1.087				1.087
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.894			0.899				1.012				1.017				1.017
LEVEL OF SERVICE (LOS):				D			D				F				F				F

REMARKS: Capacity reduced due to high ped volume

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 Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	CRESCENT HEIGHTS BI	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
2	East-West Street:	MELROSE AVE	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

	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	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	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2			2
Override Capacity			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	59	1	**59**	2	61	**61**	3	64	1	**64**	2	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	420	1	242	2	422	244	44	481	1	280	2	483	1	283	0	483	1	283
	Through-Right		1							1				1				1	
	Right	63	0	63	3	66	66	13	79	0	79	3	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	81	0	81	81	25	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	998	1	**626**	1	999	**626**	29	1068	1	**668**	1	1069	1	**668**	0	1069	1	**668**
	Through-Right		1							1				1				1	
	Right	253	0	253	0	253	253	4	267	0	267	0	267	0	267	0	267	0	267
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	**69**	0	69	**69**	7	79	1	**79**	0	79	1	**79**	0	79	1	**79**
	Left-Through		0							0				0				0	
	Through	751	1	398	0	751	399	20	801	1	425	0	801	1	425	0	801	1	425
	Through-Right		1							1				1				1	
	Right	45	0	45	1	46	46	1	48	0	48	1	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	136	1	136	2	138	138	12	154	1	154	2	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	1549	1	**787**	0	1549	**787**	22	1634	1	**845**	0	1634	1	**845**	0	1634	1	**845**
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	30	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		685	*North-South:*		687	*North-South:*			732	*North-South:*			734	*North-South:*			734
		East-West:		856	*East-West:*		856	*East-West:*			924	*East-West:*			924	*East-West:*			924
		SUM:		1541	*SUM:*		1543	*SUM:*			1656	*SUM:*			1658	*SUM:*			1658
VOLUME/CAPACITY *(V/C)* RATIO:				1.027			1.029				1.104				1.105				1.105
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.927**			**0.929**				**1.004**				**1.005**				**1.005**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CRESCENT HEIGHTS BI	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
2	East-West Street:	MELROSE AVE	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	109	1	109	1	110	110	2	115	1	115	1	116	1	116	0	116	1	116
Left-Through		0							0				0				0	
Through	987	1	**539**	1	988	**540**	74	1101	1	**607**	1	1102	1	**609**	0	1102	1	**609**
Through-Right		1							1				1				1	
Right	90	0	90	2	92	92	19	113	0	113	2	115	0	115	0	115	0	115
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	78	1	**78**	0	78	**78**	50	131	1	**131**	0	131	1	**131**	0	131	1	**131**
Left-Through		0							0				0				0	
Through	582	1	343	2	584	344	63	669	1	393	2	671	1	394	0	671	1	394
Through-Right		1							1				1				1	
Right	103	0	103	0	103	103	9	116	0	116	0	116	0	116	0	116	0	116
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	136	1	136	0	136	136	7	149	1	149	0	149	1	149	0	149	1	149
Left-Through		0							0				0				0	
Through	1263	1	**655**	0	1263	**656**	34	1348	1	**699**	0	1348	1	**700**	0	1348	1	**700**
Through-Right		1							1				1				1	
Right	46	0	46	2	48	48	2	50	0	50	2	52	0	52	0	52	0	52
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
Left	72	1	**72**	4	76	**76**	20	95	1	**95**	4	99	1	**99**	0	99	1	**99**
Left-Through		0							0				0				0	
Through	949	1	495	0	949	495	33	1021	1	556	0	1021	1	556	0	1021	1	556
Through-Right		1							1				1				1	
Right	41	0	41	0	41	41	48	91	0	91	0	91	0	91	0	91	0	91
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		617	North-South:		618	North-South:			738	North-South:			740	North-South:			740
	East-West:		727	East-West:		732	East-West:			794	East-West:			799	East-West:			799
	SUM:		1344	SUM:		1350	SUM:			1532	SUM:			1539	SUM:			1539
VOLUME/CAPACITY (V/C) RATIO:			0.896			0.900				1.021				1.026				1.026
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.796			0.800				0.921				0.926				0.926
LEVEL OF SERVICE (LOS):			C			C				E				E				E

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:	CRESCENT HEIGHTS BI	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	RC	Date:	1/2/2018
3	East-West Street:	BEVERLY BI	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		1							1				1				1	
	Through	472	0	280	7	479	283	36	527	0	311	7	534	0	315	0	534	0	315
	Through-Right		1							1				1				1	
	Right	45	0	280	0	45	283	6	53	0	311	0	53	0	315	0	53	0	315
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		1							1				1				1	
	Through	908	0	**526**	3	911	**528**	55	1000	0	**582**	3	1003	0	**584**	0	1003	0	**584**
	Through-Right		1							1				1				1	
	Right	126	0	526	0	126	528	15	146	0	582	0	146	0	584	0	146	0	584
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	56	1	**56**	0	56	**56**	9	67	1	**67**	0	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	757	1	399	4	761	401	39	827	1	435	4	831	1	437	0	831	1	437
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	116	1	116	0	116	116	5	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	1495	1	**762**	0	1495	**762**	44	1600	1	**822**	0	1600	1	**822**	0	1600	1	**822**
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	15	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		533	North-South:		535	North-South:			589	North-South:			591	North-South:			591
		East-West:		818	East-West:		818	East-West:			889	East-West:			889	East-West:			889
		SUM:		1351	SUM:		1353	SUM:			1478	SUM:			1480	SUM:			1480
VOLUME/CAPACITY (*V/C*) RATIO:				0.901			0.902				0.985				0.987				0.987
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.801**			**0.802**				**0.885**				**0.887**				**0.887**
LEVEL OF SERVICE (LOS):				D			D				D				D				D

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:	CRESCENT HEIGHTS BI	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	RC	Date:	1/2/2018
3	East-West Street:	BEVERLY BI	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
	Left-Through		1							1				1				1	
	Through	1026	0	**544**	3	1029	**546**	65	1133	0	**606**	3	1136	0	**608**	0	1136	0	**608**
	Through-Right		1							1				1				1	
	Right	46	0	544	0	46	546	15	63	0	606	0	63	0	608	0	63	0	608
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	**8**	0	8	**8**	0	8	0	**8**	0	8	0	**8**	0	8	0	**8**
	Left-Through		1							1				1				1	
	Through	576	0	363	8	584	367	57	656	0	412	8	664	0	416	0	664	0	416
	Through-Right		1							1				1				1	
	Right	102	0	363	0	102	367	13	119	0	412	0	119	0	416	0	119	0	416
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	110	1	**110**	0	110	110	16	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	1242	1	647	10	1252	**652**	76	1368	1	711	10	1378	1	716	0	1378	1	716
	Through-Right		1							1				1				1	
	Right	51	0	51	0	51	51	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	51	0	51	**51**	10	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	1126	1	**593**	0	1126	593	74	1246	1	**664**	0	1246	1	**664**	0	1246	1	**664**
	Through-Right		1							1				1				1	
	Right	59	0	59	0	59	59	21	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		552	North-South:		554	North-South:			614	North-South:			616	North-South:			616
		East-West:		703	East-West:		703	East-West:			794	East-West:			794	East-West:			794
		SUM:		1255	SUM:		1257	SUM:			1408	SUM:			1410	SUM:			1410
VOLUME/CAPACITY (V/C) RATIO:				0.837			0.838				0.939				0.940				0.940
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.737**			**0.738**				**0.839**				**0.840**				**0.840**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	EDINBURGH	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
4	East-West Street:	3rd STREET	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	30	0	30	0	30	**30**	0	31	0	31	0	31	0	**31**	0	31	0	**31**
	Left-Through		0							0				0				0	
	Through	69	0	**191**	2	71	193	0	72	0	**199**	2	74	0	201	0	74	0	201
	Through-Right		0							0				0				0	
	Right	92	0	0	0	92	0	0	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	38	0	**38**	0	38	38	3	43	0	**43**	0	43	0	43	0	43	0	43
	Left-Through		0							0				0				0	
	Through	99	0	189	3	102	**202**	0	103	0	204	3	106	0	**217**	0	106	0	**217**
	Through-Right		0							0				0				0	
	Right	52	0	0	10	62	0	4	58	0	0	10	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	**13**	1	14	**14**	3	17	0	**17**	1	18	0	**18**	0	18	0	**18**
	Left-Through		1							1				1				1	
	Through	594	0	346	0	594	349	60	678	0	401	0	678	0	404	0	678	0	404
	Through-Right		1							1				1				1	
	Right	20	0	346	0	20	349	0	21	0	401	0	21	0	404	0	21	0	404
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	1126	0	**633**	0	1126	**634**	71	1243	0	**695**	0	1243	0	**696**	0	1243	0	**696**
	Through-Right		1							1				1				1	
	Right	31	0	633	3	34	634	2	34	0	695	3	37	0	696	0	37	0	696
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		229	*North-South:*		232	*North-South:*			242	*North-South:*			248	*North-South:*			248
		East-West:		646	*East-West:*		648	*East-West:*			712	*East-West:*			714	*East-West:*			714
		SUM:		875	*SUM:*		880	*SUM:*			954	*SUM:*			962	*SUM:*			962
VOLUME/CAPACITY (*V/C*) RATIO:				0.583			0.587				0.636				0.641				0.641
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.483**			**0.487**				**0.536**				**0.541**				**0.541**
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:	0.005	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:	EDINBURGH	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
4	East-West Street:	3rd STREET	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	192	0	**389**	4	196	**393**	0	200	0	**405**	4	204	0	**409**	0	204	0	**409**
	Through-Right		0							0				0				0	
	Right	171	0	0	0	171	0	0	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	46	0	**46**	0	46	**46**	4	52	0	**52**	0	52	0	**52**	0	52	0	**52**
	Left-Through		0							0				0				0	
	Through	83	0	151	2	85	158	0	86	0	169	2	88	0	176	0	88	0	176
	Through-Right		0							0				0				0	
	Right	22	0	0	5	27	0	8	31	0	0	5	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	6	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		1							1				1				1	
	Through	1060	0	**558**	2	1062	**559**	95	1198	0	**640**	2	1200	0	**641**	0	1200	0	**641**
	Through-Right		1							1				1				1	
	Right	36	0	558	0	36	559	0	37	0	640	0	37	0	641	0	37	0	641
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		1							1				1				1	
	Through	759	0	440	0	759	444	113	903	0	513	0	903	0	517	0	903	0	517
	Through-Right		1							1				1				1	
	Right	60	0	440	8	68	444	1	63	0	513	8	71	0	517	0	71	0	517
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		435	*North-South:*		439	*North-South:*			457	*North-South:*			461	*North-South:*			461
		East-West:		568	*East-West:*		569	*East-West:*			650	*East-West:*			651	*East-West:*			651
		SUM:		1003	*SUM:*		1008	*SUM:*			1107	*SUM:*			1112	*SUM:*			1112
VOLUME/CAPACITY (*V/C*) RATIO:				0.669			0.672				0.738				0.741				0.741
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.569**			**0.572**				**0.638**				**0.641**				**0.641**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

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:	FAIRFAX AVE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
5	East-West Street:	BEVERLY BI	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3		EB-- 3	WB--	3		EB-- 3	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
Override Capacity			0			0			0				0					0

MOVEMENT	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**	20	120	1	**120**	0	120	1	**120**	0	120	1	**120**
Left-Through		0							0				0				0	
Through	660	1	402	0	660	402	74	761	1	465	0	761	1	465	0	761	1	465
Through-Right		1							1				1				1	
Right	143	0	143	0	143	143	19	168	0	168	0	168	0	168	0	168	0	168
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	108	1	108	0	108	108	12	124	1	124	0	124	1	124	0	124	1	124
Left-Through		0							0				0				0	
Through	1118	1	**641**	0	1118	**642**	85	1248	1	**715**	0	1248	1	**716**	0	1248	1	**716**
Through-Right		1							1				1				1	
Right	163	0	163	2	165	165	11	181	0	181	2	183	0	183	0	183	0	183
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	64	1	**64**	3	67	**67**	12	79	1	**79**	3	82	1	**82**	0	82	1	**82**
Left-Through		0							0				0				0	
Through	751	2	376	3	754	377	24	805	2	403	3	808	2	404	0	808	2	404
Through-Right		0							0				0				0	
Right	88	1	0	7	95	0	23	115	1	0	7	122	1	2	0	122	1	2
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	226	1	226	0	226	226	20	255	1	255	0	255	1	255	0	255	1	255
Left-Through		0							0				0				0	
Through	1541	2	**771**	2	1543	**772**	26	1630	2	**815**	2	1632	2	**816**	0	1632	2	**816**
Through-Right		0							0				0				0	
Right	81	1	0	0	81	0	12	96	1	0	0	96	1	0	0	96	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		737	*North-South:*		738	*North-South:*			835	*North-South:*			836	*North-South:*			836
	East-West:		835	*East-West:*		839	*East-West:*			894	*East-West:*			898	*East-West:*			898
	SUM:		1572	*SUM:*		1577	*SUM:*			1729	*SUM:*			1734	*SUM:*			1734
VOLUME/CAPACITY *(V/C)* RATIO:			1.143			1.147				1.257				1.261				1.261
V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.043**			**1.047**				**1.157**				**1.161**				**1.161**
LEVEL OF SERVICE (LOS):			F			F				F				F				F

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:	FAIRFAX AVE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
5	East-West Street:	BEVERLY BI	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			4			4			4				4			4
No. of Phases																
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
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3		EB-- 3	WB--	3		EB-- 3	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1			1
Override Capacity			0			0			0				0			0

	MOVEMENT	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	155	1	155	2	157	157	35	196	1	196	2	198	1	198	0	198	1	198
	Left-Through		0							0				0				0	
	Through	839	1	**554**	0	839	**554**	149	1022	1	**670**	0	1022	1	**670**	0	1022	1	**670**
	Through-Right		1							1				1				1	
	Right	269	0	269	0	269	269	38	318	0	318	0	318	0	318	0	318	0	318
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	147	1	**147**	0	147	**147**	19	172	1	**172**	0	172	1	**172**	0	172	1	**172**
	Left-Through		0							0				0				0	
	Through	911	1	518	0	911	520	133	1081	1	614	0	1081	1	616	0	1081	1	616
	Through-Right		1							1				1				1	
	Right	124	0	124	4	128	128	17	146	0	146	4	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	104	1	104	2	106	106	30	138	1	138	2	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	1050	2	**525**	2	1052	**526**	35	1128	2	**564**	2	1130	2	**565**	0	1130	2	**565**
	Through-Right		0							0				0				0	
	Right	121	1	0	3	124	0	29	155	1	0	3	158	1	0	0	158	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	205	1	**205**	0	205	**205**	28	241	1	**241**	0	241	1	**241**	0	241	1	**241**
	Left-Through		0							0				0				0	
	Through	1054	2	527	4	1058	529	35	1132	2	566	4	1136	2	568	0	1136	2	568
	Through-Right		0							0				0				0	
	Right	134	1	0	0	134	0	19	158	1	0	0	158	1	0	0	158	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		701	North-South:		701	North-South:			842	North-South:			842	North-South:			842
		East-West:		730	East-West:		731	East-West:			805	East-West:			806	East-West:			806
		SUM:		1431	SUM:		1432	SUM:			1647	SUM:			1648	SUM:			1648
VOLUME/CAPACITY (V/C) RATIO:				1.041			1.041				1.198				1.199				1.199
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.971			0.971				1.128				1.129				1.129
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Capacity reduced due to high ped volume

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	FAIRFAX AVE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
6	East-West Street:	3rd STREET	Projection Year:	2022	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
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	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3		EB-- 0	WB--	3		EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1			1
Override Capacity			0			0			0				0			0

	MOVEMENT	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	69	1	**69**	2	71	**71**	20	92	1	**92**	2	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	720	1	384	0	720	384	79	828	1	447	0	828	1	447	0	828	1	447
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	15	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	116	1	116	3	119	119	20	141	1	141	3	144	1	144	0	144	1	144
	Left-Through		0							0				0				0	
	Through	1159	1	**641**	3	1162	**642**	89	1295	1	**722**	3	1298	1	**724**	0	1298	1	**724**
	Through-Right		1							1				1				1	
	Right	122	0	122	0	122	122	22	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	141	1	**141**	0	141	**141**	22	169	1	**169**	0	169	1	**169**	0	169	1	**169**
	Left-Through		0							0				0				0	
	Through	494	1	275	0	494	275	20	534	1	308	0	534	1	308	0	534	1	308
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	24	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	255	1	255	0	255	255	23	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0							0				0				0	
	Through	1005	2	**503**	2	1007	**504**	30	1076	2	**538**	2	1078	2	**539**	0	1078	2	**539**
	Through-Right		0							0				0				0	
	Right	113	1	0	0	113	0	19	137	1	0	0	137	1	0	0	137	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		710	*North-South:*		713	*North-South:*			814	*North-South:*			818	*North-South:*			818
		East-West:		644	*East-West:*		645	*East-West:*			707	*East-West:*			708	*East-West:*			708
		SUM:		1354	*SUM:*		1358	*SUM:*			1521	*SUM:*			1526	*SUM:*			1526
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			0.988				1.106				1.110				1.110
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.915**			**0.918**				**1.036**				**1.040**				**1.040**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Capacity reduced due to high ped volume

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:	FAIRFAX AVE	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	LF	Date:	1/2/2018
6	East-West Street:	3rd STREET	Projection Year:	2022	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
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
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--		3	EB-- 0	WB--		3	EB-- 0	WB--		3
ATSAC-1 or ATSAC+ATCS-2?			1			1				1				1				1
Override Capacity			0			0				0				0				0

MOVEMENT	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	79	1	79	4	83	83	40	122	1	122	4	126	1	126	0	126	1	126
Left-Through		0							0				0				0	
Through	786	1	**454**	0	786	**454**	160	978	1	**569**	0	978	1	**569**	0	978	1	**569**
Through-Right		1							1				1				1	
Right	121	0	121	0	121	121	33	159	0	159	0	159	0	159	0	159	0	159
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	190	1	**190**	2	192	**192**	30	228	1	**228**	2	230	1	**230**	0	230	1	**230**
Left-Through		0							0				0				0	
Through	880	1	506	2	882	507	124	1040	1	610	2	1042	1	611	0	1042	1	611
Through-Right		1							1				1				1	
Right	131	0	131	0	131	131	43	179	0	179	0	179	0	179	0	179	0	179
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	207	1	207	2	209	209	42	257	1	257	2	259	1	259	0	259	1	259
Left-Through		0							0				0				0	
Through	1034	1	**549**	0	1034	**549**	33	1109	1	**604**	0	1109	1	**604**	0	1109	1	**604**
Through-Right		1							1				1				1	
Right	63	0	63	0	63	63	33	99	0	99	0	99	0	99	0	99	0	99
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	163	1	**163**	0	163	**163**	18	188	1	**188**	0	188	1	**188**	0	188	1	**188**
Left-Through		0							0				0				0	
Through	581	2	291	4	585	293	30	635	2	318	4	639	2	320	0	639	2	320
Through-Right		0							0				0				0	
Right	177	1	0	0	177	0	33	217	1	0	0	217	1	0	0	217	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		644	*North-South:*		646	*North-South:*			797	*North-South:*			799	*North-South:*			799
	East-West:		712	*East-West:*		712	*East-West:*			792	*East-West:*			792	*East-West:*			792
	SUM:		1356	*SUM:*		1358	*SUM:*			1589	*SUM:*			1591	*SUM:*			1591
VOLUME/CAPACITY *(V/C)* RATIO:			0.986			0.988				1.156				1.157				1.157
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.916**			**0.918**				**1.086**				**1.087**				**1.087**
LEVEL OF SERVICE (LOS):			**E**			**E**				**F**				**F**				**F**

REMARKS: Capacity reduced due to high ped volume

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Overland Traffic Consultants, Inc.

TRAFFIC IMPACT ANALYSIS FOR A MIXED-USE PROJECT

Located at 8000 Beverly Bl

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 2016
Revised 12-19-16

TRAFFIC IMPACT ANALYSIS FOR MIXED-USE PROJECT

Located at 8000 Beverly Boulevard

In the
Wilshire Community Plan Area
of the City of Los Angeles

Prepared by:

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Manhattan Beach, California 90266
(310) 545 – 1235

November 2016
Revised 12-19-16

EXECUTIVE SUMMARY

This report documents the results of a study evaluating the potential traffic impacts created by the construction of a new mixed-use Project 48 apartment units (of which 4 will be very low income units) and 7,400 square feet of ground floor restaurant. The new Project will replace an existing 11,250 square foot office. The site is located on the on the southwest corner of Beverly Boulevard and Edinburgh Avenue. An aerial view of the Project area is provided following the Executive Summary.

The Project proposes some ground floor parking with three levels of below grade parking and a total of 84 parking spaces. Vehicular access will be from the alley that runs parallel to Beverly Boulevard. A loading zone and driveway to the parking will be from the alley.

It is estimated that the development Project will be completed and occupied in 2019 and will generate a net increase of up to 774 daily trips with 57 trips during the AM peak hour and 59 trips during the PM peak hour after credits for pass-by trips, transit and walking reduction and traffic credits for the existing office building on the site.

Using the criteria established by the City of Los Angeles, it has been determined that the added traffic volume generated by the development Project will not significantly impact any of the six (6) signalized study intersections. 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 (MOU) was approved by LADOT for the traffic study. A copy of the MOU is provided in Appendix A.

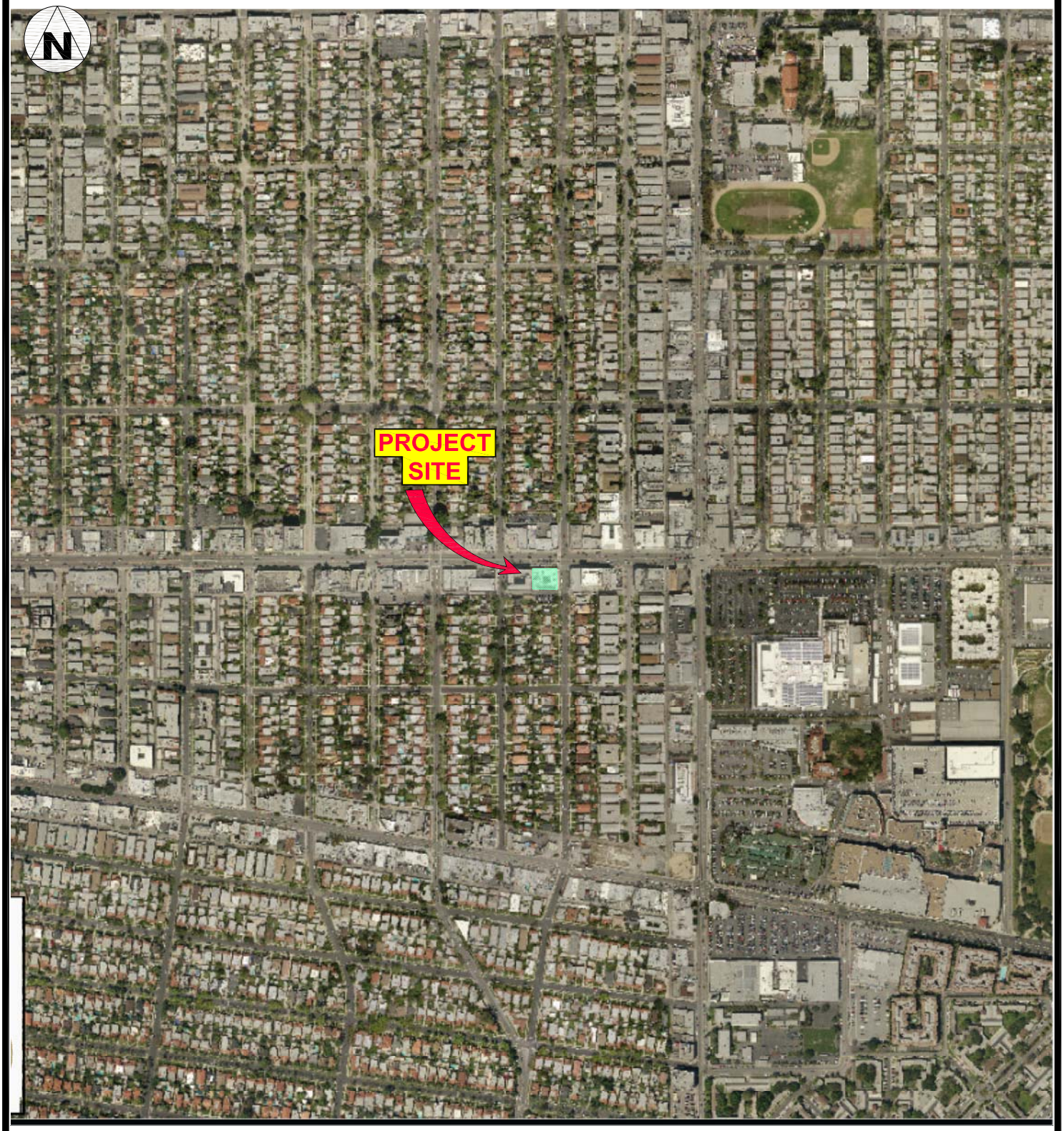
Parking – The Project will meet City of Los Angeles code required parking with a permissible parking reduction per Senate Bill (SB) 1818 and Los Angeles Municipal Code (LAMC) 12.22.A.25(d)(1) waivers. The Project proposes to provide 36 commercial and 48 residential vehicle parking spaces. Due to the proximity of the Project to ample transit opportunities, including Metro Rapid Route 780 at Beverly Boulevard and Fairfax Avenue, no parking impacts are anticipated.

No transit, construction, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the Project.

The Project site frontage along Beverly Boulevard is currently dedicated with 100 feet in right-of-way. Beverly Boulevard is designated as a Modified Avenue I in the City of Los Angeles Mobility Plan 2035. Standard Avenue I's are required to provide 100 feet of right-of-way with a 70-foot roadway. No additional dedication would be required along the Project's Beverly Boulevard frontage if it were not a "Modified" roadway. The Bureau of Engineering will determine if there are any dedication requirements because the modifications from the Avenue I have not been indicated on the City's website NavigateLA.

Edinburgh Avenue is designated as a Local street. Local streets require a 60-foot right-of-way and 36-foot roadways in the City's Mobility Plan 2035. Edinburgh Avenue is currently dedicated to 60 feet of right-of-way. No additional dedication requirements should be required along the Project's Edinburgh Avenue frontage.

An alley provides the southern boundary of the Project site. An alley is required to be dedicated to 20-feet in width. This alley is currently fully dedicated and no further improvements along should be required.



11/2016

PROJECT SETTING

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CHAPTER 1 INTRODUCTION

As part of the Project's environmental review, an evaluation of the proposed development's potential traffic impact on the surrounding area is required. Therefore, 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) to analyze the potential traffic impacts of new development Projects. The six signalized 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 exceed limits established by the City of Los Angeles as specified in Department of Transportation's Traffic Impact Study are identified. 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 June 3, 2015 and June 9, 2016 on a school day during a week without a holiday or inclement weather. The counts conducted during 2015 were increased by 1% to account for potential traffic growth in the area to year 2016;

(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 analysis 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 signalized intersections. The future traffic conditions include the potential construction of 40 other land development Projects (related Projects) in the general vicinity of the Project site.

The signalized intersections analyzed in this study are:

1. La Cienega Boulevard and Beverly Boulevard;
2. Crescent Heights Boulevard and Melrose Avenue;
3. Crescent Height Boulevard and Beverly Boulevard;
4. 3rd Street and Edinburgh Avenue;
5. Fairfax Avenue and Beverly Boulevard; and,
6. Fairfax Avenue and 3rd Street.

CHAPTER 2 PROJECT DESCRIPTION

The proposed Project will replace the existing 11,250 square foot office with a new mixed-use Project. The Project components include four residential floors with a total of 48 residential units, 4 of which are very low income units, above 7,400 square feet of commercial space on the ground floor. The tenants of the commercial space have not yet been determined but will be a mix of retail and restaurant or all restaurant. The project has been evaluated as all restaurant since it is the higher trip generator.

The site is located on the on the southwest corner of Beverly Boulevard and Edinburgh Avenue. An alley provides the southern boundary of the Project site. The location of the Project is depicted on Figure 1.

The Project proposes to meet City of Los Angeles Municipal Code (LAMC) and SB 1818 requirements for the Project. Five spaces will be provided on the ground floor level, 23 spaces on parking level 1, 24 spaces on parking level 2 and 32 spaces on parking level three for a total of 84 parking spaces. The parking will be provided on the ground floor and three subterranean parking levels. Forty-eight spaces will be provided for the residents' usage and 36 spaces allocated for the commercial usage. Access to the Project will be from the alley along the southern boundary of the Project site. The alley extends from Edinburgh Avenue and Laurel Avenue. Figure 2 illustrates the Project ground floor site plan.

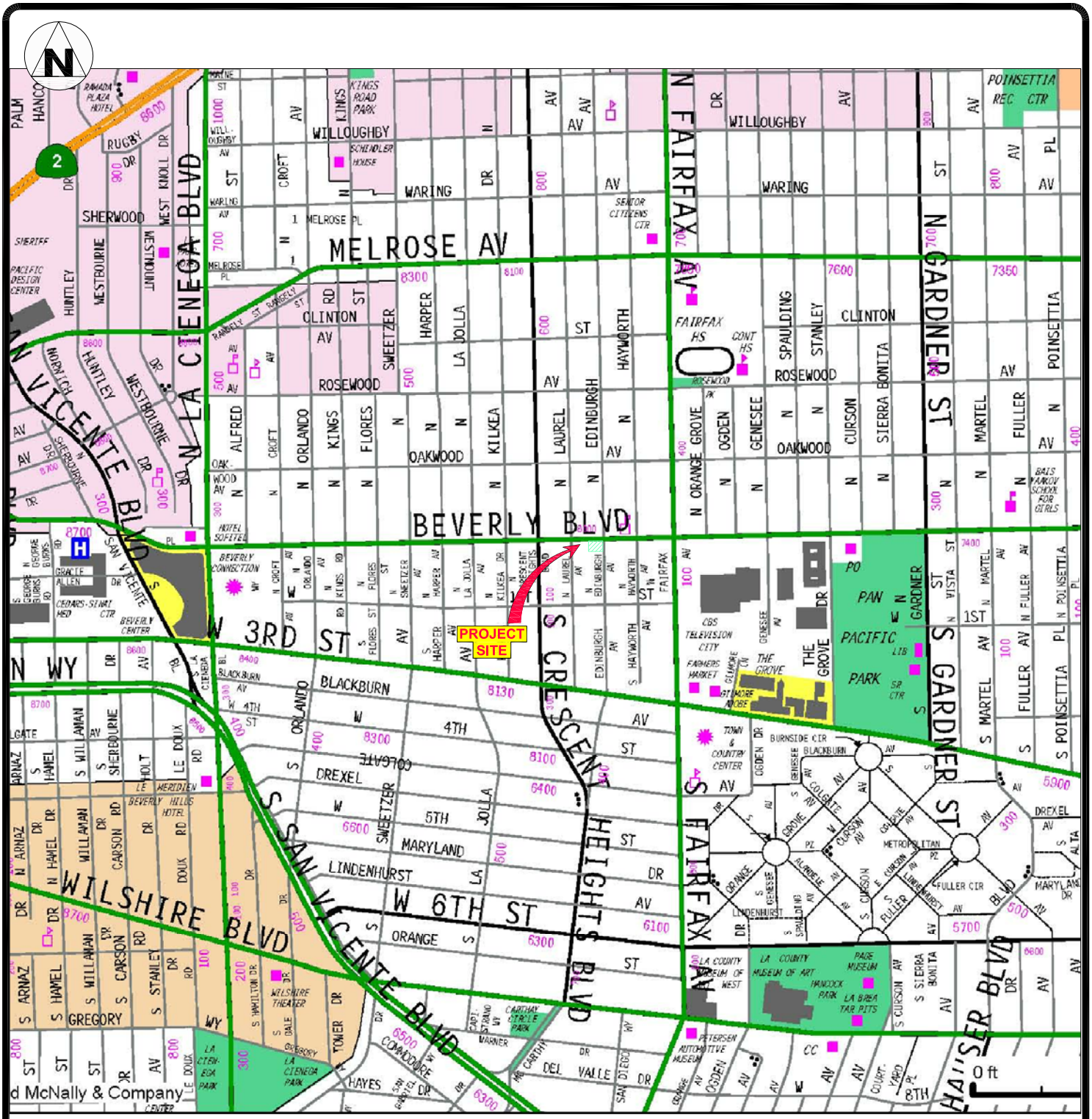

FIGURE 1

11/2016

PROJECT LOCATION

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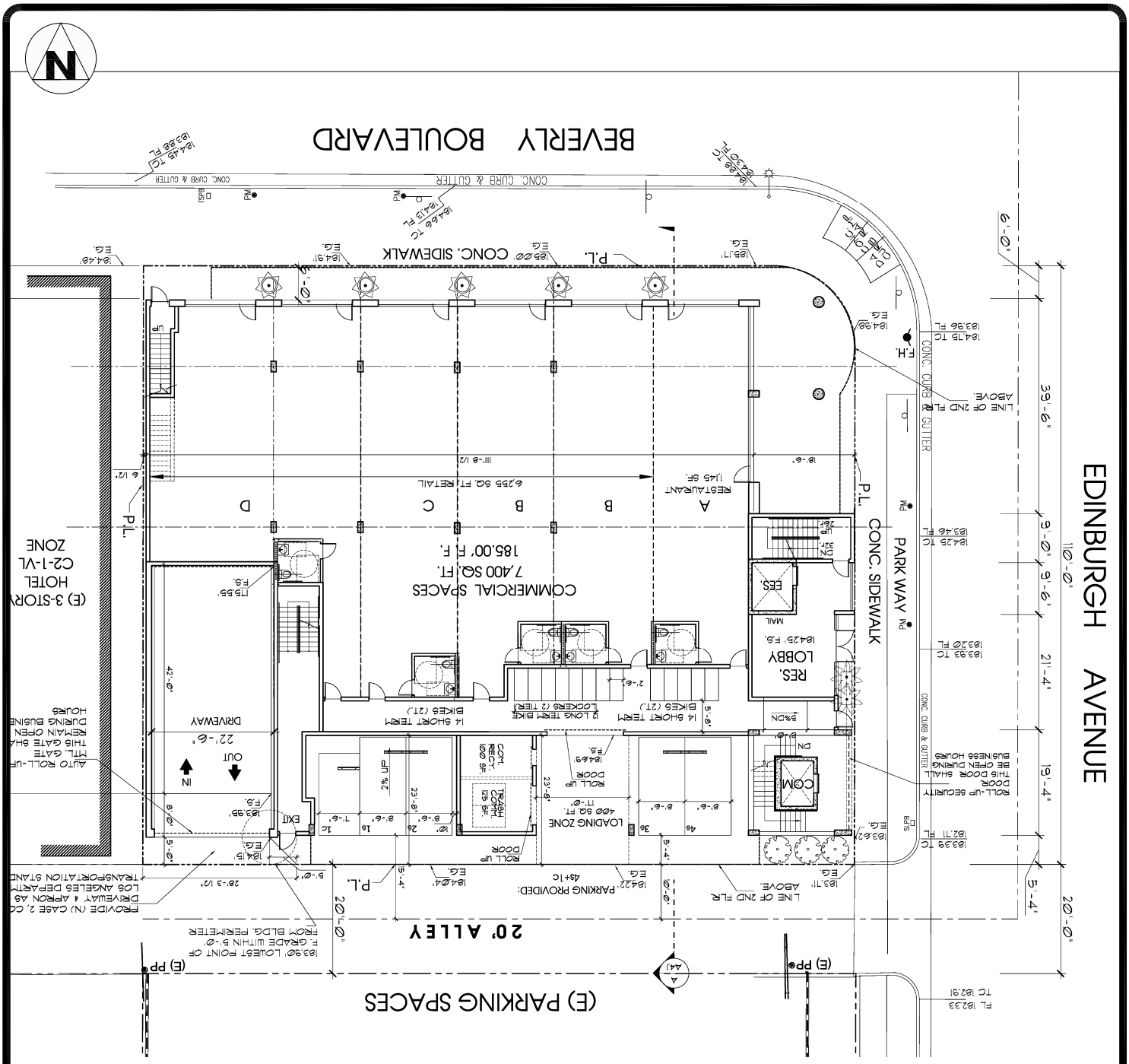

PLUS ARCHITECTS A1.1

FIGURE 2

11/2016

PROJECT SITE PLAN

Overland Traffic Consultants, Inc.
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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.

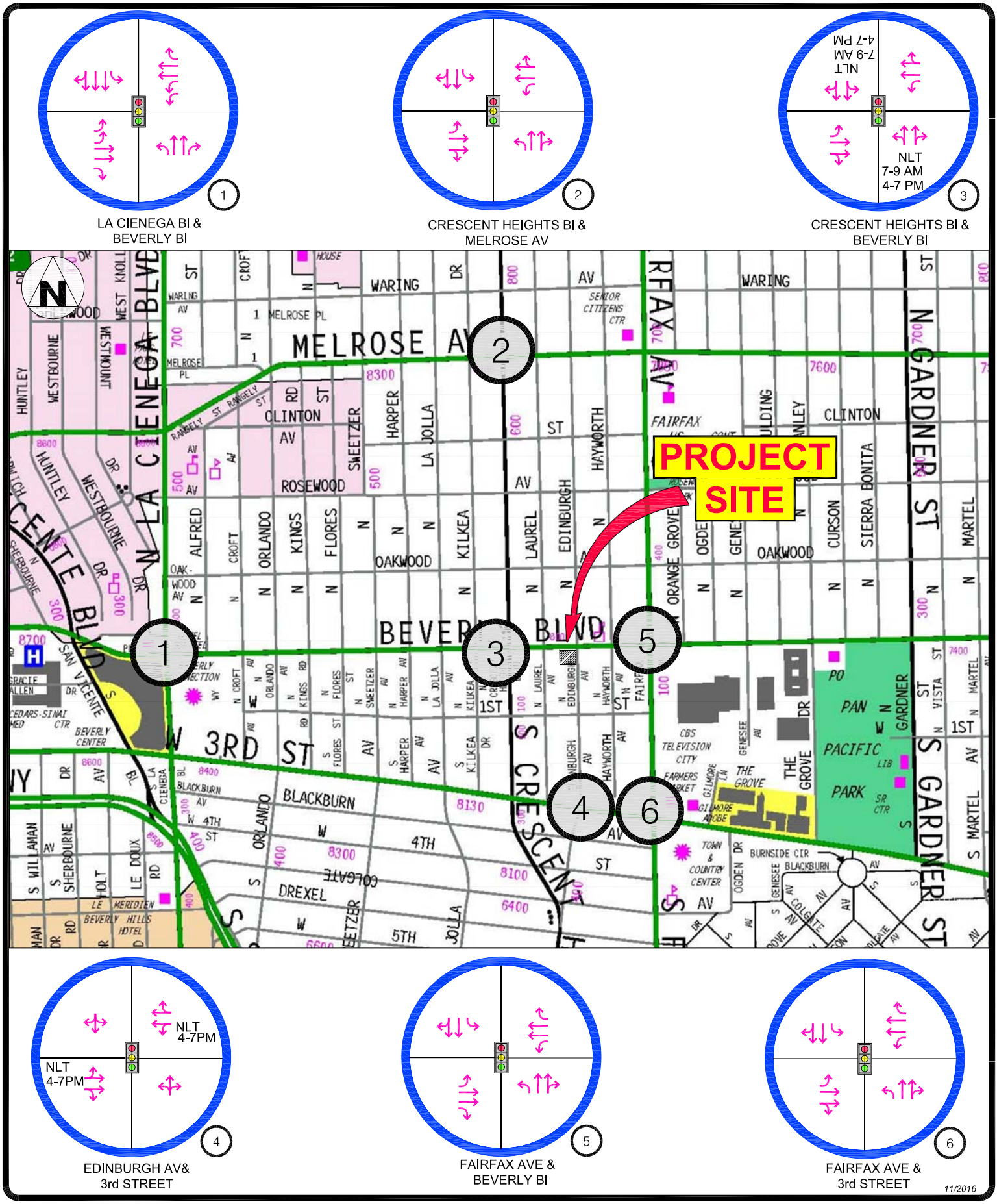
The Wilshire Community Plan includes areas for residential uses, commercial uses, industrial uses, open space and public facilities. The summary of land use (provided in Appendix B) indicates that the community plan area is 8.962 net acres with 23.2% single family, 31.1% multiple family, 13.6% commercial, 0.4% industrial and 31.7% open space and public facilities. The Project is within an area dedicated to commercial along the main roadways with single and multi-family residential behind.

The City of Los Angeles Mobility Plan 2035 was approved by City Planning Commission November 10, 2015 and adopted by City Council on November 25, 2015. The Mobility Plan includes goals to define the City's mobility goals including: Safety First, World Class Infrastructure, Access for all Angelinos, Collaboration, Communication and Informed Choices, and Clean Environment & Healthy Communities.

In addition to collecting traffic volume data for this analysis, field surveys were conducted in the study area to determine the 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 affected roadway facilities is provided below with the street plans designations of the roadways and aerial views of the intersections provided in Appendix C.

Transportation Facilities

The Project is in area of the City of Los Angeles with the Santa Monica Freeway (I-10) to the south. This freeway links to numerous other freeways in the vicinity providing extensive regional access.



DF = De Facto operational right turn

FIGURE 3

STUDY INTERSECTION CHARACTERISTICS

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The Santa Monica Freeway (I-10) is an east-west freeway that operates between the coastline at Santa Monica, across California and beyond to the east coast. Four lanes in each direction are provided in the Project vicinity. The Santa Monica Freeway carries approximately 266,000 vehicles per day and 19,100 vehicles per hour between La Cienega Boulevard and Fairfax Avenue. Access to the Santa Monica Freeway is provided from Fairfax Avenue and La Cienega Boulevard in the immediate Project area.

3rd Street is an east-west roadway designated as an Avenue II in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity.

Beverly Boulevard is an east-west roadway designated as a Modified Avenue I in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity. Beverly Boulevard creates the northern boundary of the Project site.

Crescent Heights Boulevard is a north-south roadway designated as an Avenue III in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity.

Edinburgh Avenue is a north-south roadway designated as a Local street in the City of Los Angeles Mobility Plan 2035. One lane in each direction are provided in the Project vicinity. Edinburgh Avenue creates the eastern boundary of the Project site.

Fairfax Avenue is a north-south roadway designated as an Avenue II north of San Vicente Boulevard and as an Avenue I south of San Vicente Boulevard in the City of Los Angeles Mobility Plan 2035. Two lanes in each direction are provided in the Project vicinity. Fairfax Avenue provides travel between Hollywood Boulevard in Hollywood and south of the Santa Monica Freeway where the roadway merges with La Cienega Boulevard.

La Cienega Boulevard is a north-south roadway designated as an Avenue I in the City of Los Angeles Mobility Plan 2035. Two to three lanes in each direction are provided in the Project vicinity.

Laurel Avenue is a north-south roadway designated as a Local Street in the City of Los Angeles Mobility Plan 2035. One lane in each direction is provided in the Project area.

Transit Service

Multiple public transportation opportunities are provided in the Project vicinity. Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation Dash service (DASH), and Metro Express.

The Metro Expo line previously connected Downtown Los Angeles to Culver City. During May 2016, the line expansion from Culver City to the City of Santa Monica was completed. The La Cienega/Jefferson station is located at La Cienega Boulevard and Jefferson Boulevard. The station is accessible with an approximately two and one-half mile commute on Line 217 along Fairfax Avenue accessible at Fairfax Avenue and Beverly Boulevard.

Metro provides local service along Fairfax in the Project area which includes:

- Metro Route 217 operates between Los Feliz, Hollywood, Beverly Hills, Culver City, and Westchester.
- Metro Route 780 is a Rapid Line that operates with limited stops for faster service between Pasadena, Eagle Rock, Glendale, Los Feliz, Hollywood, West Hollywood and Mid City. There is a stop at Melrose Avenue and Fairfax Avenue.

Metro Transit local lines provide service along Melrose Avenue in the Project area which includes:

- Metro Route 10 operates between downtown Los Angeles and Santa Monica Boulevard at San Vicente Boulevard. The route travels along Melrose Avenue in the Project vicinity.

Metro provides local service along Beverly Boulevard along the Project frontage which includes:

- Metro Route 14 operates to/from Beverly Hills, West Hollywood, Fairfax Village and downtown Los Angeles.

Metro provides local service 3rd Street in the Project area which includes:

- Metro Route 16/316 operates between downtown Los Angeles, Koreatown, Hancock Park, Park La Brea, Beverly Hills and Century City.

- Metro Route 728 is a Rapid Line service that operates between Century City and downtown Los Angeles. There is a stop at Olympic Boulevard and Fairfax Avenue and at

The Expo line and local bus lines provide connections throughout the Project area to and from other services.

Additional bus lines in the area include LA City Dash Service (DASH Fairfax) which a low fare circular route that operates through the Fairfax area including Cedars Sinai Medical Center, Fairfax Senior Center, Farmers Market, Park La Brea and Museum District.

Transfer opportunities are available to/from the area from the local and regional lines. The transit and metro lines are illustrated in Appendix D.

CHAPTER 4 PROJECT TRAFFIC CHARACTERISTICS

Project Traffic Generation

Traffic-generating characteristics of many land uses including the proposed Project and existing use has been surveyed by the 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.

The ITE studies indicate that the use and the size associated with the proposed Project and existing use generally exhibit the trip-making characteristics as shown by the trip rates in Table 1.

Table 1
Traffic 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%
Office	710	11.03	1.56	88%	12%	1.49	17%	83%
High Turnover Restaurant	932	127.15	10.81	55%	45%	9.85	60%	40%
Rate are per unit for apartment & perr 1,000 sf for all other								

The ITE rates are general in application and are established without regard for the nature of the Project's vicinity in terms of interaction with the traffic on the surrounding roadways.

Some of the patrons of the restaurant will likely be the on-site residents living in the apartments. These patrons are already on-site and not creating a new vehicle trip to or from the site. LADOT has approved a 5% internal trip reduction for the restaurant based on this activity.

Many of the residents, guests, restaurant employees and patrons may make use of the ample transit opportunities and nearby facilities to walk or use transit to travel to the Project site. Based on the LADOT August 2014 Traffic Study Policies and Procedures a

15% reduction in Project trips was approved and incorporated into the analysis due to the transit opportunities in the area including Metro Rapid Line 780 is within 700 feet of the Project with a stop at Fairfax Avenue and Beverly Boulevard.

Many land uses are visited on the way to or from another main destination point. The greater the regional draw the lower the pass-by activities. LADOT has established pass-by credits for several land uses and are published in their August 2014 Traffic Study Policies and Procedures. The pass-by rates were developed from references in the ITE Recommended Practices, March 2001. The pass-by reductions incorporated into the analysis include 20% for the proposed restaurant.

The tenants of the commercial component of this Project have not yet been determined. It may be all restaurant or a mix of restaurant and retail. In order to provide flexibility for leasing and present a conservative estimate of potential Project trips, the entire 7,400 square feet of commercial space was evaluated as restaurant since it is a higher trip generator than retail.

It is estimated that the Project will conservatively generate a net total of 774 daily trips with 57 trips during the AM peak hour and 59 trips during the PM peak after credits for the existing use on the site, internal trips, transit trips and pass-by trips. Table 2 displays the estimated Project trip generation.

Table 2
Estimated Project Traffic Generation

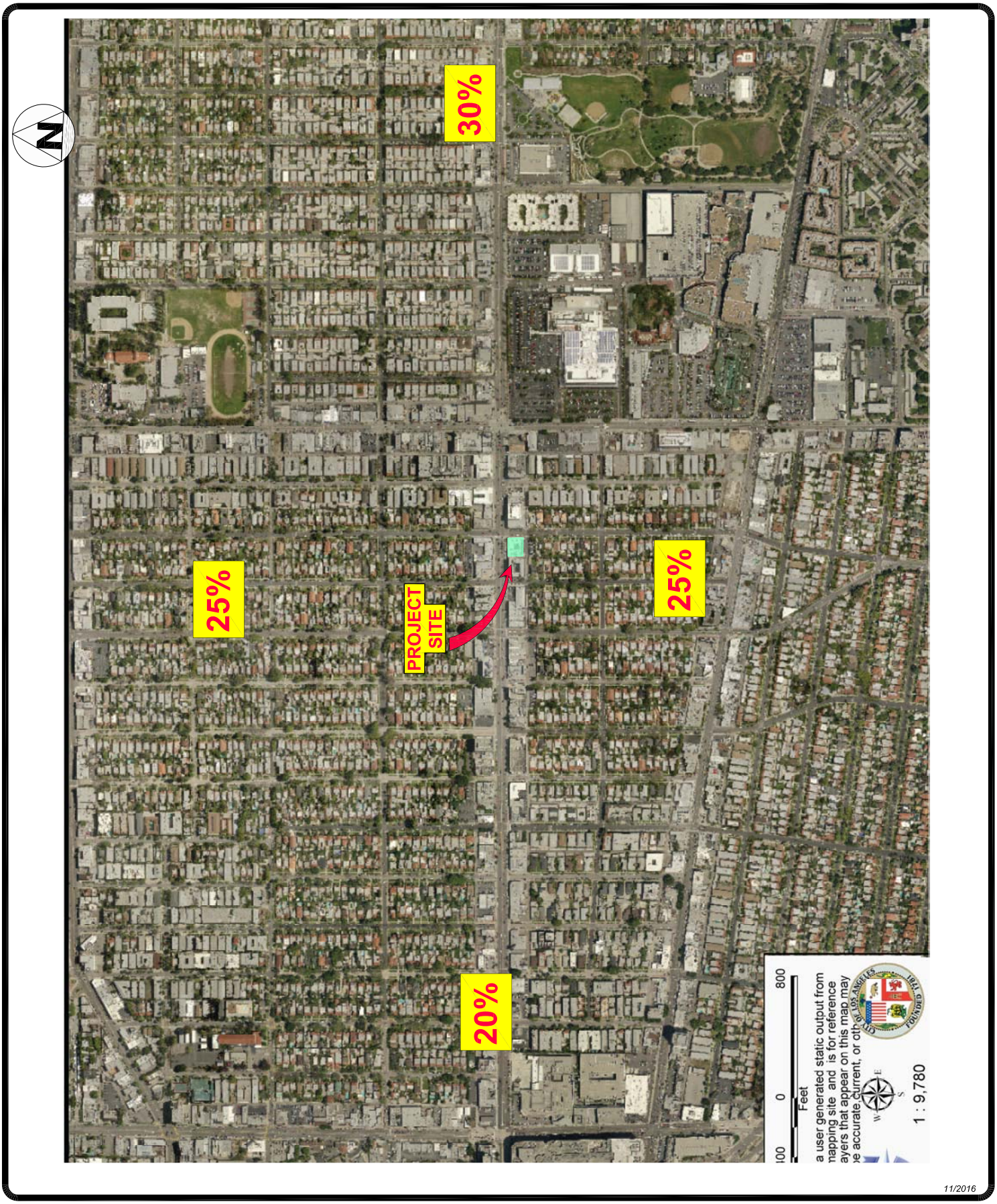
Description	Size	Daily Traffic	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Project								
Residential								
Apartment	48 units	319	24	5	19	30	19	11
Transit Reduction	15%	(48)	(4)	(1)	(3)	(4)	(3)	(1)
Subtotal Apartment		271	20	4	16	26	16	10
Commercial								
Restaurant	7,400 sf	941	80	44	36	73	44	29
Internal Trips	5%	(47)	(4)	(2)	(2)	(4)	(2)	(2)
Transit Reduction	15%	(134)	(11)	(6)	(5)	(10)	(6)	(4)
Pass-by Trips	20%	(152)	(13)	(7)	(6)	(12)	(7)	(5)
Subtotal Commercial		608	52	29	23	47	28	19
SUBTOTAL PROPOSED		**879**	**72**	**33**	**39**	**73**	**45**	**28**
Existing to be Removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	(0)	(3)	(0)	(3)
SUBTOTAL EXISTING		**105**	**15**	**12**	**3**	**14**	**3**	**11**
NET TOTAL TRIPS (Proposed -Existing)		**774**	**57**	**21**	**36**	**59**	**42**	**17**

* Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av

Trip Distribution and Assignment of Project Traffic

A primary factor affecting a Project's trip direction is the spatial distribution of destination points that 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.

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, peak hour traffic volumes at each study location have been calculated and are shown in Figure 6 for the development. 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.



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OVERALL PROJECT TRIP DISTRIBUTION PERCENTAGES

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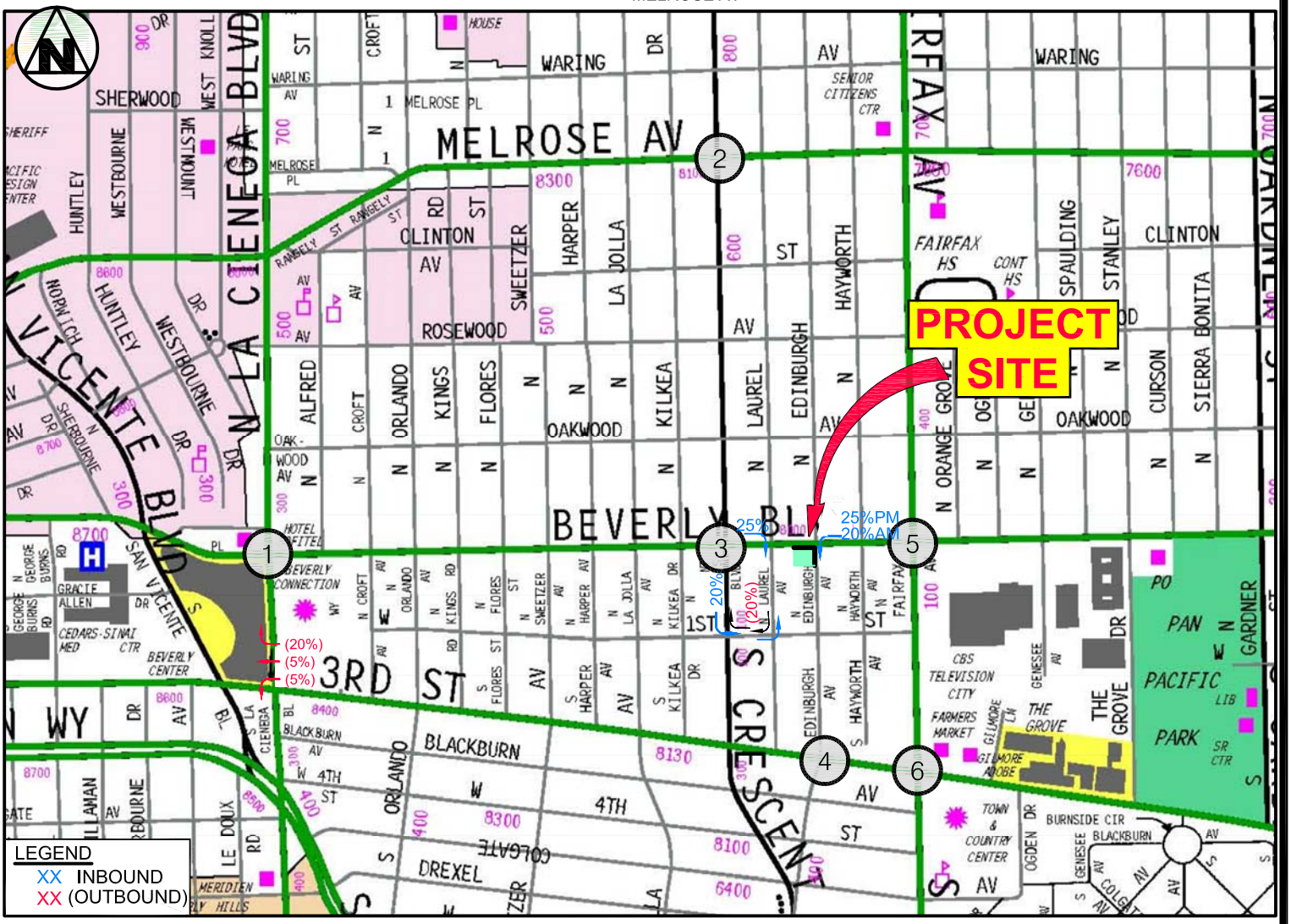
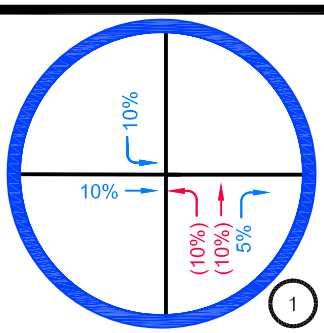
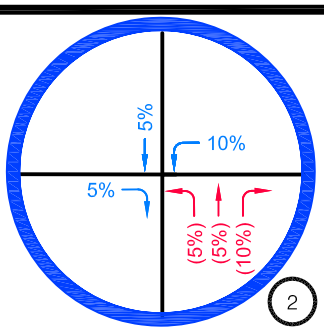
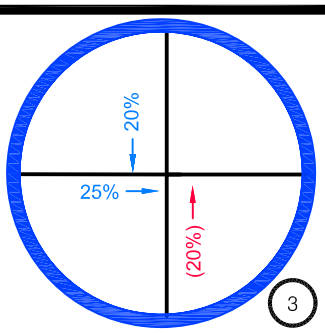




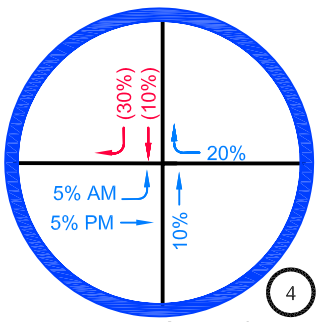
LA CIENEGA BI & BEVERLY BI



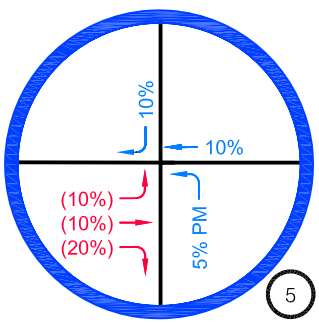
CRESCENT HEIGHTS BI & MELROSE AV



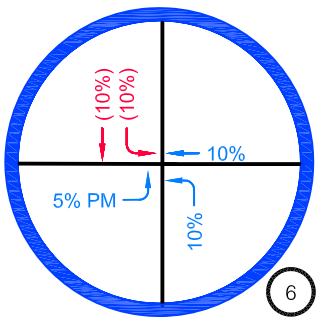
CRESCENT HEIGHTS BI & BEVERLY BI



EDINBURGH AVE & 3rd STREET



FAIRFAX AVE & BEVERLY BI



FAIRFAX AVE & 3rd STREET

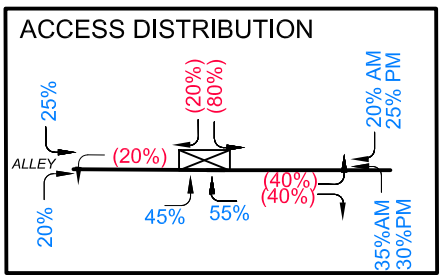


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FIGURE 5

PROJECT TRAFFIC ASSIGNMENT PERCENTAGES

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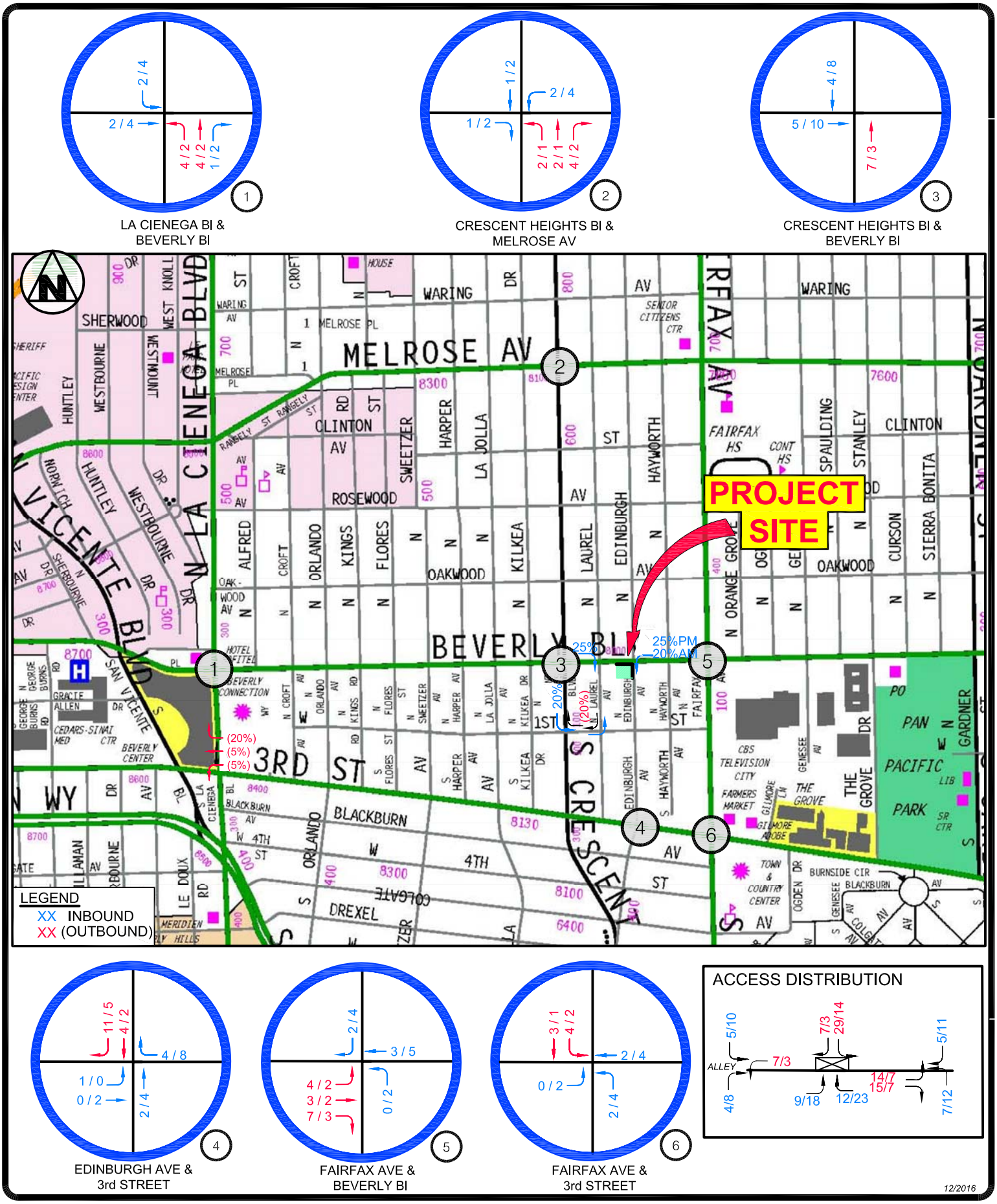

FIGURE 6

PROJECT TRAFFIC VOLUMES ONLY
AM PEAK HOUR / PM PEAK HOUR

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Parking, Access & Circulation

The Project proposes to comply with the Los Angeles Municipal Code (LAMC) 12.21.A.4 and Senate Bill (SB)1818 waivers. Table 3 displays the parking requirements for the project. If the number of units overall, or square footage of the restaurant is modified the parking requirements would be altered.

The Project proposes 84 vehicle parking spaces. LAMC required parking with a SB 1818 reduction requires one space per studio and one bedroom residential unit and four spaces per 1,000 square feet for commercial retail. The Project proposes to provide 84 vehicle parking spaces to exceed these requirements if the commercial component is all retail. A total of 74 vehicle parking spaces would be required if the commercial component is used entire as restaurant uses (10 spaces per 1,000 square feet). The Project applicant proposes to meet LAMC with SB 1818 reduction, potentially with permissible replacement of vehicle parking with four bicycle parking spaces per vehicle space. It is likely that the final tenants will be a mix of retail and restaurant.

Table 3
LAMC with SB1181 Reduction
Required Vehicle Parking

Land Use	Size	Requirement	Number of Required Spaces
Residential			
Studio	35 units	One per unit	35
One Bedroom	13 units	One per unit	13
Subtotal	48 units		48
Commerical			
Commercial Retail	7,400 sf	4 per 1,000 square feet	30
or Commercial Restaurant		10 per 1,000 square feet	or 74
TOTAL			**78 to 122**

The Project parking would be provided on a portion of the ground floor and three subterranean levels. Parking will be accessed from a driveway from the alley along the southern boundary of the Project site. The drive entry to the site from the alley will be designed for entry to the ground floor and subterranean garage levels. A ground floor loading zone will be provided off the alley. The alley operates east-west and intersects with both Edinburgh Avenue and Laurel Avenue. Edinburgh Avenue and Laurel Avenue are local streets with lower traffic volumes and one lane in each direction.

With ample transit opportunities in the area, no parking impacts are anticipated with the 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 June 3, 2015 and June 9, 2016. These were typical weekdays when there were no holidays, no rain and schools were in session. Traffic counts were conducted during the 7 to 10 am morning peak and 3 to 6 pm evening peak hours. The highest single hour during each of the peak periods was used in this analysis. Counts conducted during 2015 were increased by 1% to account for potential growth to year 2016. Data collection worksheets for the peak hour counts are contained in Appendix E. Existing traffic counts are provided on the following pages in Figure 7 and 8 for the AM and PM peak hours respective.

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. An intersection without signal progression improvements and two signal phases has a capacity of 1,500 vehicles per hour, three phases 1,425 vehicles per hour and four or more phases has a capacity of 1,375 vehicles per hour.

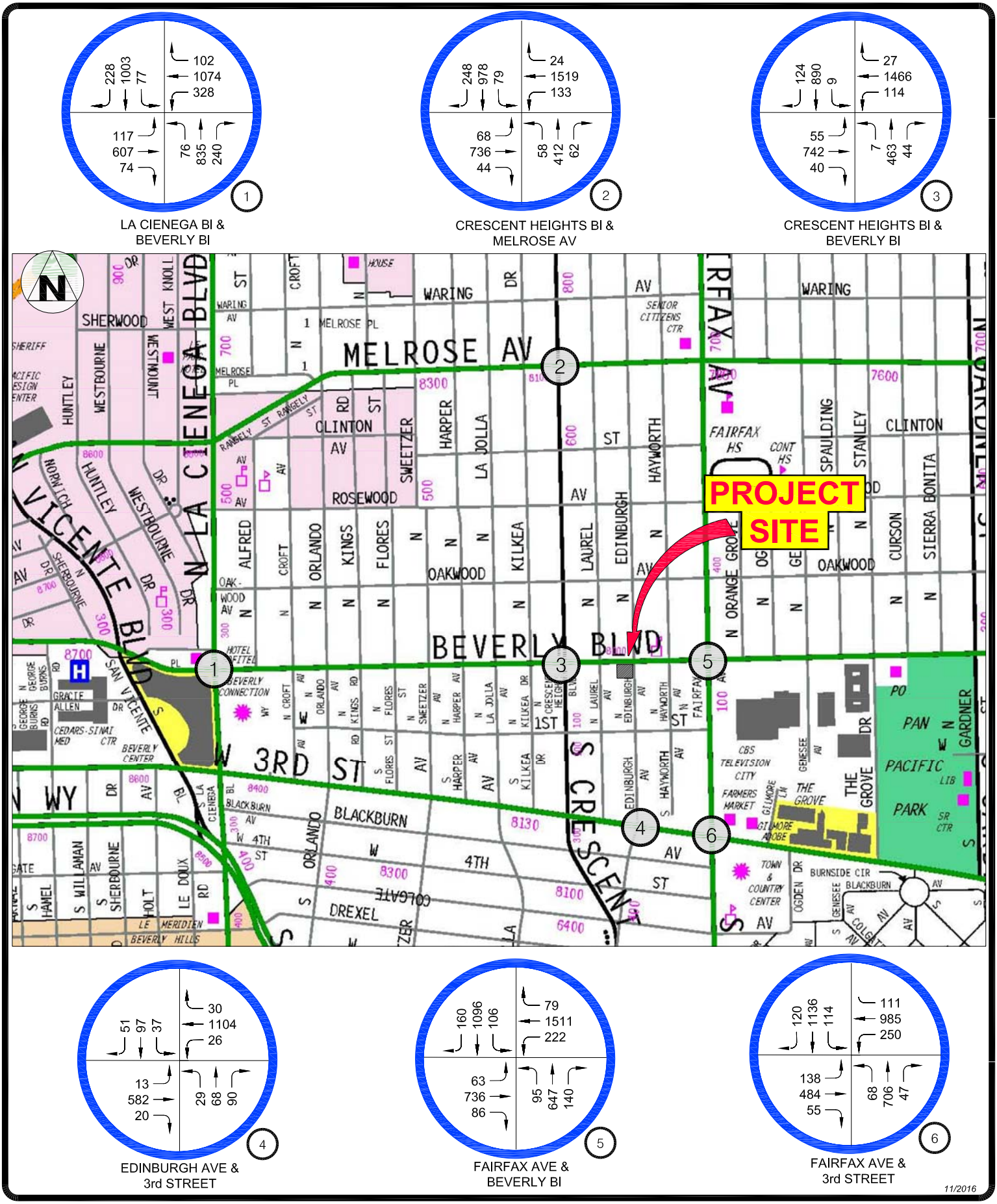

FIGURE 7

EXISTING (2016) TRAFFIC VOLUMES
AM PEAK HOUR

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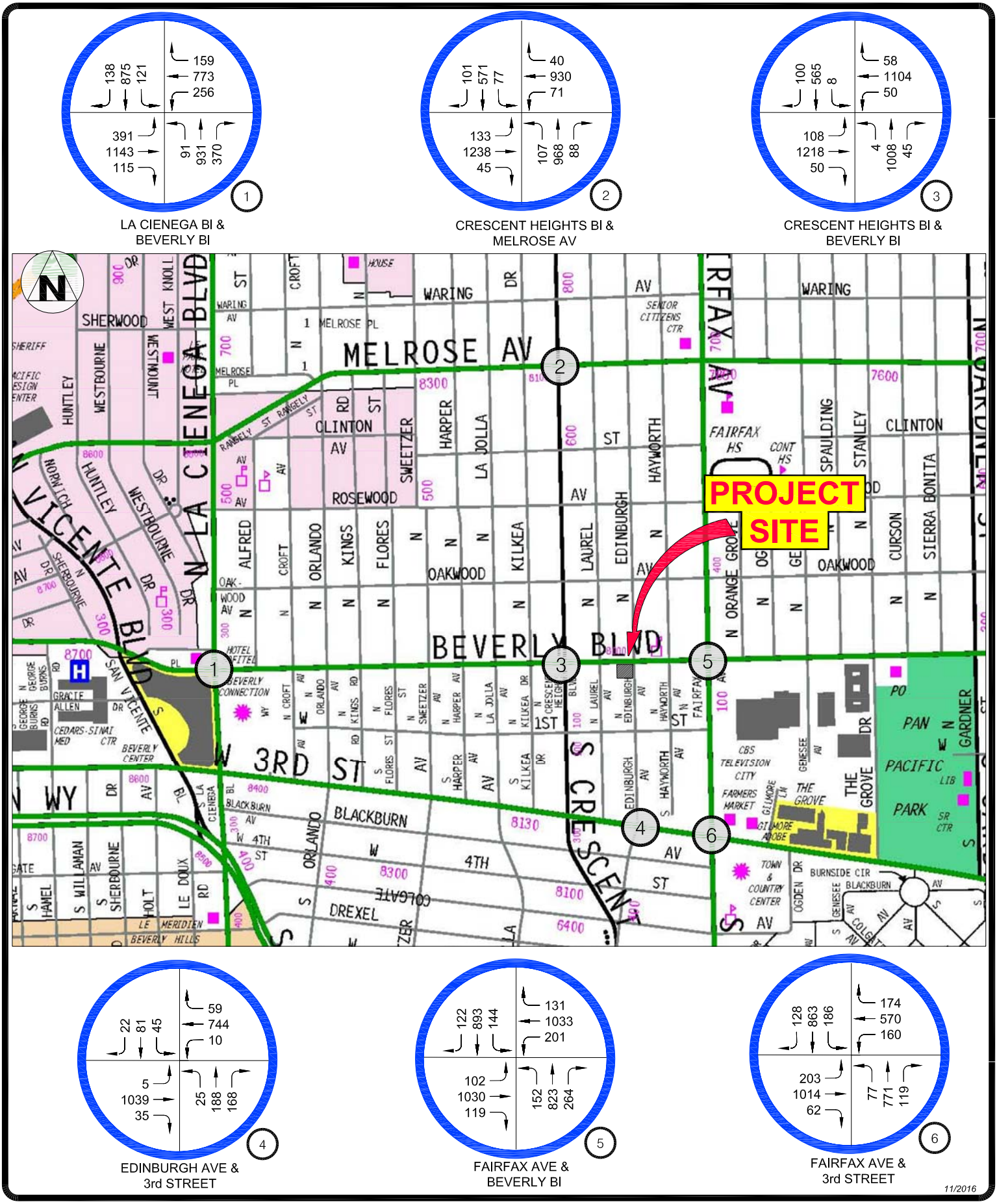

FIGURE 8

EXISTING (2016) TRAFFIC VOLUMES
PM PEAK HOUR

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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 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 the following page.

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 Project area 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. All the studied intersections have ATSAC and ATCS. The existing and future traffic conditions analysis with and without the Project include ATSAC and ATCS.

In order to account for reoccurring upstream volume delays and pedestrian volumes at some of the intersections, the overall capacity was reduced. At most of the signalized study intersections capacity was reduced by 3% to reflect this potential operational delay. This 3% reduction in capacity was incorporated in the analysis at:

- La Cienega Boulevard & Beverly Boulevard during the AM and PM Peak Hour;
- Fairfax Avenue & Beverly Boulevard during the PM Peak Hour, and
- Fairfax Avenue & 3rd Street during the AM and PM Peak Hour.

This reduction is presented in the CMA analysis worksheets.

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 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 (2016)	
			CMA	LOS
1	LA CIENEGA Bl	AM	0.727	C
	BEVERLY Bl	PM	0.875	D
2	CRESCENT HEIGHTS Bl	AM	0.907	E
	MELROSE AVE	PM	0.779	C
3	CRESCENT HEIGHTS Bl	AM	0.783	C
	BEVERLY Bl	PM	0.721	C
4	EDINBURGH	AM	0.471	A
	3rd STREET	PM	0.555	A
5	FAIRFAX AVENUE	AM	1.021	F
	BEVERLY Bl	PM	0.951	E
6	FAIRFAX AVENUE	AM	0.895	D
	3rd STREET	PM	0.897	D

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 their August 2014 Traffic Study Policies and Procedures, 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 below.

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 assessed 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 impacts occur when the Project's traffic generation is added to the existing conditions.

Table 7
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing (2016)		Existing +Project				Significant Impact
			CMA	LOS	CMA	LOS		Impact	
1	LA CIENEGA Bl	AM	0.727	C	0.730	C	+	0.003	NO
	BEVERLY Bl	PM	0.875	D	0.881	D	+	0.006	NO
2	CRESCENT HEIGHTS Bl	AM	0.907	E	0.909	E	+	0.002	NO
	MELROSE AVE	PM	0.779	C	0.781	C	+	0.002	NO
3	CRESCENT HEIGHTS Bl	AM	0.783	C	0.785	C	+	0.002	NO
	BEVERLY Bl	PM	0.721	C	0.722	C	+	0.001	NO
4	EDINBURGH	AM	0.471	A	0.476	A	+	0.005	NO
	3rd STREET	PM	0.555	A	0.559	A	+	0.004	NO
5	FAIRFAX AVENUE	AM	1.021	F	1.026	F	+	0.005	NO
	BEVERLY Bl	PM	0.951	E	0.952	E	+	0.001	NO
6	FAIRFAX AVENUE	AM	0.895	D	0.899	D	+	0.004	NO
	3rd STREET	PM	0.897	D	0.898	D	+	0.001	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 for 2016 conditions;

(b) Traffic in (a) + ambient growth (1 % per year increase) to 2019 buildout year;

(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 reasonable 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 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 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 Project 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 to a buildout year of 20196 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.

Table 8
Related Projects Descriptions

#	Project	Size		Location
1	Hotel	371	rooms	8500 W Sunset Bl
	Restaurant/Retail	34,000	sf	
	Theater	7,000	sf	
	Restaurant	2,500	sf	
2	Apartments	175	units	5500 W Wilshire Bl
3	Apartments	60	units	5863 W 3rd St
	Retail	5,350	sf	
4	Condominiums	140	units	300 S Wetherly Dr
5	Office	88,750	sf	936 N La Brea Av
	Office	(59,750)	sf	
	Retail	19,923	sf	
6	Bank, apt., condos, coffee			6245 W Wilshire Bl
7	Nursing Facility	205	beds	1022 S La Cienega Bl
	Apartments(to be removed)	(36)	units	
8	Apartments	22	units	6535 Wilshire Bl
	Office	62,000	sf	
	Retail	5,603	sf	
9	Improve Shopping Ctr	303,440	sf	100 N La Cienega Bl
	Restaurant	28,000	sf	
	General office	7,000	sf	
	Fitness studio	7,100	sf	
10	Pre-K	120	students	7002 W Clinton St
	Nursery school	60	students	
11	Condominiums	300	units	6298 W 3rd St
12	Self Storage	171,225	sf	111 S The Grove Dr
13	Apartments	71	units	7901 W Beverly Bl
	Retail	11,454	sf	

Table 8
Related Projects Descriptions (continued)

#	Project	Size		Location
14	Apartments	179	units	915 N La Brea Ave
	Supermarket	33500	sf	
	Apartments	179	units	
15	Apartments	125	units	375 N La Cienga Bl
	Retail	17,400	sf	
16	Kindergarden	38	students	1055 S La Cienega Bl
	Pre School	120	students	
17	Apartments	45	units	316 N La Cienega Bl
	Restaurant	800	sf	
	Retail	3,800	sf	
18	Shopping Center	15,265	sf	925 N La Brea Av
	Office	46,527	sf	
19	Apartments	169	units	904 N La Brea Av
	Office	40,000	sf	
20	Office	265,000	sf	5757 W Wilshire Bl
21	Apartments	149	units	910 S Fairfax Av
	School	63	students	
	Retail	4,640	sf	
22	Apartments	49	units	5889 W Olympic Bl
	Retail	4,000	sf	
23	Museum	5,000	guests	6067 W Wilshire Bl
		135	employees	
	Retail	5,000	sf	
	Restaurant	4,000	sf	
24	Apartments	162	units	333 S La Cienega Bl
	Supermarket	27,000	sf	
	Restaurant	3,560	sf	
25	Apartments	40	units	7000 W Melrose Av
	Retail	7,565	sf	
26	Apartments	49	units	5891 W Olympic Bl
27	Apartments	90	units	1056 S La Cienega Bl

Table 8
Related Projects Descriptions (continued)

27	Apartments	90	units	1056 S La Cienega Bl
28	Retail	12,685	sf	8001 W Beverly Bl
	Restaurant	15,245	sf	
29	Single Family Homes	8	homes	750 N Edinburgh Av
30	Mixed Use	334,000	sf	8150 Sunset Bl
	Apartments/Condos	249	units	
31	2nd Story Commercial	930	sf	8457 Melrose Av
32	Center for Early Education			563 Alfred St
33	Multi Family Home	34	units	826 Kings Road
34	Multi Family Home	17	units	8328 Willoughby
35	Design Showroom	4,392	sf	605 West Knolls Dr
36	Retail/Restaurant	9,545	sf	8583 Melrose Av
37	Commercial addition	3,070	sf	8611 Melrose Av
38	Mixed Use	42,000	sf	8713 Beverly Bl
39	Hotel	251	units	645 Robertson Bl
40	Retail Addition	5,504	sf	8800 Melrose Av
41	Memory Care	20	beds	8070 Beverly Bl
	Assisted Living	40	beds	
	Independent Living	40	units	
	Medical Clinic	11,251	sf	
	Synagogue	5,061	sf	
42	Office	28,341	sf	320 N Fairfax
43	Hotel	176	rooms	6399 Wilshire

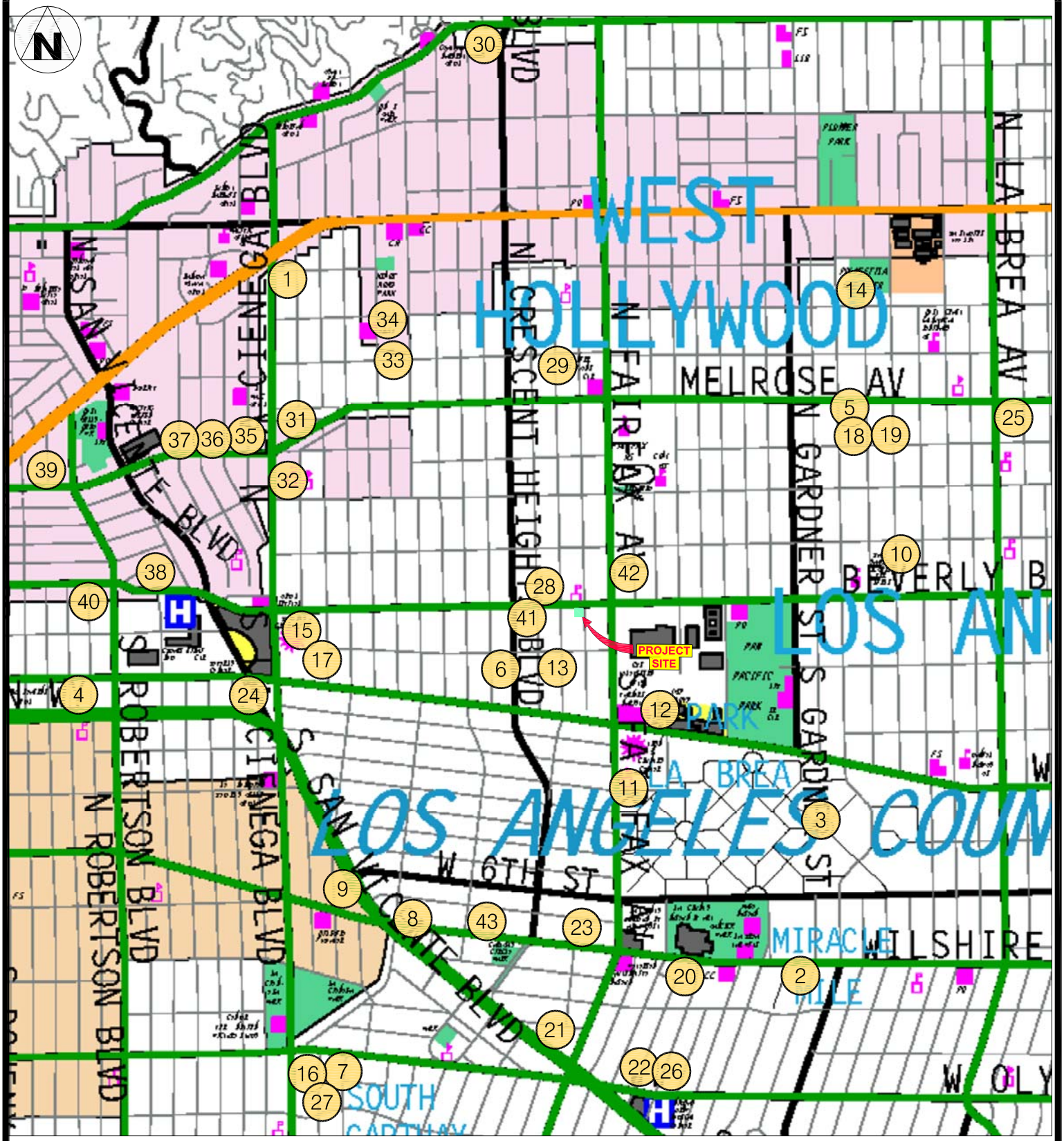
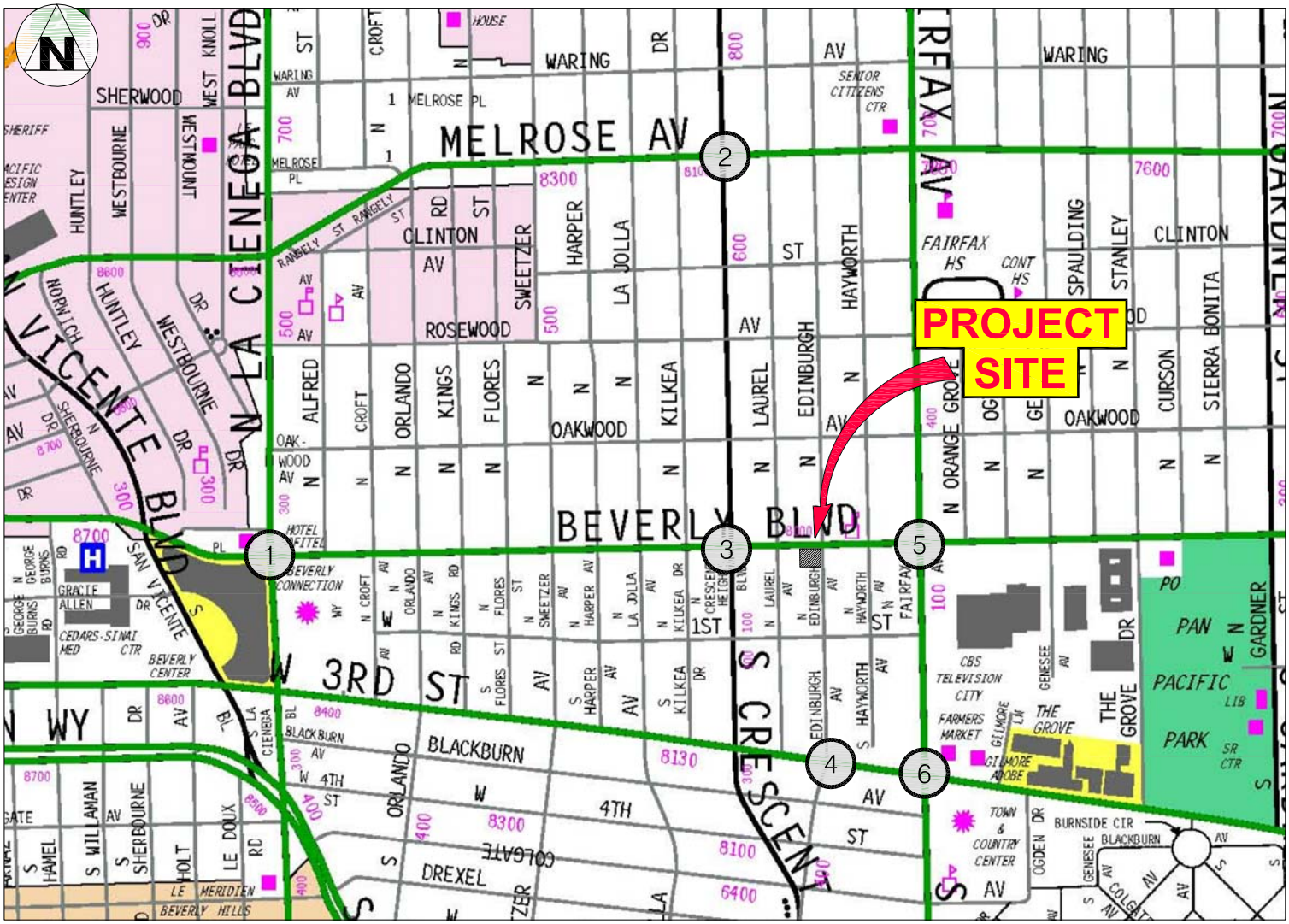


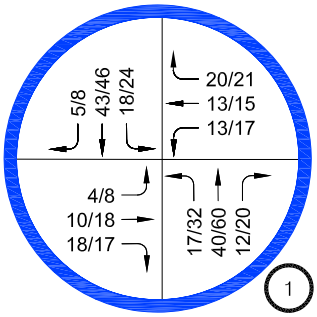
FIGURE 9

11/2016

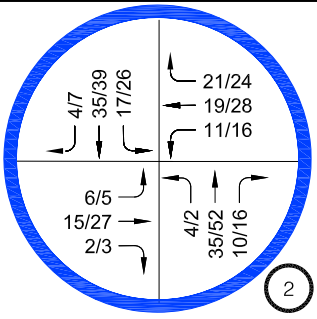
RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.
952 Manhattan Beach Bl #100, Manhattan Beach, Ca 90266
(310) 545-1235 phone, liz@overlandtraffic.com

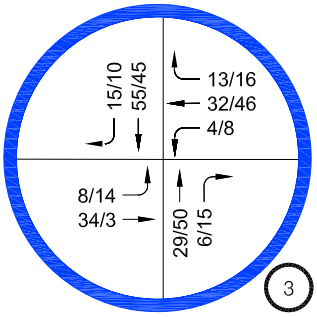




LA CIENEGA BI & BEVERLY BI



CRESCENT HEIGHTS BI & MELROSE AV



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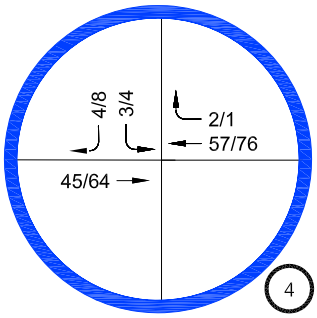
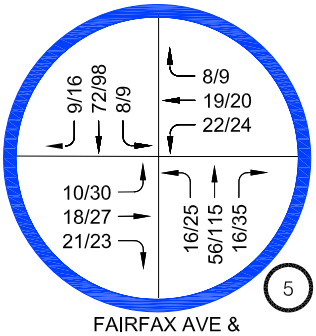
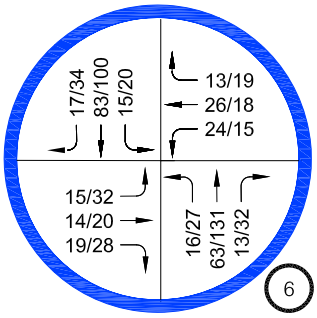


EDINBURGH AVE & 3rd STREET



FAIRFAX AVE & BEVERLY BI



FAIRFAX AVE & 3rd STREET

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FIGURE 10

RELATED PROJECT ONLY VOLUMES
AM PEAK HOUR/PM PEAK HOUR

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(310) 545-1235 phone, liz@overlandtraffic.com

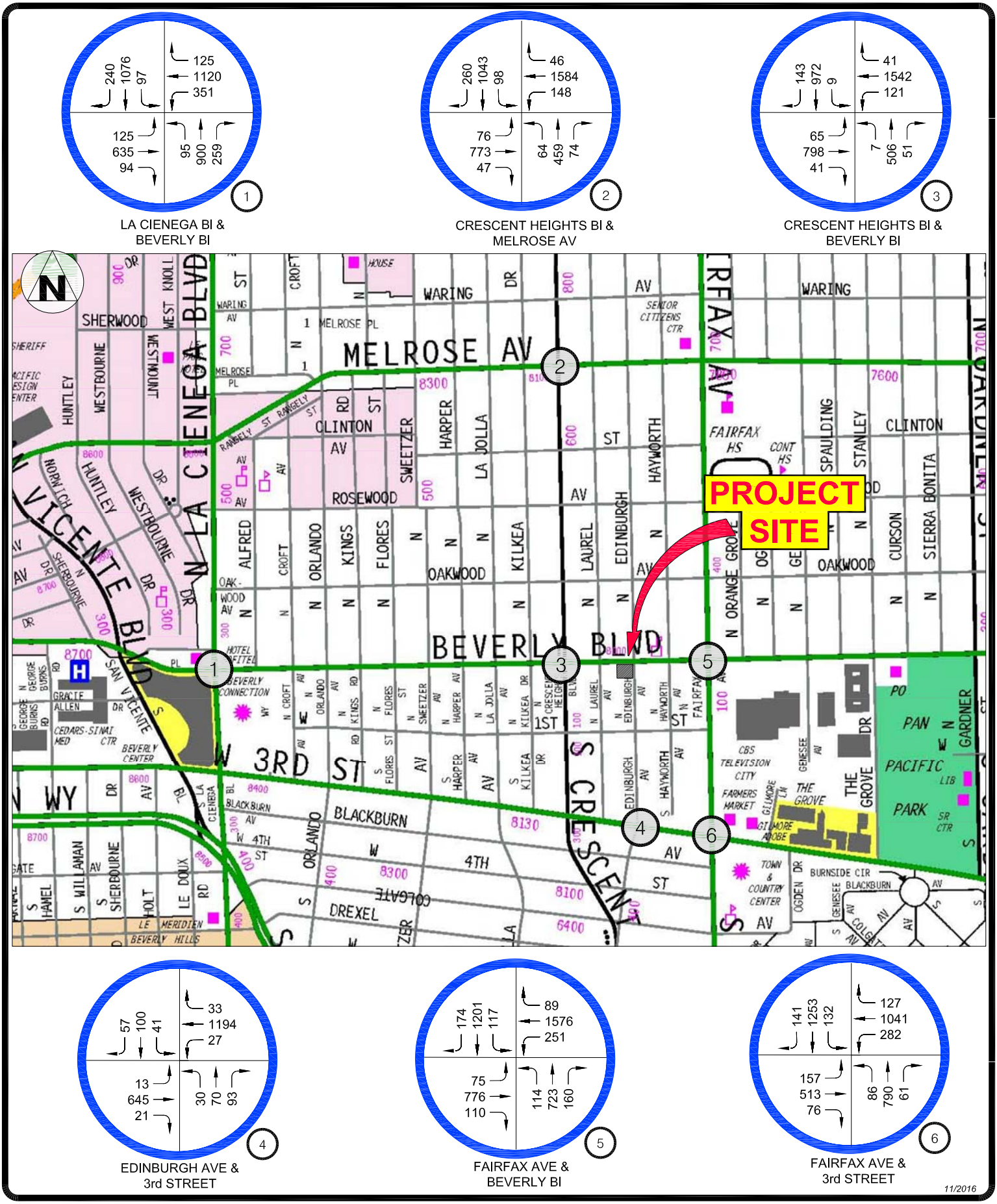

FIGURE 11

FUTURE (2019) TRAFFIC VOLUME WITHOUT PROJECT AM PEAK HOUR

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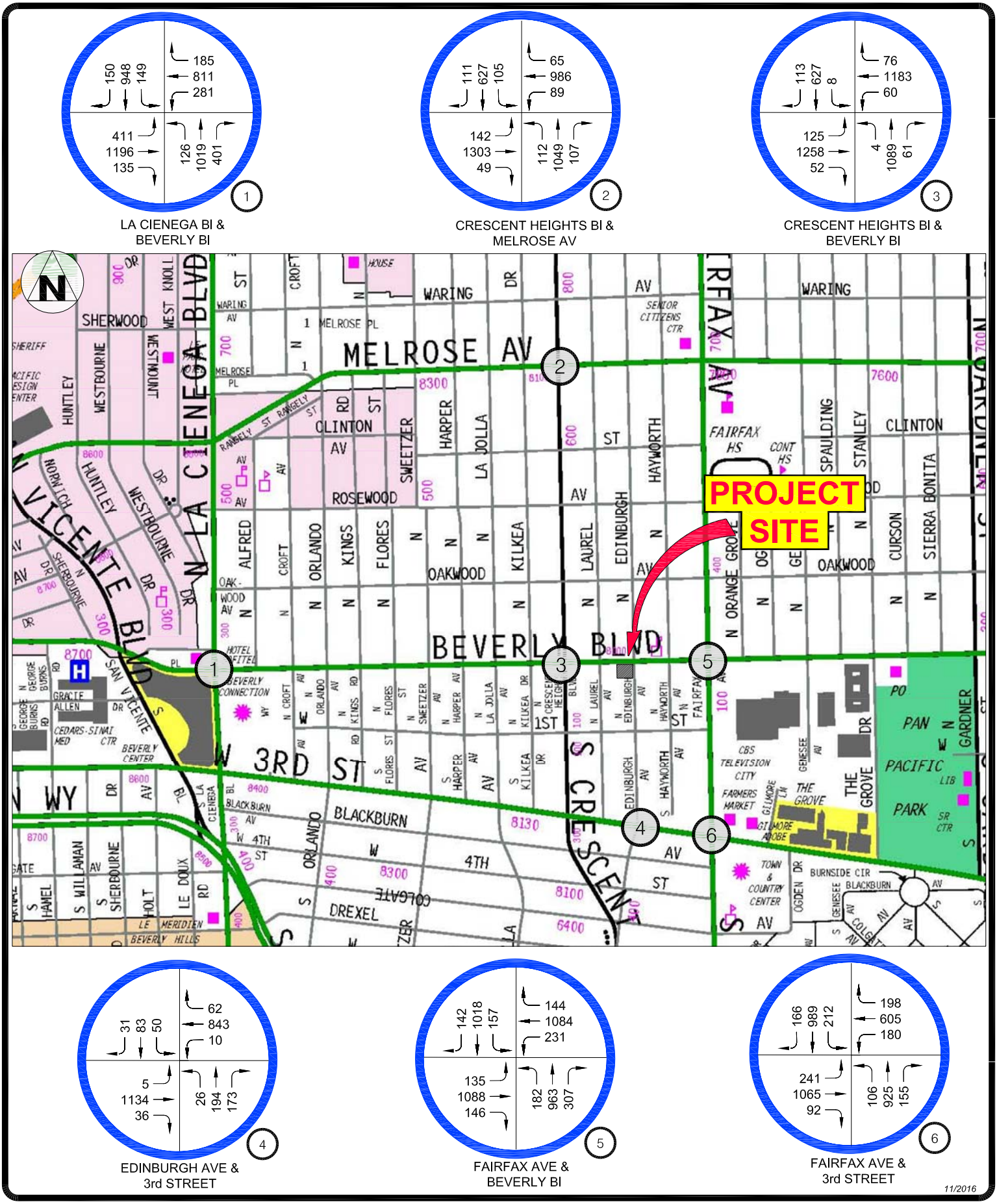

FIGURE 12

FUTURE (2019) TRAFFIC VOLUME WITHOUT PROJECT PM PEAK HOUR

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The traffic conditions created by ambient traffic growth plus the other related development Projects are shown below in Table 9. Growth is demonstrated by comparing the existing and the future without Project traffic 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.

Traffic conditions after completion of the Project have been calculated by adding the Project volume to the future without Project traffic volume. The traffic impact of the added Project traffic at the study intersections is shown in the Table 10 by the comparison of the future without Project and future with Project traffic conditions at the study intersections. The significant impact criteria provided in Table 6 were applied to the future traffic conditions. As shown in Table 10, no significant traffic impacts occur at the study intersections.

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.

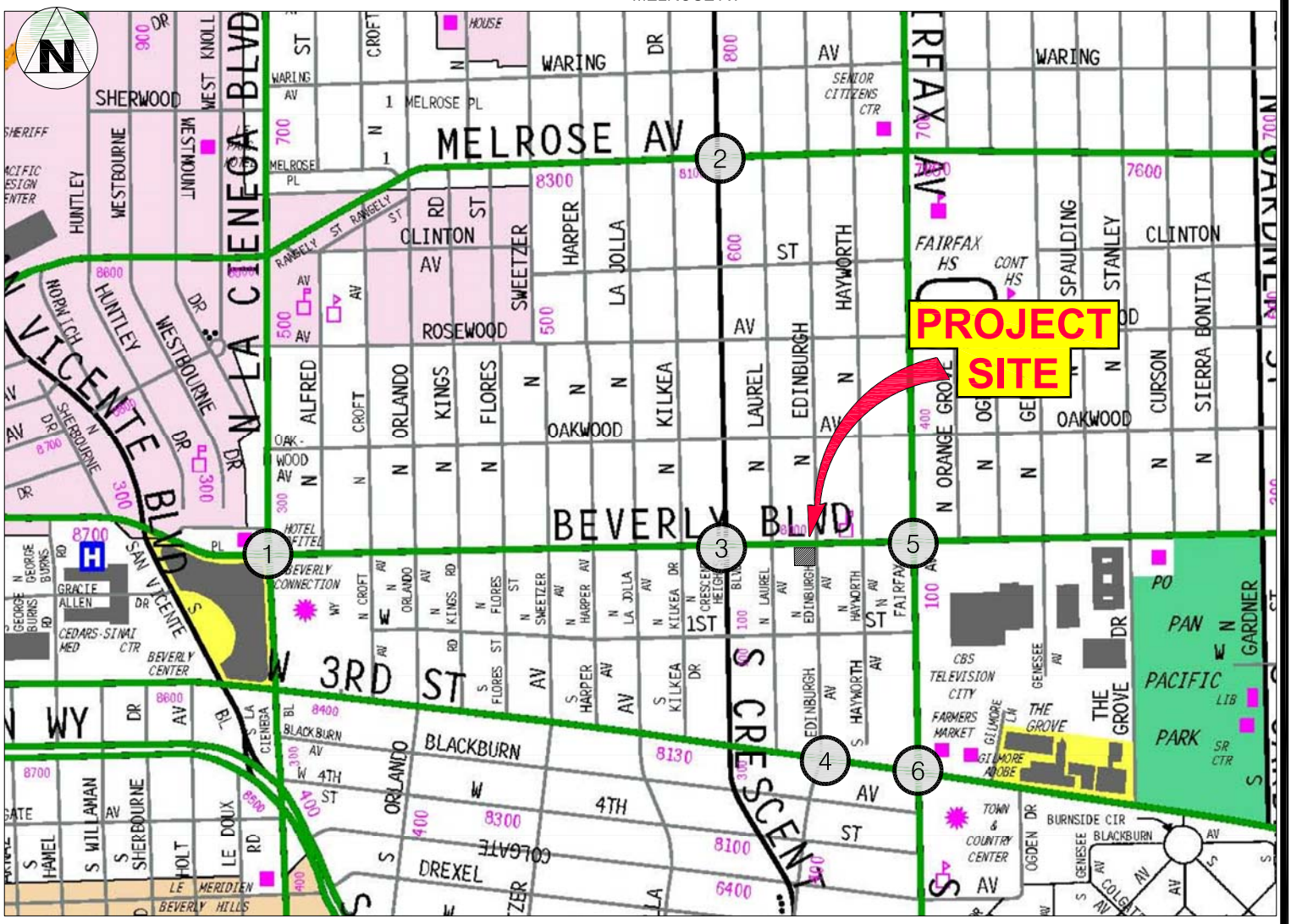
Table 9
Future (2019) Traffic Conditions
Without Project

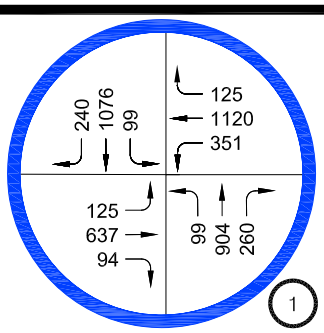
No.	Intersection	Peak Hour	Existing (2016) CMA	Existing (2016) LOS	Future (2019) Without Project CMA	Future (2019) Without Project LOS	Growth
1	LA CIENEGA Bl	AM	0.727	C	0.785	C	+ 0.058
	BEVERLY Bl	PM	0.875	D	0.957	E	+ 0.082
2	CRESCENT HEIGHTS Bl	AM	0.907	E	0.971	E	+ 0.064
	MELROSE AVE	PM	0.779	C	0.865	D	+ 0.086
3	CRESCENT HEIGHTS Bl	AM	0.783	C	0.854	D	+ 0.071
	BEVERLY Bl	PM	0.721	C	0.797	C	+ 0.076
4	EDINBURGH	AM	0.471	A	0.510	A	+ 0.039
	3rd STREET	PM	0.555	A	0.599	A	+ 0.044
5	FAIRFAX AVENUE	AM	1.021	F	1.111	F	+ 0.090
	BEVERLY Bl	PM	0.951	E	1.070	F	+ 0.119
6	FAIRFAX AVENUE	AM	0.895	D	0.993	E	+ 0.098
	3rd STREET	PM	0.897	D	1.029	F	+ 0.132

Table 10
Future (2019) Traffic Conditions
With Project

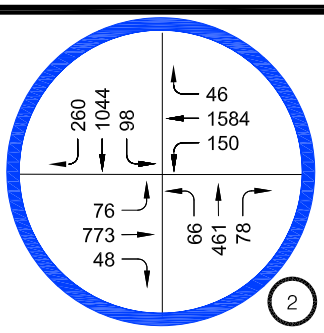
No.	Intersection	Peak Hour	Future (2019) Without Project		Future (2019) With Project			Significant Impact
			CMA	LOS	CMA	LOS	+ IMPACT	
1	LA CIENEGA Bl	AM	0.785	C	0.788	C	+ 0.003	NO
	BEVERLY Bl	PM	0.957	E	0.962	E	+ 0.005	NO
2	CRESCENT HEIGHTS Bl	AM	0.971	E	0.973	E	+ 0.002	NO
	MELROSE AVE	PM	0.865	D	0.868	D	+ 0.003	NO
3	CRESCENT HEIGHTS Bl	AM	0.854	D	0.855	D	+ 0.001	NO
	BEVERLY Bl	PM	0.797	C	0.799	C	+ 0.002	NO
4	EDINBURGH	AM	0.510	A	0.518	A	+ 0.008	NO
	3rd STREET	PM	0.599	A	0.602	B	+ 0.003	NO
5	FAIRFAX AVENUE	AM	1.111	F	1.116	F	+ 0.005	NO
	BEVERLY Bl	PM	1.070	F	1.070	F	+ 0.000	NO
6	FAIRFAX AVENUE	AM	0.993	E	0.996	E	+ 0.003	NO
	3rd STREET	PM	1.029	F	1.030	F	+ 0.001	NO

Note that 0 impact with the Project does not mean that no Project traffic will go through the intersection. The 0 impact means that the added Project trips do not go through a critical intersection move (conflicting traffic movements with the highest volumes).

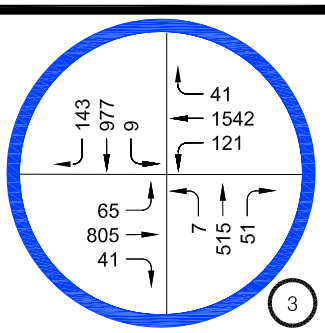




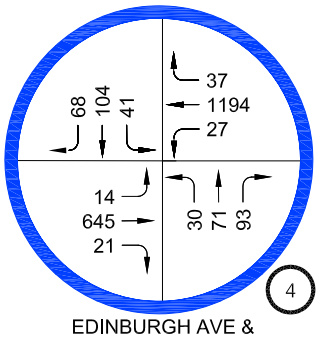
LA CIENEGA BI & BEVERLY BI



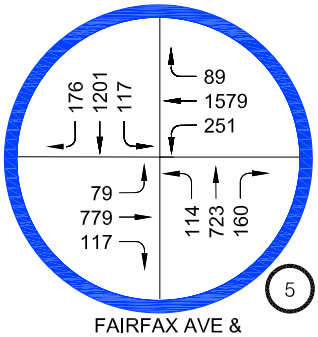
CRESCENT HEIGHTS BI & MELROSE AV



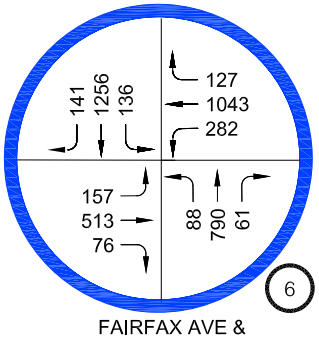
CRESCENT HEIGHTS BI & BEVERLY BI



EDINBURGH AVE & 3rd STREET



FAIRFAX AVE & BEVERLY BI



FAIRFAX AVE & 3rd STREET

12/2016

FIGURE 13

FUTURE (2019) TRAFFIC VOLUME WITH PROJECT AM PEAK HOUR

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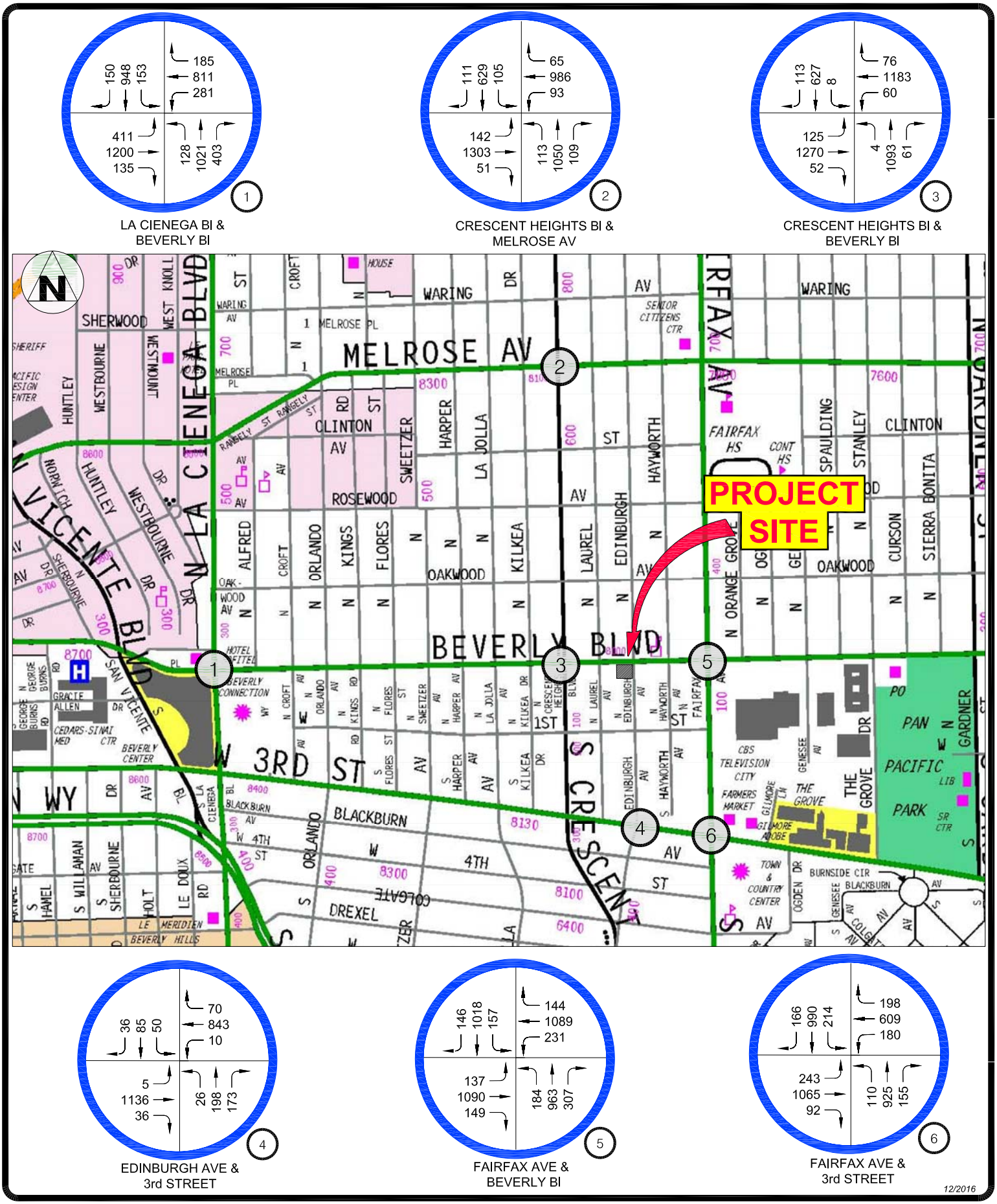

FIGURE 14

FUTURE (2019) TRAFFIC VOLUME WITH PROJECT PM PEAK HOUR

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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 Mobility Plan 2035 bicycle lane future network consists of tier 2 and tier 3 bicycle lanes. Approximately 400 miles of tier 2 lanes have been identified and they are more likely to be constructed by 2035 than the tier 3 lanes. In the Project area, the Mobility Plan 2035 Bicycle Network identifies Melrose Avenue as a Tier 1 (Existing) protected bicycle lane, and 3rd Street as a gap closure segment from the Neighborhood Enhanced Network. The completed project will not deter these future plans.

Municipal code 12.21 A.16 (a)(2) requires new Projects to provide bicycle parking spaces per building floor area. Residential properties are required to provide one long term

bicycle space per unit and one short term space per ten units. The restaurant and retail uses are required to provide one long term per 2,000 square feet and one short term per 2,000 square feet. 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 is prepared to provide, 9 short term and 52 long term bicycle spaces regardless of the commercial tenants being restaurant or retail.

Table 11
Los Angeles Municipal Code 12.21.A16 (a)(2)
Required Bicycle Parking

Land Use	Size	Requirement	Long Term Spaces	Short Term Spaces
Residential				
Studio Units	35 units	1 long term per unit & 1 per short term 10 units	35	4
One Bedroom Units	13 units	1 long term per unit & 1 per short term 10 units	13	1
Total Residential			**48**	**5**
Commercial				
Restaurant or retail	7,400 sf	1 long term per 2,000 sf & 1 short term per 2,000 sf	4	4
		COMBINED TOTAL	**52**	**9**

The Project's proposed bicycle parking is permitted to displace vehicle parking spaces at a rate of one automobile space per four parking spaces for up to 10% of the residential and up to 20% of the commercial parking.

Transit Analysis

The proposed Project is forecast to generate a net gain of approximately 774 weekday daily trips with 57 trips during the AM Peak Hour and 59 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)	774	57	59
PERSON TRIPS (trips x 1.4)	1084	80	83
TRANSIT TRIPS (person trips x 3.5%)	**38**	**3**	**3**

Based on the multiple transit opportunities, observation of transit capacity, and usage in the area, this level of transit increase is not expected to adversely affect the current ridership of the transit services in the area.

Construction Analysis

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.
- 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 3:00 PM.
- Existing access for the site would be maintained for construction access.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction works will be prohibited from parking on adjacent streets and construction workers will be directed to park on-site.

With the implementation of these measures, no construction traffic impacts would occur during the construction of 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 Wilshire Boulevard and La Brea Avenue is the nearest CMP intersection. Wilshire Boulevard and La Brea Avenue is approximately one and a half miles from the Project site. It is anticipated that up to 10% of Project trips will go through the intersection during the peak periods which would equate to a maximum of 6 trips during the AM Peak Hour and 6 trips during the PM Peak Hour. This is below the CMP significance threshold.

The Project volumes on the area freeways are anticipated to be dispersed throughout the system. It is anticipated that, conservatively, up to 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 9 vehicles during the peak hours. This amount of traffic is below the threshold needed for further evaluation.

As part of the MOU process with LADOT, a freeway impact analysis screening was conducted to determine if the Project may create a significant freeway segment or off ramp segment impact and require further analysis beyond the screening in the MOU. The screening criteria is based on an agreement between LADOT and Caltrans established October 2, 2013, which was renewed and modified on December 15, 2015. The Modified Project did not trigger the following established impact criteria:

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

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

The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 1,500 vehicles per hour per lane); or

The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed capacity of 1,500 vehicles per hour per lane).

Therefore, no additional freeway segment or freeway off ramp analysis was required and the Project would result in less than significant freeway segment or freeway off ramp segment impacts. The full freeway screening is provided as part of the MOU in Appendix A.

CHAPTER 6 MITIGATION MEASURES

This study has determined that the added traffic volume generated by the proposed Mixed-Use Project at 8000 Beverly Boulevard will not significantly impact the traffic flow at any of the study intersections.

The Project site frontage along Beverly Boulevard is currently dedicated with 100 feet in right-of-way. Beverly Boulevard is designated as a Modified Avenue I in the City of Los Angeles Mobility Plan 2035. Standard Avenue I's are required to provide 100 feet of right-of-way with a 70-foot roadway. No additional dedication would be required along the project's Beverly Boulevard frontage if it were not a "Modified" roadway. The Bureau of Engineering will determine if there are any dedication requirements.

Edinburgh Avenue is designated as a Local street. Local streets require a 60-foot right-of-way and 36-foot roadways in the City's Mobility Plan 2035. Edinburgh Avenue is currently dedicated to 60 feet of right-of-way. No additional dedication requirements should be required along the Project's Edinburgh Avenue frontage.

An alley provides the southern boundary of the Project site. An alley is required to be dedicated to 20-feet in width. This alley is currently fully dedicated and no further improvements along should be required.

Parking – The Project will meet City of Los Angeles code required parking requirement with a parking reduction per Senate Bill (SB) 1818 waivers. The Project proposes to provide 36 commercial and 48 residential vehicle parking spaces for a total of 84 parking spaces. The mix of residential and retail uses will be catered to meet or exceed parking requirements with potential replacement of some parking with bicycle parking. Due to the proximity of the Project to ample transit opportunities, including Metro Rapid Route 780 at Beverly Boulevard and Fairfax Avenue, no parking impacts are anticipated.

No transit, construction, Congestion Management Program, bikeways or freeway significant impacts are anticipated with the Project.

No traffic mitigation is required because the Project's added traffic volume will not significantly impact any of the study intersections.

APPENDIX A

LA DOT MOU

Traffic Study - MEMORANDUM OF UNDERSTANDING (MOU)

This MOU acknowledges that the traffic study for the following project will be prepared in accordance with the latest version of LADOT's Traffic Study Policies and Procedures:

Project Name: Beverly 8000

Project Address: 8000 Beverly Avenue at SE Corner of Beverly & Edinburgh

Project Description: 48-unit apartment project (4 of which are very low income) & 7,400 sf of restaurant to replace 11,250 sf of office.

Geographic Distribution: N 25 % S 25 % E 30 % W 20 %
Attach graphic illustrating project trip distribution percentages at the studied intersections

Trip Generation Rate(s): ITE 9th Edition / Other 9th Edition
Attach trip generation table with a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc.

	in	out	total
AM Trips	21	36	57
PM Trips	42	17	59

Project Buildout Year: 2019 Ambient or CMP Growth Rate: 1 % Per Yr.
Related Projects: (to be researched by the consultant and approved by LADOT)

Is this project on the High Injury Network? _Melrose - yes, Edinburgh - no

Subject to Freeway Impact Analysis Screening review: __YES _X_NO
(freeway analysis screening filter should be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)

Study Intersections
(Subject to LADOT revision after initial impact analysis)

1. Beverly Bl & La Cienega Bl	2. Melrose Av & Crescent Heights Bl
3. Beverly Bl & Crescent Heights Bl	4. 3rd St & Edinburgh Av
5. Fairfax Av & Beverly Bl	6. Fairfax Av & 3rd St

Trip Credits: (Exact amount of credit subject to approval by LADOT)

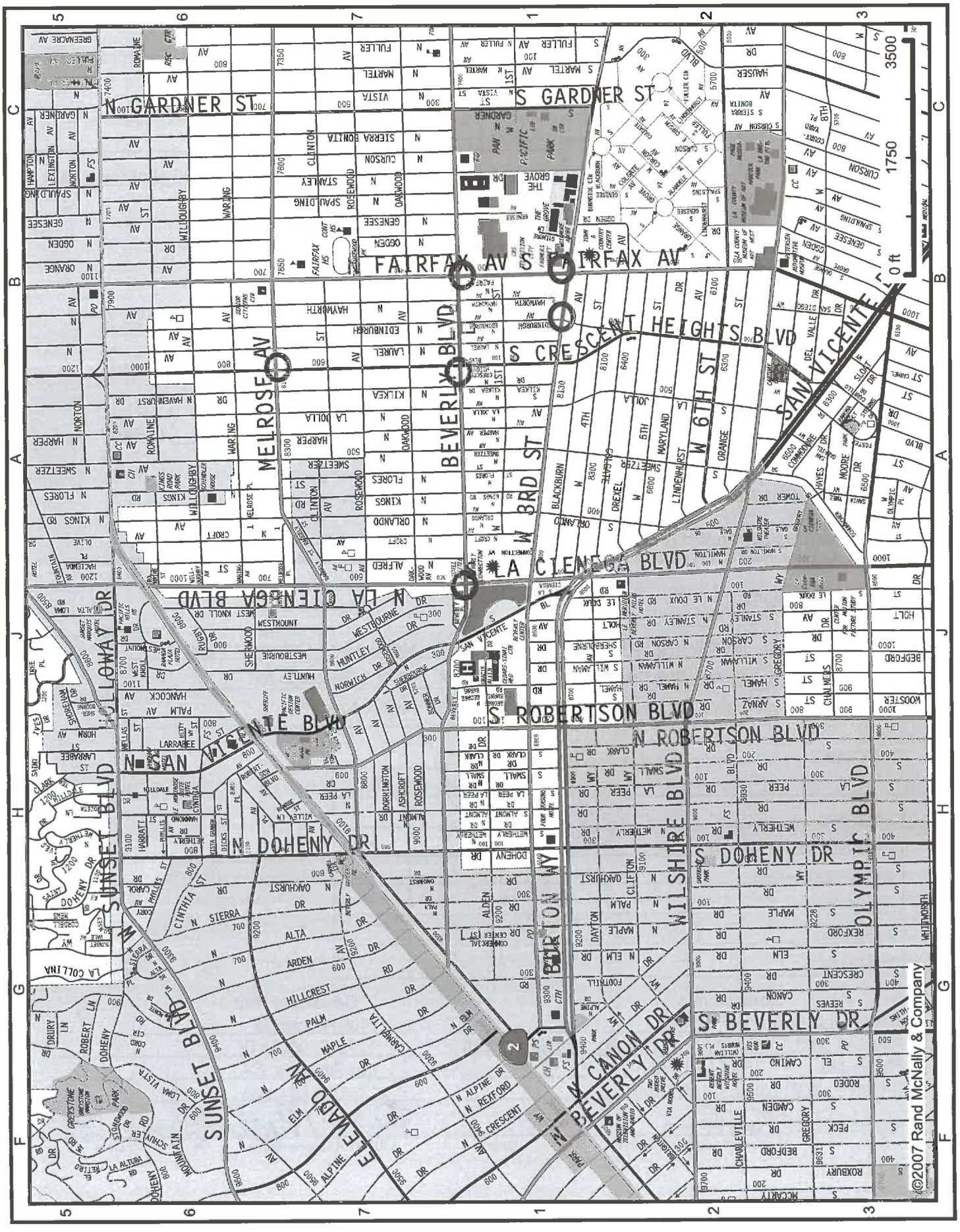
	Yes	No
Transit Usage	x	
Transportation Demand Management		X
Existing Active Land Use	X	
Previous Land Use		x
Internal Trip	x	
Pass-By Trip	x	

Consultant
Name Liz Culhane-Fleming
Address 952 Manhattan Bch Bl #100, Manhattan Bch
Phone No. 310.545.1235
E-Mail liz@overlandtraffic.com

Approved by: 9-28-16
Consultant's Representative Date

Developer Rep
Plus Architects
1770 Sawtelle Bl
Los Angeles, CA
Shahab Ghoods

10/31/16
LADOT Representative Date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S GARDNER ST
FAIRFAX AV
S FAIRFAX AV
BEVERLY BLVD
S CRESCENT HEIGHTS BLVD
W 3RD ST
W 6TH ST
SAN VICENTE
LA CIENEGA BLVD
N LA CIENEGA BLVD
SAN VICENTE BLVD
S ROBERTSON BLVD
N ROBERTSON BLVD
SUNSET BLVD
N DOHENY DR
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OLYMPIC BLVD
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HOLLYWOOD HILLS
Sunset
FAIRFAX
Fountain
WH
La Brea
Highland
Vine
Gower
Western
HOLLYWOOD
LDHW
SANTA MONICA
project site
AV786
Romaine
LDHWL
WEST HOLLYWOOD
Melrose
Beverly
LDLAR
SANTA MONICA
Cedars-Sinai Med Ctr
Beverly Center
Farmers Market & The Grove
3rd
Burton
LDFX
6th
HANCOCK PARK
Rossmore
WILSHIRE
CENTURY CITY
BEVERLY HILLS
Beverly Dr
Robertson
LA CIENEGA
San Vicente
PARK LA BREA
Rimpau
CRENSHAW
Wilton
LDWCK
Westfield Century City
Century Pk E
Century Pk W
Av of The Stars
OLYMPIC
PICO
PICO/RIMPAU TRANSIT CTR
CE534
CE431
BBB5
BBB7
BBB8
R7
C3
Motor
CHEVIOT HILLS
CADILLAC
Washington
West
LDMID
BBBR10
RANCHO

Trip Generation Rates

Description	ITE Code	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
Apartment	220	6.65	0.51	20%	80%	0.62	65%	35%
Office	710	11.03	1.56	88%	12%	1.49	17%	83%
High Turnover Restaurant	932	127.15	10.81	55%	45%	9.85	60%	40%

Rate are per unit for apartment & perr 1,000 sf for all other

Trip Generation

Description	Size	Daily Traffic	AM Peak Hour Total	AM In	AM Out	PM Peak Hour Total	PM In	PM Out
Proposed Project								
Residential								
Apartment	48 units	319	24	5	19	30	19	11
Transit Reduction	15%	(48)	(4)	(1)	(3)	(4)	(3)	(1)
Subtotal Apartment		271	20	4	16	26	16	10
Commercial								
Restaurant	7,400 sf	941	80	44	36	73	44	29
Internal Trips	5%	(47)	(4)	(2)	(2)	(4)	(2)	(2)
Transit Reduction	15%	(134)	(11)	(6)	(5)	(10)	(6)	(4)
Pass-by Trips	20%	(152)	(13)	(7)	(6)	(12)	(7)	(5)
Subtotal Commercial		608	52	29	23	47	28	19
SUBTOTAL PROPOSED		**879**	**72**	**33**	**39**	**73**	**45**	**28**
Existing to be Removed								
Office	11,250 sf	124	18	15	3	17	3	14
Transit Reduction	15%	(19)	(3)	(3)	(0)	(3)	(0)	(3)
SUBTOTAL EXISTING		**105**	**15**	**12**	**3**	**14**	**3**	**11**
NET TOTAL TRIPS (Proposed -Existing)		**774**	**57**	**21**	**36**	**59**	**42**	**17**

* Project is appx. 700 feet from Rapid Line 780 stops at Beverly Bl & Fairfax Av

Total with only existing use credit	**1,136**	**86**	**34**	**52**	**86**	**60**	**26**
Total without pass-by	**926**	**70**	**27**	**43**	**71**	**49**	**22**

Caltrans Freeway Analysis Screening Filter

PROJECT: 8000 Beverly Bl

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 to a freeway off-ramp operating at level of service (LOS) E or F (based on an assumed capacity of 850 vehicles per hour per lane); or		X
The project's peak hour trips would result in a 2% or more increase to a freeway segment operating at LOS D (based on an assumed capacity of 850 vehicles per hour per lane); or		X

LOCATION	DIR	# of Lanes	Capacity	Project Trips* AM	Project Trips* PM	% INCREASE AM	% INCREASE PM
FREEWAY SEGMENT (2,000 vehicles per hour per lane)							
Santa Monica Freeway (I-10) at west of Fairfax Avenue	EB	5	10,000	4	8	0.0%	0.1%
Santa Monica Freeway (I-10) at west of Fairfax Avenue	WB	4	8,000	7	3	0.1%	0.0%
Santa Monica Freeway (I-10) at east of Fairfax Avenue	EB	5	10,000	7	3	0.1%	0.0%
Santa Monica Freeway (I-10) at east of Fairfax Avenue	WB	4	8,000	4	8	0.1%	0.1%
OFFRAMP SEGMENT (1,500 vehicles per hour per lane)							
EB Santa Monica Freeway (I-10) at Fairfax Avenue	EB	3	2,550	4	8	0.2%	0.3%
WB Santa Monica Freeway (I-10) at Argyle/Washington	WB	2	1,700	4	8	0.2%	0.5%

DIR = Direction

* Estimated conservative up to 20% of project trips to use US 10 Freeway in and out of area

ARTIST'S CONCEPTUAL RENDERING ONLY. DO NOT USE FOR CONSTRUCTION.

BEVERLY 8000

A PROPOSED MIXED-USE PROJECT

8000, BEVERLY BLVD, LOS ANGELES. CA 90048

DEVELOPER
BEVERLY QUEST, LLC
8322 BEVERLY BLVD, #301
LOS ANGELES, CA 90048
TEL: 323-782-1270
jackravan@southparkgroup.com

CIVIL ENGINEER
DHS
275 CENTENNIAL WAY #205
LOS ANGELES, CA 92780
TEL:714-665-1560
EMAIL:steve@dhsengineering.com

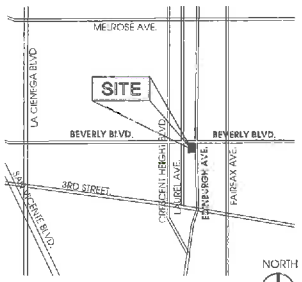
ARCHITECT
PLUS ARCHITECTS
1770 SAWTELLE BLVD.,
LOS ANGELES, CA 90025
TEL: 310-478-6149
plusarch@aol.com

LANDSCAPE ARCHITECT
SQLA INC.
SAMUEL KIM
380 N. PALM ST., SUITE B
BREA, CA 92821
TEL: 562-905-0800
samuel@sqlainc.com

SURVEYOR
M&G
347 S. ROBERTSON BLVD.
BEVERLY HILLS CA, 90211
TEL. (310) 659-0871
Email:info@mglandsur.com

PROJECT TEAM

ARCHITECTURAL		LANDSCAPE	
A0.1	COVER SHEET	LP-1	FIRST FLOOR LANDSCAPE PLAN
A0.1 SV	SURVEY	LP-2	2ND FLOOR LANDSCAPE PLAN
A1.1	SITE/ FIRST FLOOR PLAN	LP-4	4TH FLOOR LANDSCAPE PLAN
A2.0	GARAGE L3	LP-5	5TH FLOOR LANDSCAPE PLAN
A2.1	GARAGE L2		
A2.2	GARAGE L3		
A2.3	2ND FLOOR PLAN		
A2.4	3RD FLOOR PLAN		
A2.5	4TH FLOOR PLAN		
A2.6	5TH FLOOR PLAN		
A2.7	ROOF PLAN		
A2.7	BUILDING HEIGHT PERCENTAGE		
A3.1	ELEVATIONS		
A3.2	ELEVATIONS		
A4.1	SECTION		



BUILDING DATA

EXISTING BUILDING: (TO BE DEMOLISHED)	ONE STORY. 10,928 SQ. FT. OFFICE BUILDING W/ FULL BASEMENT ON C2 ZONE .
PROPOSED PROJECT:	A 5-STORY DENSITY BONUS MIXED-USE PROJECT, INCLUDING 48 RESIDENTIAL RENTAL UNITS (44 MARKET & 4 V.L. INCOME) OVER 7,400 SQ. FT. GROUND FLOOR COMMERCIAL , OVER 3 LEVELS OF SUBTERRANEAN PARKING GARAGE.
ZONE :	C2-1VL-O
LOT AREA GROSS :	14,358 SQ.FT.
OCCUPANCY:	R-2 / M/ B/ S-1/ S-2
CONSTRUCTION:	TYPE IA/ TYPE VA, FULLY SPRINKLERED (NFPA 13)
FUNDING:	100% PRIVATELY FUNDED

DENSITY IN C2 ZONE (PER R4)

LOT AREA : 14,358 SQ. FT.
14,358 / 400 = 35 BASE UNIT + 13 (35 % DENSITY BONUS) =48 UNITS ALLOWED
48 UNITS PROPOSED

AFFORDABLE HOUSING ORDINANCE

BONUSES:
I) DENSITY BONUS: 35 X 35% = 13 UNITS EXTRA
II) PARKING OPTION #1

RESTRICTED UNITS:
35 BASE UNITS X11% = 4 VERY LOW INCOME UNITS PROVIDED

INCENTIVES:

I) **HEIGHT** — **OFF MENU** : TO ALLOW A MAXIMUM HEIGHT OF 62'-0" AND 5 STORY IN LIEU OF ALL OTHERWISE APPLICABLE HEIGHT LIMITATIONS

II) **FAR** — **ON MENU** : 3:1 FAR

FLOOR AREA CALCULATION, FAR:

FLOOR AREA ALLOWED 3:1 43,074 SQ. FT. (3X14,358 SQ. FT.)

PROPOSED:	
GROUND FLOOR COMMERCIAL	7,400 SQ.FT.
OUTDOOR SITTING	600 SQ. FT.
GROUND FLOOR RESIDENTIAL LOBBY	325 SQ.FT.
GYM @ 5TH FLOOR	970 SQ. FT.
2ND FLOOR	9,875 SQ.FT.
3RD FLOOR	9,875 SQ.FT.
4TH FLOOR	8,594 SQ.FT.
5TH FLOOR	5,411 SQ.FT
TOTAL	43,050 SQ. FT.
PARKING GARAGE L1	11,150 SQ. FT.
PARKING GARAGE L2	11,490 SQ. FT.
PARKING GARAGE L3	12,700 SQ. FT.
TOTAL GARAGES	35,340 SQ. FT.

UNIT COUNT

	STUDIO	1-BDRM	TOTAL
2ND FLOOR	10	4	14
3RD FLOOR	10	4	14
4TH FLOOR	10	3	13
5TH FLOOR	5	2	7
TOTAL	35	13	48

OPEN SPACE CALCULATION

OPEN SPACE REQUIRED:	
48UNITS X100 SQ.FT.	4,800 SQ.FT.
OPEN SPACE PROVIDED:	
PRIVATE OPEN SPACE;48 UNITS X 50 SQ.FT.	2,400 SQ.FT.
GYM, @ 5TH FLOOR	970 SQ.FT.
4TH FLOOR PUBLIC DECK	735 SQ. FT.
5TH FLOOR PUBLIC DECK	1,470 SQ.FT.
5TH FLOOR PUBLIC DECK @ GYM	480 SQ. FT.
TOTAL PROVIDED	6,055 SQ.FT.

PARKING CALCULATION:

COMMERCIAL : 7,400/ 250	30 SPACES
RESIDENTIAL : 48 1-BEDROOM/ STUDIO UNITS X 1	48 SPACES
TOTAL REQUIRED	78 SPACES
TOTAL PROVIDED	78 SPACES

(INCLUDING 11 ELECT. VEHICLE CHARGING STATION)
SEE FLOOR PLANS FOR LOCATIONS

GROUND LEVEL:	5 SPACES (4 S+1C)
GARAGE L1:	21 SPACES (15 S + 2DA + 4C)
GARAGE L2:	23 SPACES (19 S + 2DA + 2C)
GARAGE L3:	29 SPACES (29 S)
TOTAL	78 SPACES (67S + 4 DA+ 7C)

BICYCLE PARKING CALCULATION:

PER BICYCLE ORDINANCE

	LONG TERM	SHORT TERM
COMMERCIAL: 7,700/ 2000	8	8
RESIDENTIAL	48 (1 PER UNIT)	5 (1PER 10 UNITS)

GRADING CALCS:

VOLUME OF CUT	20,000 CU. YD.
VOLUME OF BACK FILL	2,000 CU. YD
VOLUME OF EXPORT	18,000 CU. YD.

LEGAL DESCRIPTION:

THE LAND REFERRED TO IN THIS SURVEY IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF LOS ANGELES, AND IS DESCRIBED AS FOLLOWS:
LOTS 106, 107 AND PORTION OF LOT 108 OF TRACT NO. 7944 AS PER MAP RECORDED IN BOOK 86 PAGES 80-81 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN : 5511-003-024; 5511-003-004

DRAWING INDEX

VICINITY MAP

PROJECT ANALYSIS

PLUS ARCHITECTS
ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN
1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

DRAWN BY	
CHECKED BY	
SHEET TITLE	COVER SHEET
PROJECT TITLE	BEVERLY 8000
DATE	
SCALE	
PROJECT NO.	1411
SHEET	A0.1

PLUS ARCHITECTS

ARCHITECTURE ■ SPACE PLANNING ■ INTERIOR DESIGN

1770 SAWTELLE BOULEVARD ■ LOS ANGELES CA 90025 ■ 310-478-6149

PROJECT TITLE: BEVERLY 8000

SHEET TITLE: SITE/ 1ST FLOOR PLAN

PROJECT: 1411

SCALE: 1/8"=1'-0"

DATE:

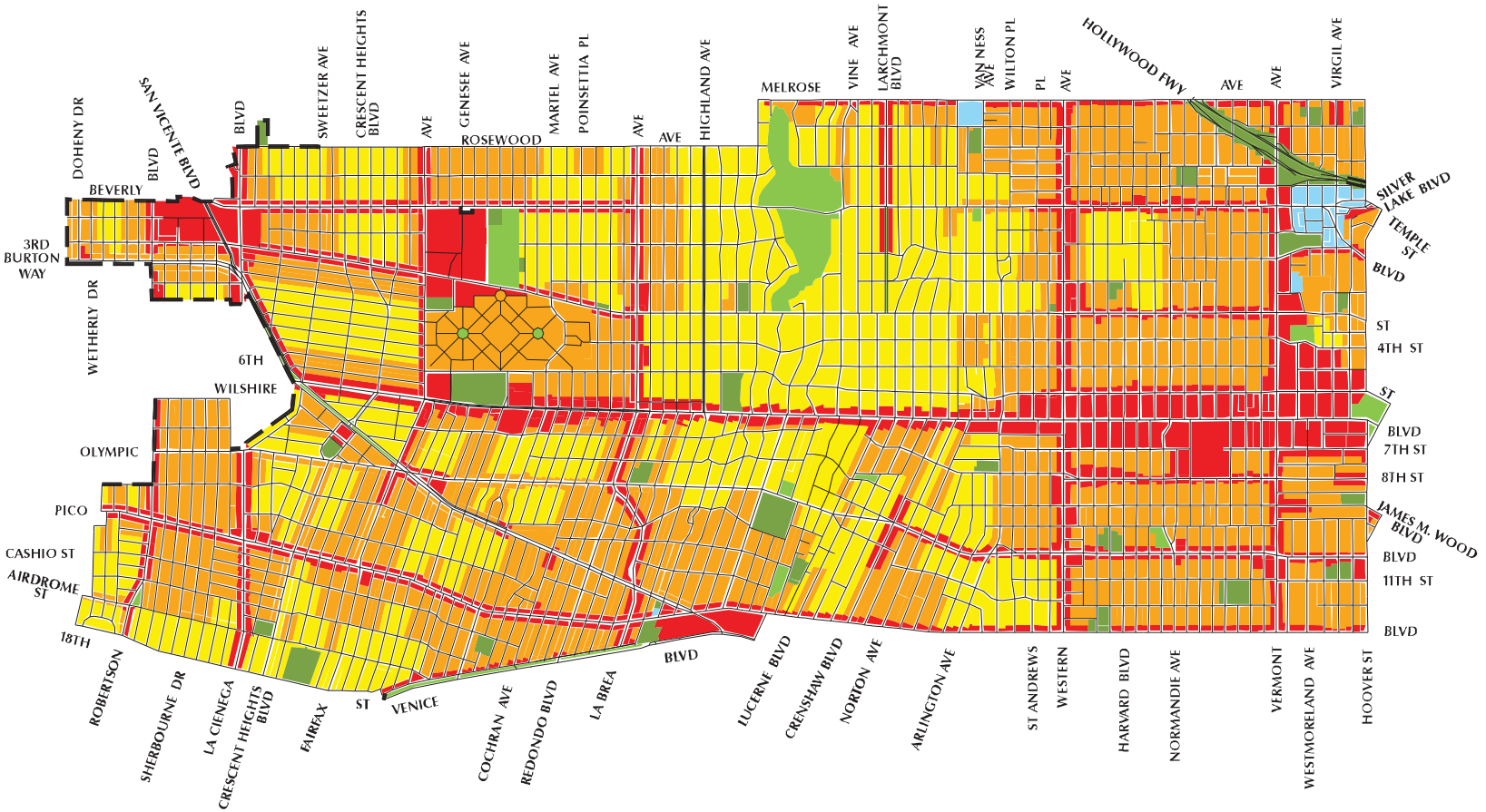
CHECKED:

REVISIONS:

SHEET: A1.1

APPENDIX B

LAND USE 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 c1 layer correction per CPC97-0051CPU adptd 032002 pstd 041414) PLT: 05/01/14

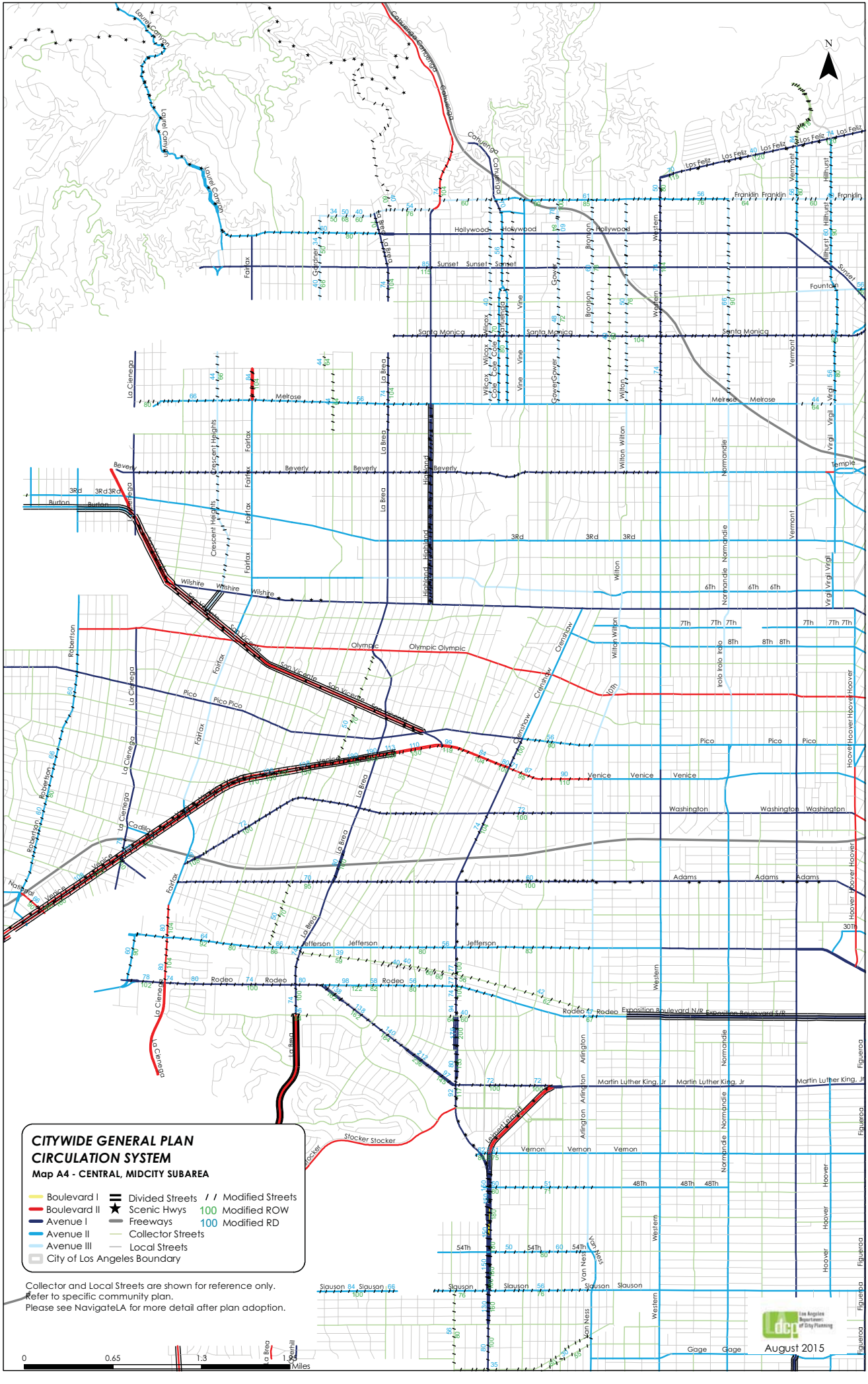
WILSHIRE

SUMMARY OF LAND USE

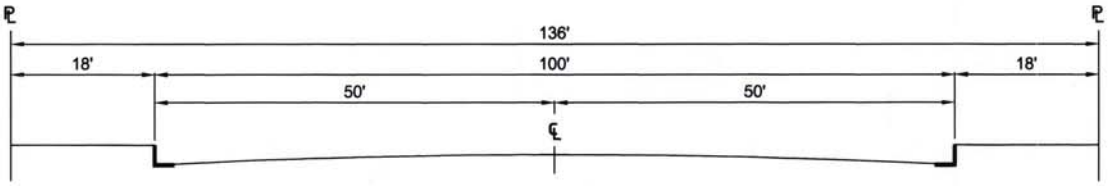
CATEGORY	LAND USE	CORRESPONDING ZONES	NET ACRES	%AREA	TOTAL NET ACRES	TOTAL % AREA
RESIDENTIAL						
Single Family					2,078	23.2
	Very Low I	RE20, RA	23	1.1		
	Very Low II	RE15, RE11	347	16.7		
	Low I	RE9	118	5.7		
	Low II	R1, RS, RD6	1,590	76.5		
Multiple Family					2,788	31.1
	Low Medium I	R2,RD3, 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

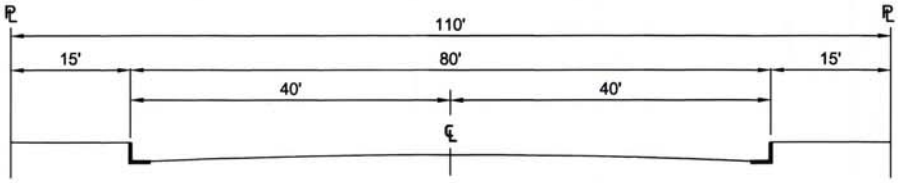
CIRCULATION SYSTEM, STREET STANDARDS, STREET AERIAL VIEWS


N
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

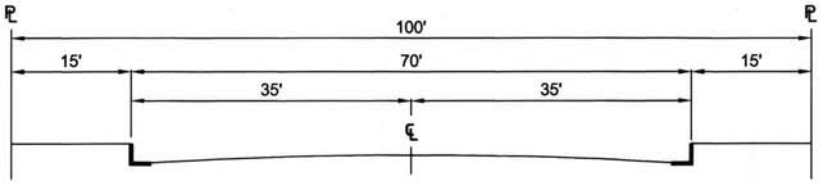
ARTERIAL STREETS



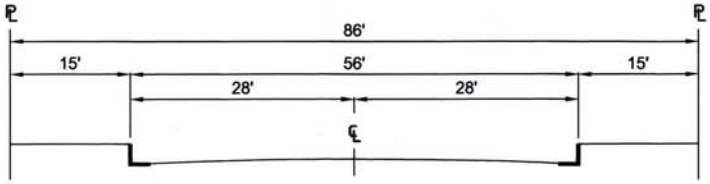
BOULEVARD I (MAJOR HIGHWAY CLASS I)



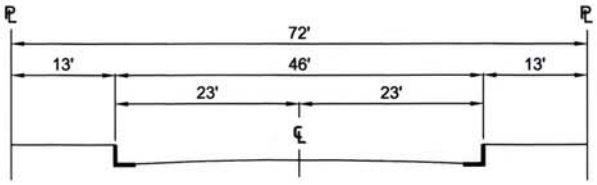
BOULEVARD II (MAJOR HIGHWAY CLASS II)



AVENUE I (SECONDARY HIGHWAY)



AVENUE II (SECONDARY HIGHWAY)



AVENUE III (SECONDARY HIGHWAY)

BUREAU OF ENGINEERING — DEPARTMENT OF PUBLIC WORKS — CITY OF LOS ANGELES

STANDARD STREET DIMENSIONS

STANDARD PLAN
S-470-1

PREPARED	SUBMITTED	APPROVED
KITTY SIU, P.E. BUREAU OF ENGINEERING	10/13/15 SAMARA ALI-AHMAD, P.E. DATE ENGINEER OF DESIGN BUREAU OF ENGINEERING	10-20-15 GARY LEE MOORE, P.E., ENV. SP. DATE CITY ENGINEER
CHECKED RAFFI MASSABKI, P.E. BUREAU OF ENGINEERING	10/13/15 KENNETH REDD, P.E. DATE DEPUTY CITY ENGINEER	10-21-15 DEPARTMENT OF TRANSPORTATION DATE GENERAL MANAGER 10-21-15 DIRECTOR OF PLANNING DATE

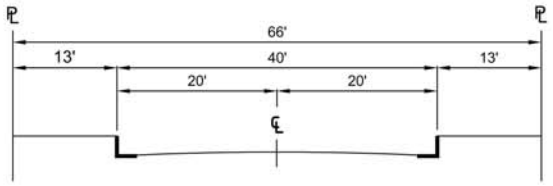
REGISTERED PROFESSIONAL ENGINEER — GARY LEE MOORE — No. C-49446 — Exp. — CIVIL — STATE OF CALIFORNIA

SUPERSEDES	REFERENCES
D-22549 S-470-0	

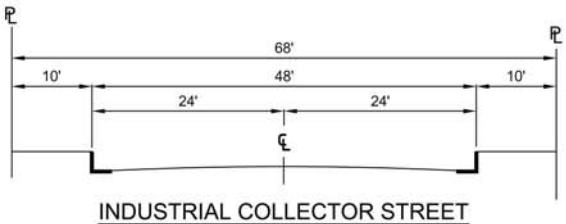
VAULT INDEX NUMBER: B-4738

SHEET 1 OF 4 SHEETS

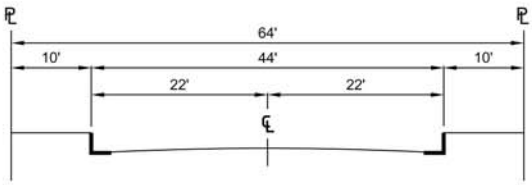
NON-ARTERIAL STREETS



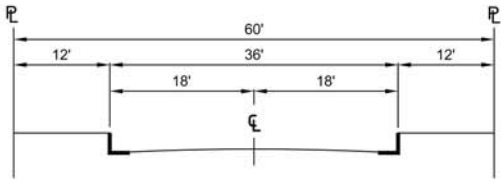
COLLECTOR STREET



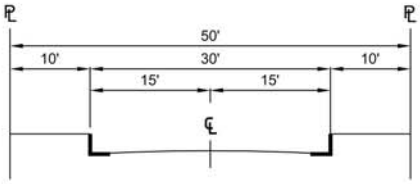
INDUSTRIAL COLLECTOR STREET



INDUSTRIAL LOCAL STREET

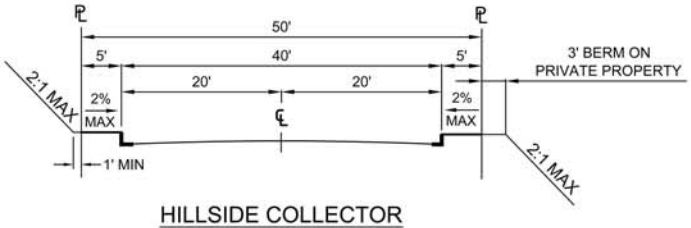


LOCAL STREET - STANDARD

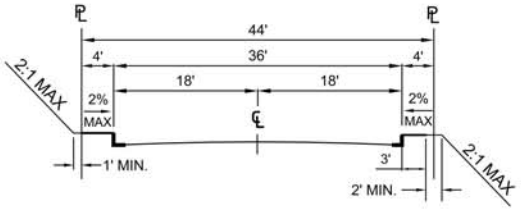


LOCAL STREET - LIMITED

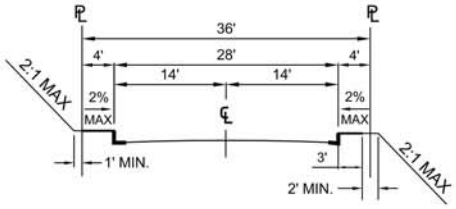
HILLSIDE STREETS



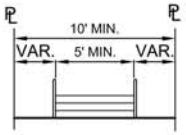
HILLSIDE COLLECTOR



HILLSIDE LOCAL



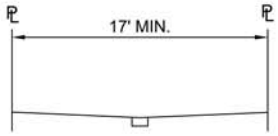
HILLSIDE LIMITED STANDARD



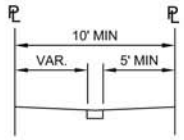
PUBLIC STAIRWAY

CONSTRUCTED IN ACCORDANCE WITH
BUREAU OF ENGINEERING STANDARD PLANS

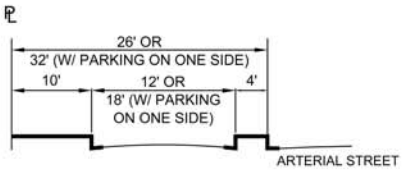
OTHER PUBLIC RIGHTS-OF-WAY



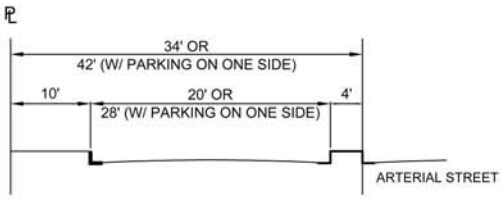
SHARED STREET



PEDESTRIAN WALKWAY

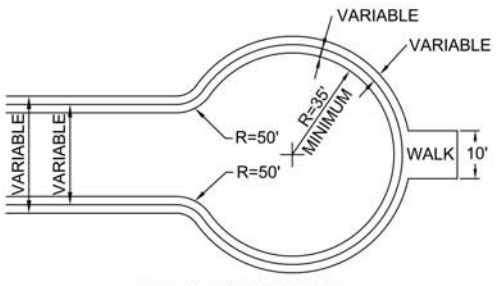


ONE-WAY SERVICE ROAD



BI-DIRECTIONAL SERVICE ROAD

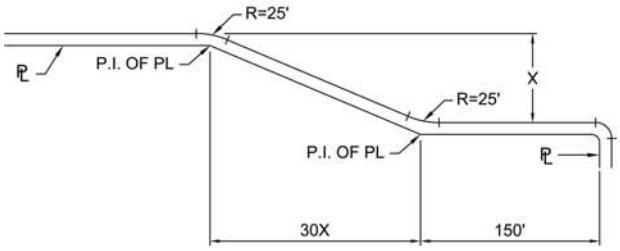
CUL-DE-SAC



MAY BE UNSYMMETRICAL
(PLAN VIEW)

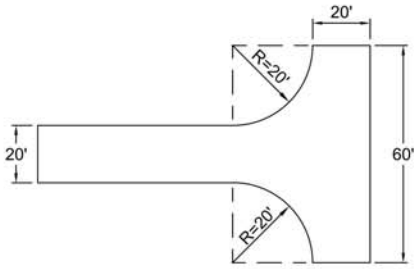
NOTE: FOR FIRE TRUCK CLEARANCE, NO OBSTRUCTION TALLER THAN 6" SHALL BE PERMITTED WITHIN 3FT. OF THE CURB. ON-STREET PARKING SHALL BE PROHIBITED.

TRANSITIONAL EXTENSIONS

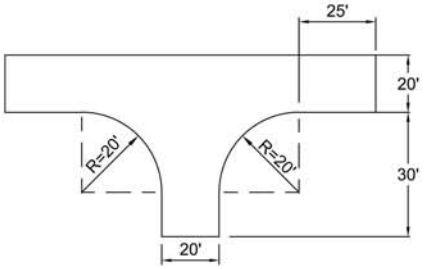


STANDARD FLARE SECTION
(PLAN VIEW)

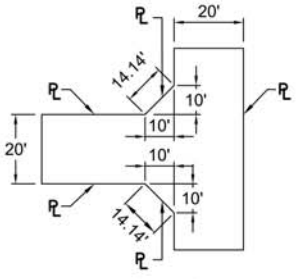
ALLEYS



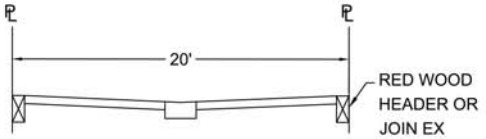
STANDARD TURNING AREA
(PLAN VIEW)



MINIMUM TURNING AREA
(PLAN VIEW)



STANDARD CUT CORNERS
FOR 90° INTERSECTION
(PLAN VIEW)



STANDARD CROSS-SECTION
(PLAN VIEW)

BUREAU OF ENGINEERING
CITY OF LOS ANGELES
FOUNDED 1781
OFFICIAL RECORD

STANDARD PLAN NO. S-470-1	VAULT INDEX NUMBER B-4738	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.

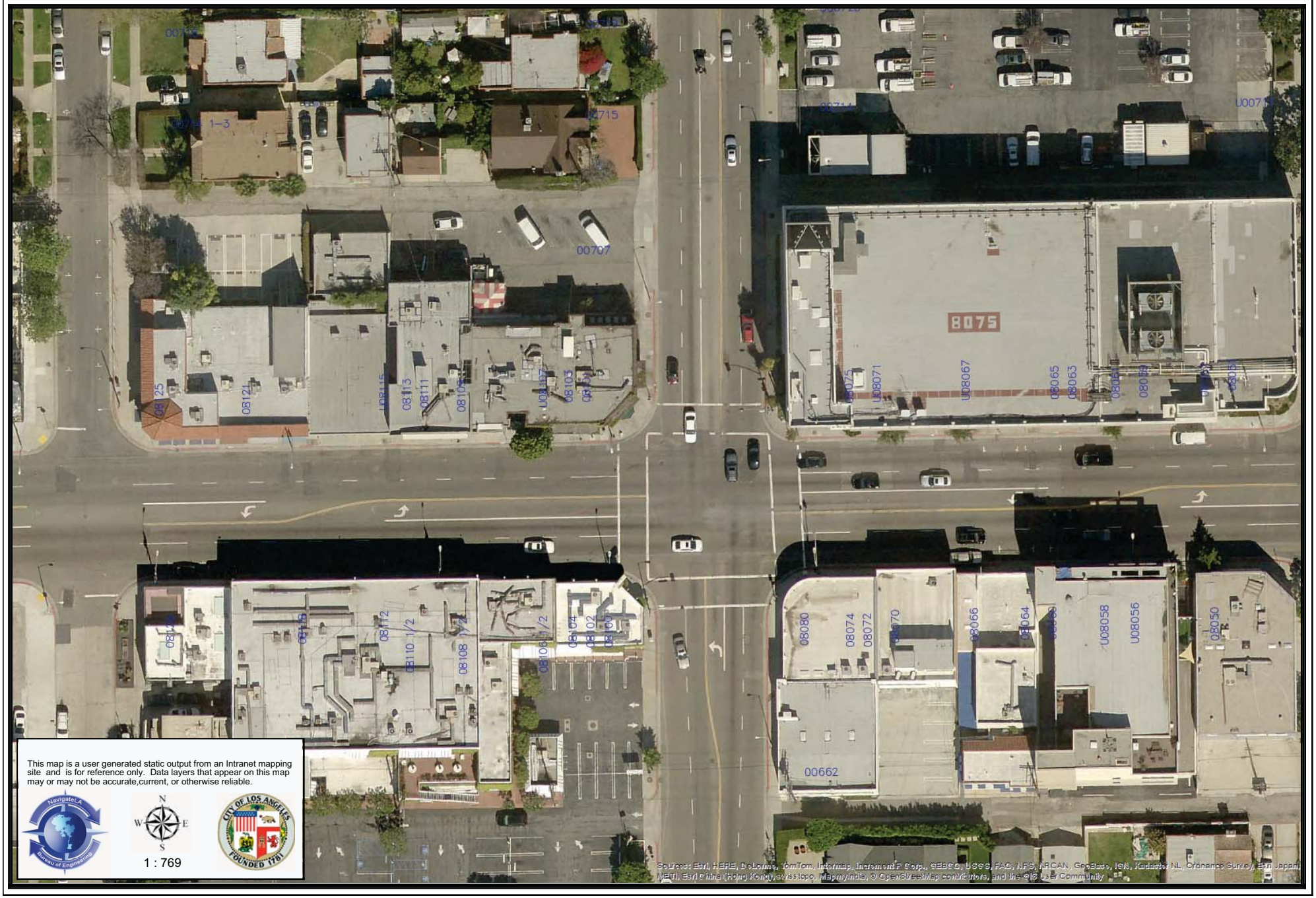
11. THE DIMENSION OF ANY MEDIAN, DIVIDED STRIP AND/OR TRANSIT WAY SHALL BE INCLUDED WHEN DETERMINING THE RIGHT-OF-WAY DIMENSION.

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.

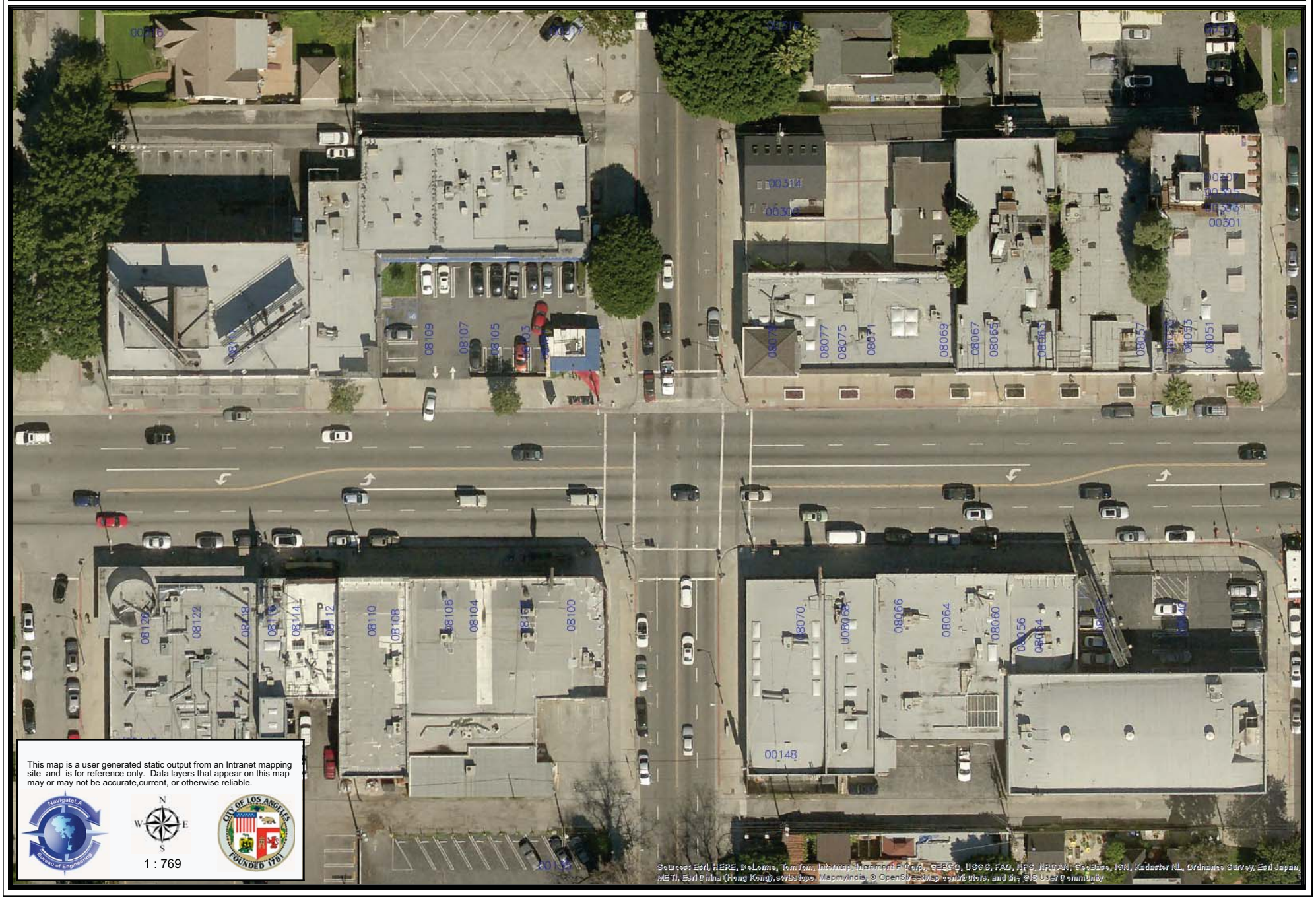
13. A SHARED STREET SHALL PROVIDE A DEDICATED PEDESTRIAN ACCESS ROUTE.

Beverly Bl & La Cienega Bl

Crescent Heights Bl & Melrose Av



Beverly Bl & Crescent Heights

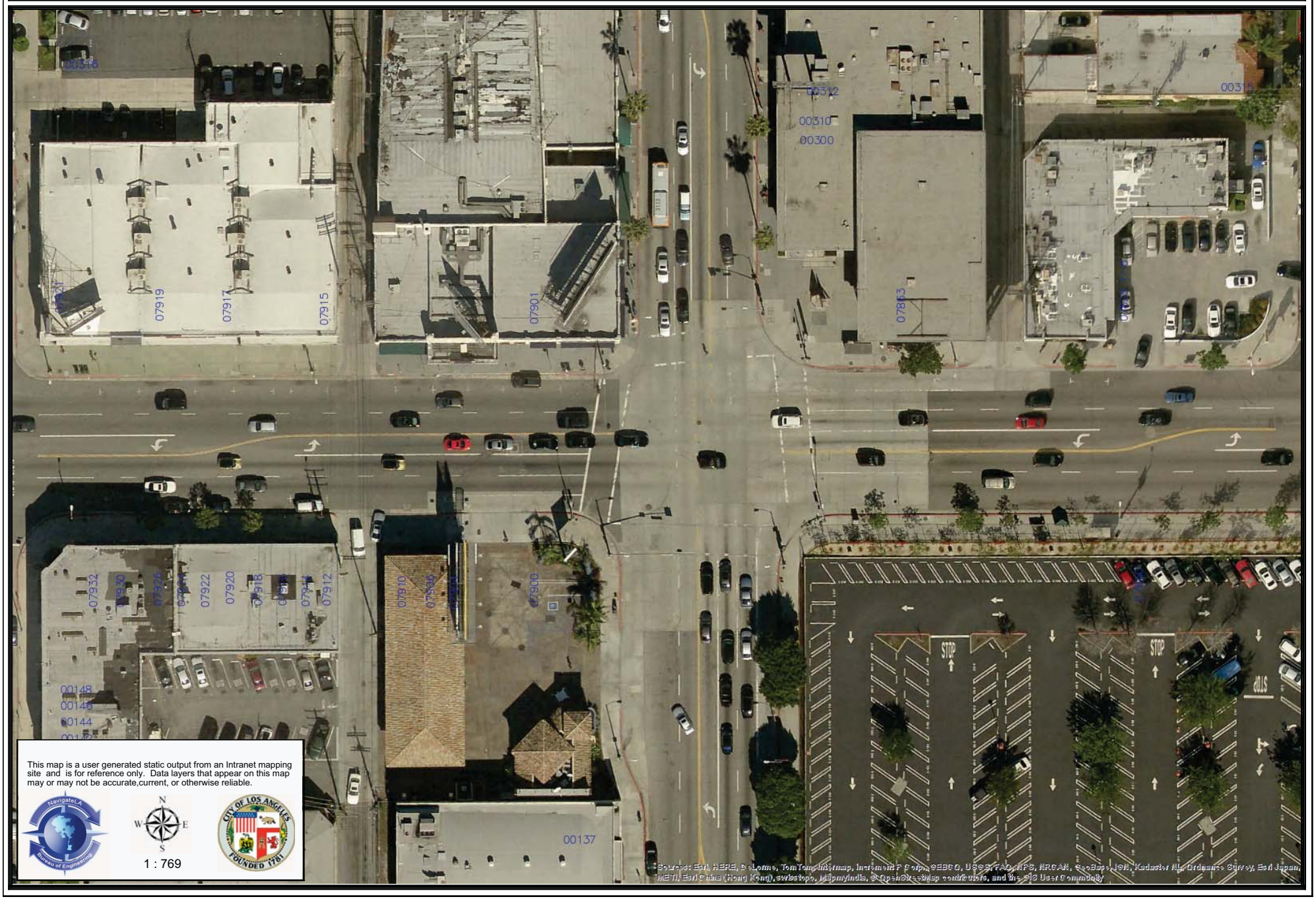


3rd St & Edinburgh Av

This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

1 : 769

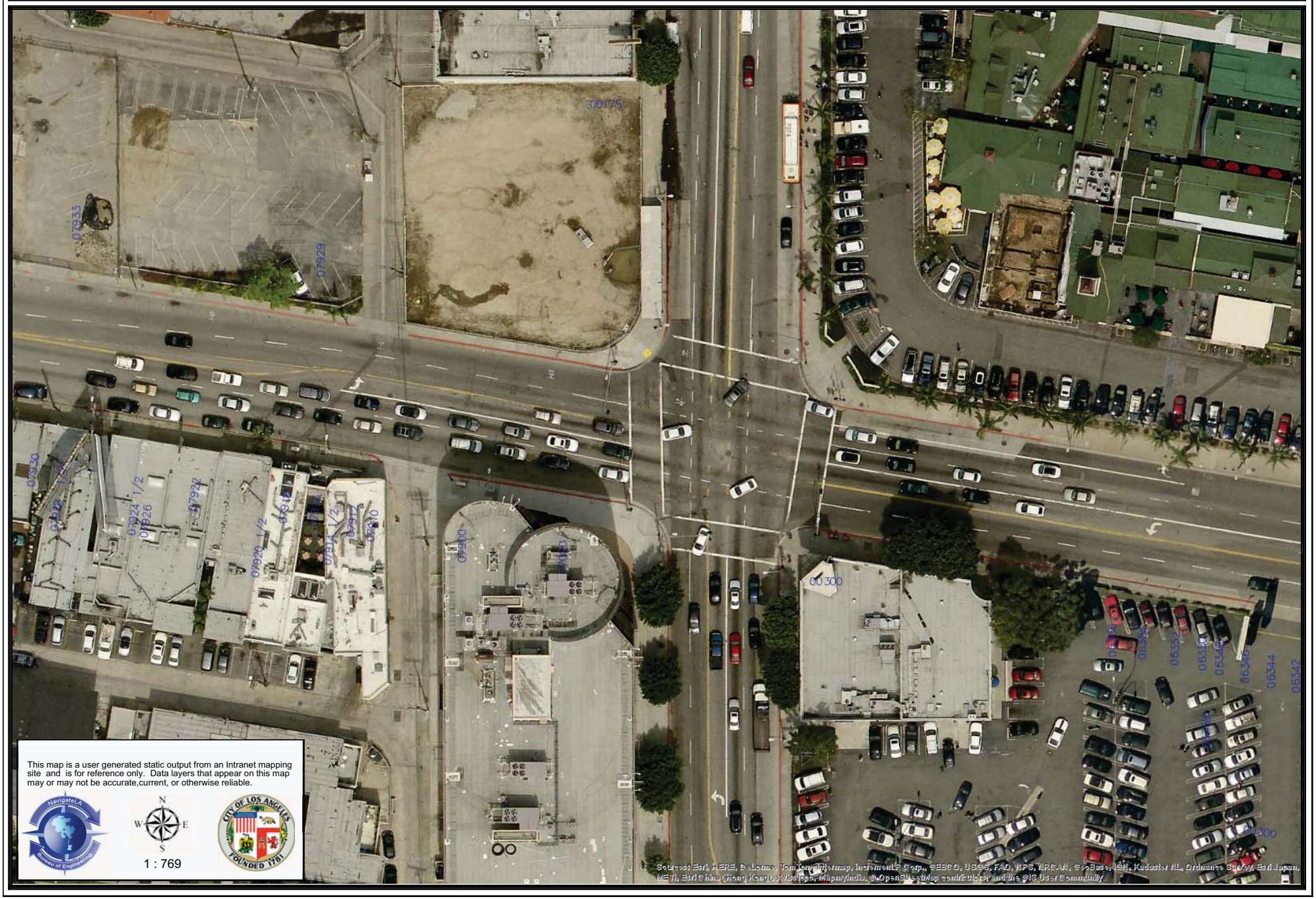
Beverly Bl & Fairfax Av



This map is a user generated static output from an Intranet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate,current, or otherwise reliable.

1 : 769

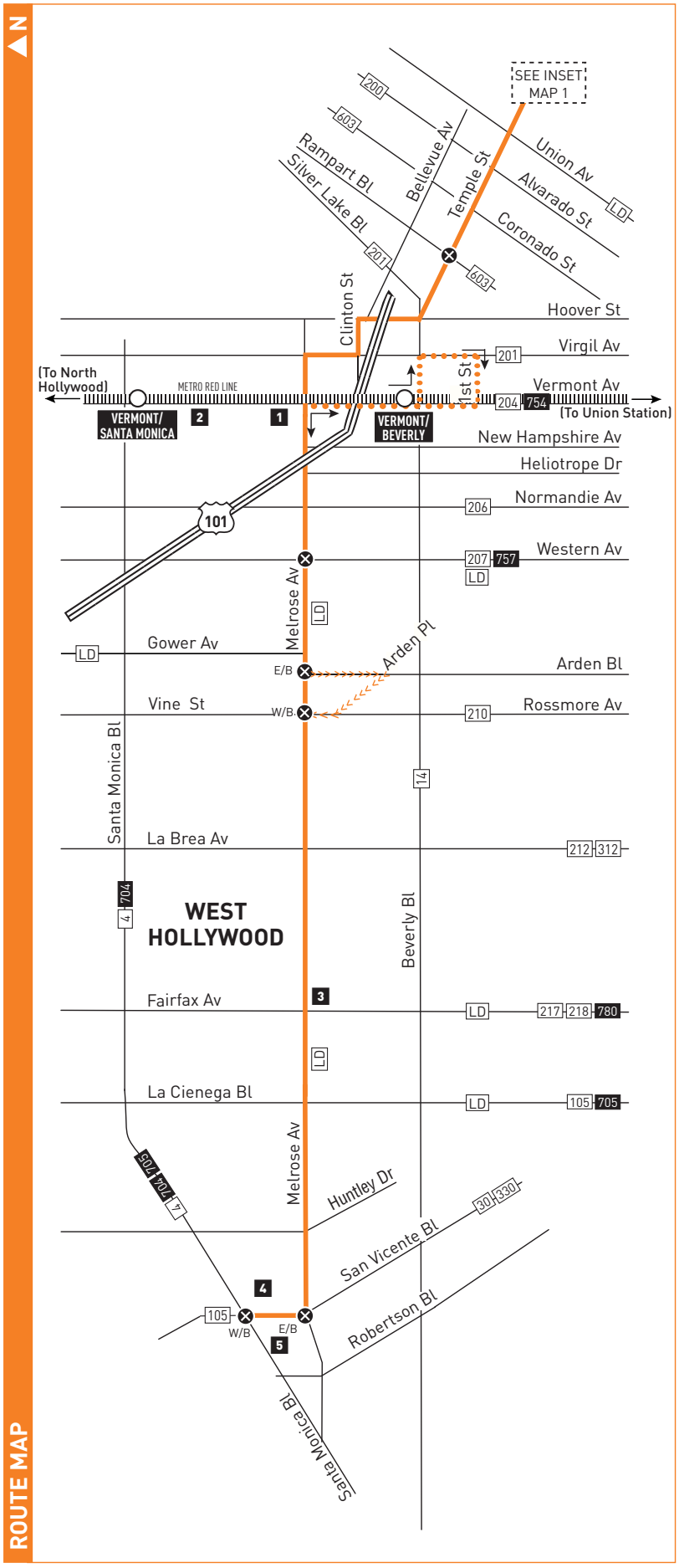
3rd St & Fairfax Av



APPENDIX D

TRANSIT ROUTES

FOCUSED METRO MAP



MAP NOTES

1. **Braille Institute**
2. **LA City College**
3. **Fairfax High School**
4. **Pacific Design Center**
5. **West Hollywood Library**

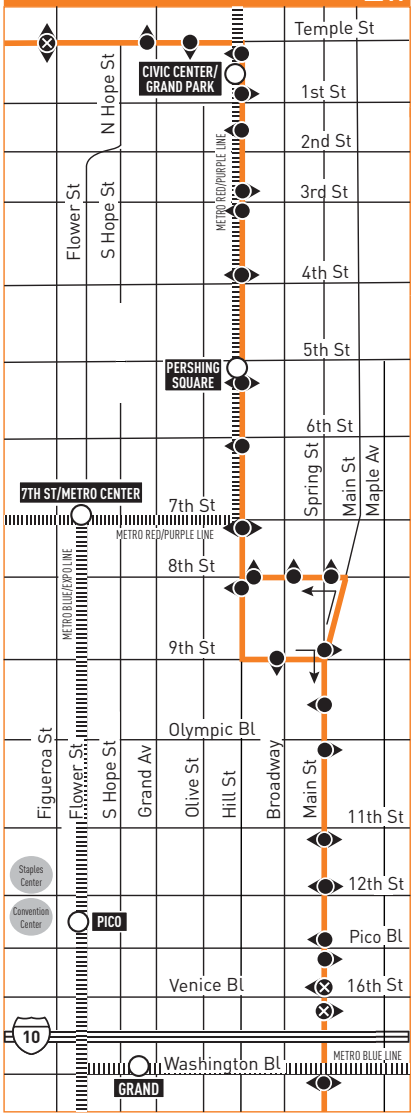
LEGEND

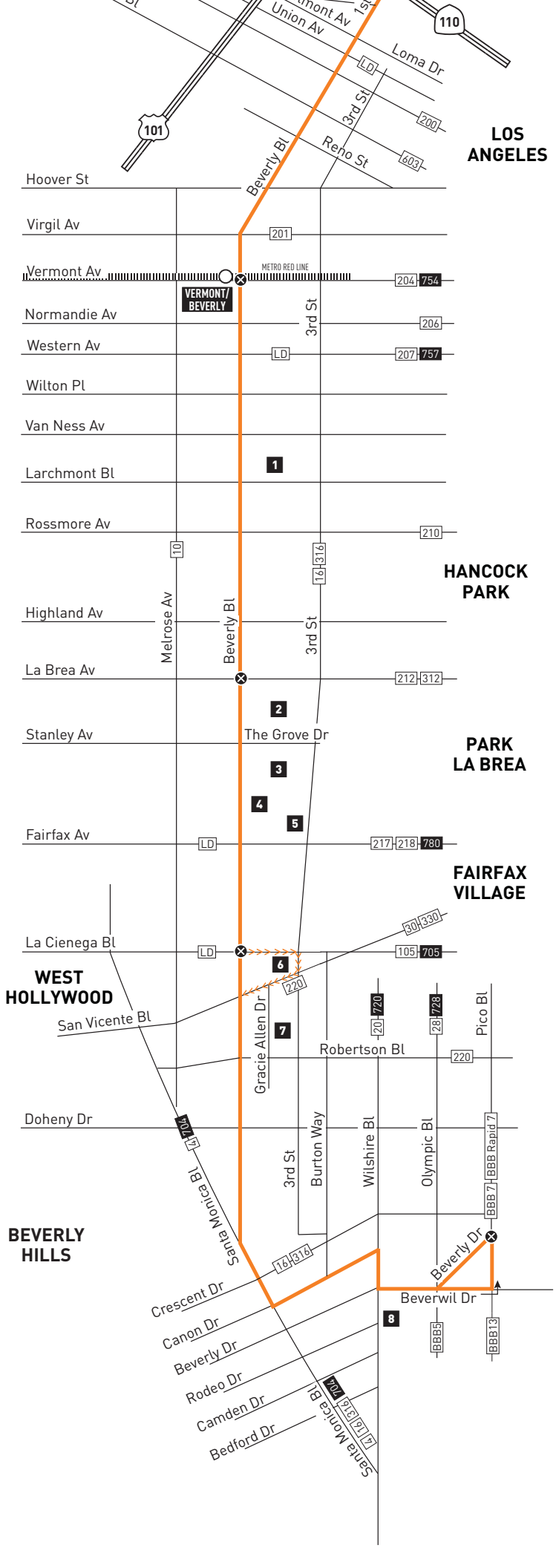
- Route of Line 10
- Owl Route to Vermont & Beverly
- >>> >>> Shortline Turnaround Loop
- Timepoint
- Metro Rail Station
- ### Connecting Lines
- ### Rapid Connecting Lines
- LD LADOT DASH

INSET 1 – DOWNTOWN LOS ANGELES

- Route of Line 10
- Stop
- Stop and Timepoint
- Metro Rail Station
- Metro Rail

INSET MAP 1 - DOWNTOWN LOS ANGELES





1. Larchmont Bl
2. The Grove Dr
3. Stanley Av
4. Fairfax Av
5. Fairfax Av
6. La Cienega Bl
7. Gracie Allen Dr
8. Beverwil Dr

1. Farmer's Market
2. Beverly Center
3. Cedars-Sinai Medical Center
4. Regent Beverly Wilshire Hotel

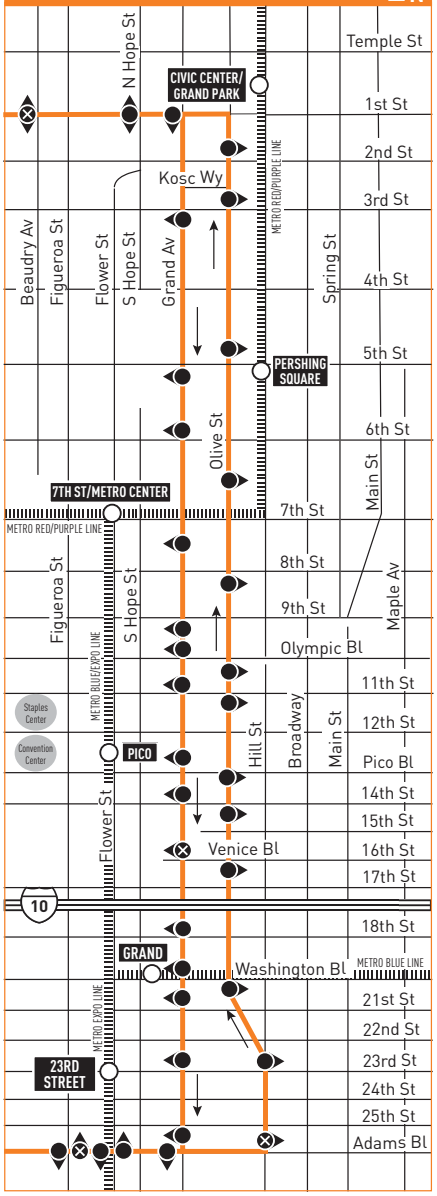
LEGEND

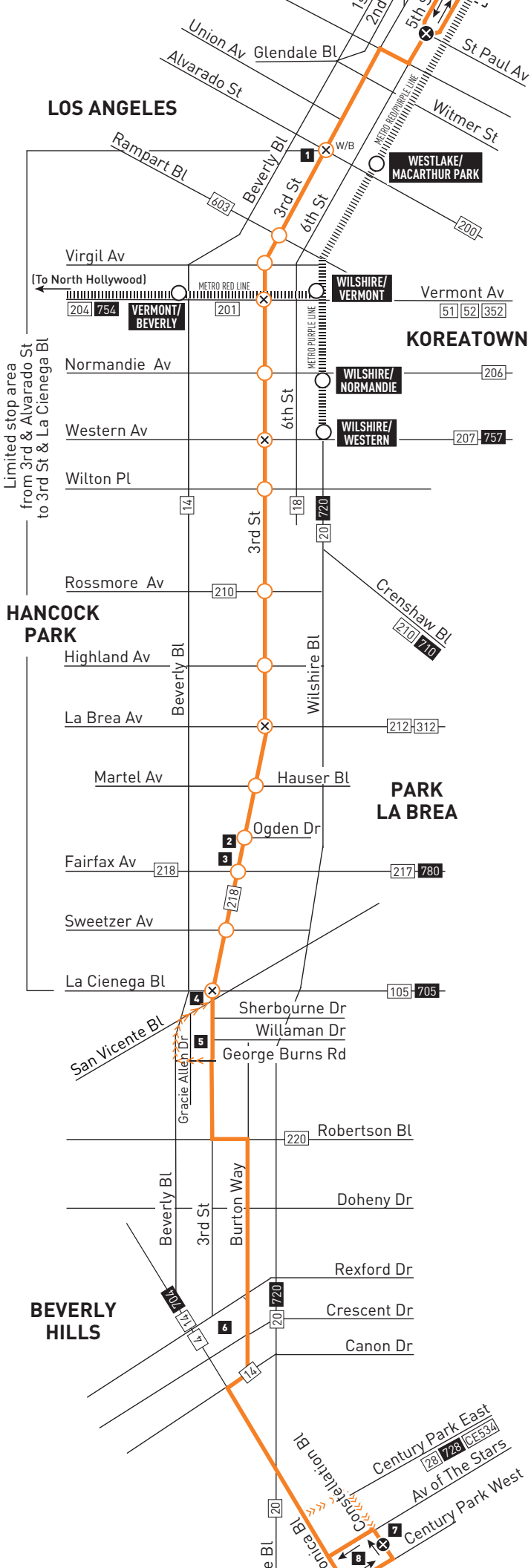
- Route of Line 14
- >>> >>> Shortline Turnaround
- Timepoint
- Metro Rail
- Metro Rail Station
- ### Connecting Lines
- ### Rapid Connecting Lines
- BBB Santa Monica's Big Blue Bus
- LD LADOT DASH

INSET 1 – DOWNTOWN LOS ANGELES

- Route of Line 14
- Stop
- Stop and Timepoint
- Metro Rail Station
- Metro Rail

INSET MAP 1 - DOWNTOWN LOS ANGELES





4 **Beverly Center**
5 **Cedars-Sinai Medical Center**
6 **Beverly Hills Civic Center**
7 **Constellation & Av of the Stars**
AV 786; BBB 5; C3; CE573; SC792, 797
8 **Westfield Century City Shopping Center**

LEGEND

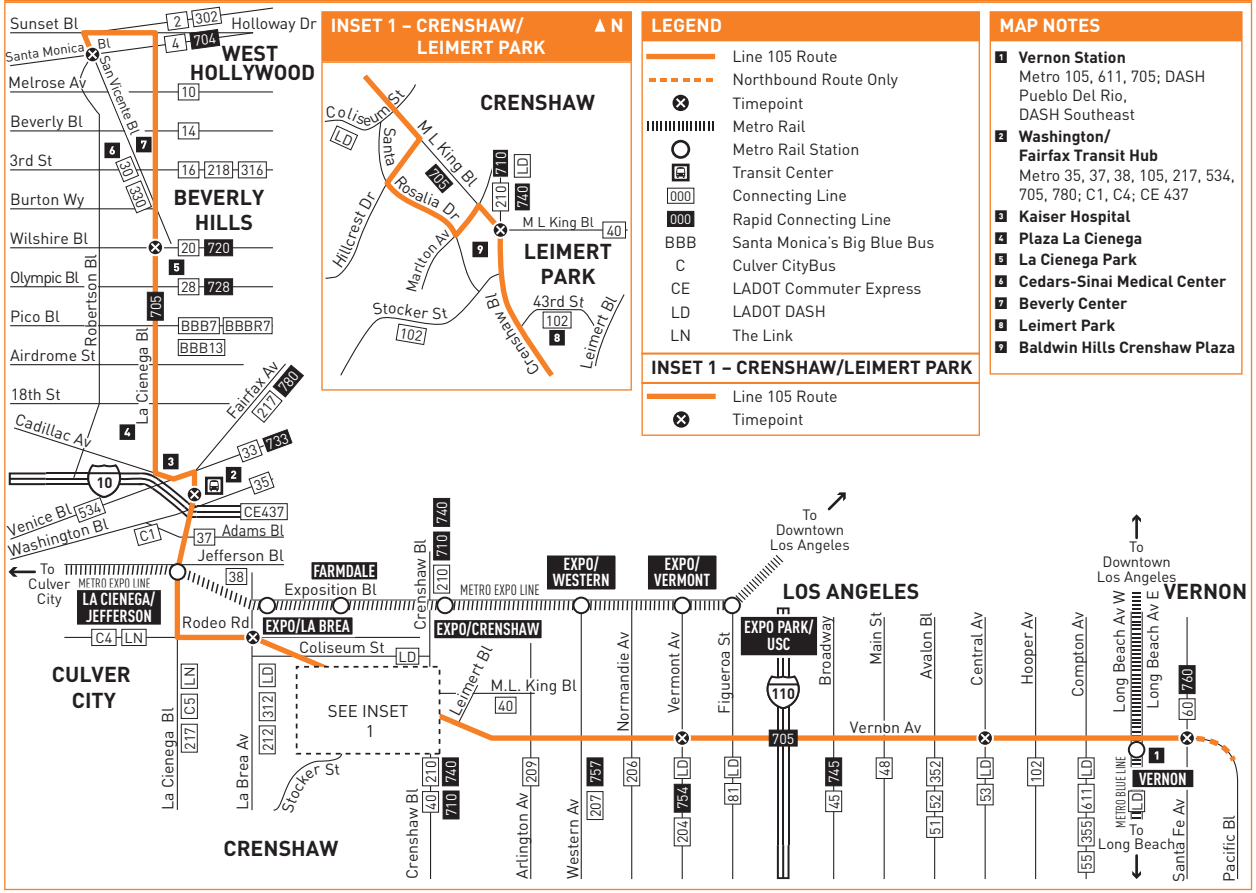
———	Route of Lines 16-316
>>>>>>>>>	Short Line Turnaround Loop for trips ending at San Vicente & Gracie Allen, Westbound only.
»» »» »»	Late night/early morning loop (10pm - 7am)
⊗	Limited Stop and Timepoint
○	Limited Stop
⊗	Timepoint
○	Metro Rail Station
###	Connecting Lines
###	Rapid Connecting Lines
BBB	Santa Monica's Big Blue Bus
C	Culver CityBus
CE	LADOT Commuter Express
SC	Santa Clarita Transit

INSET 1 – DOWNTOWN LOS ANGELES

———	Route of Line 16-316
◀●	Stop
◀⊗	Stop and Timepoint
○	Metro Rail Station
▮▮▮▮▮▮	Metro Rail

INSET 1 - DOWNTOWN LOS ANGELES

ROUTE MAP



INSET 1 – CRENSHAW/ LEIMERT PARK

LEGEND

- Line 105 Route
- Northbound Route Only
- Timepoint
- Metro Rail
- Metro Rail Station
- Transit Center
- 000 Connecting Line
- 000 Rapid Connecting Line
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- LD LADOT DASH
- LN The Link

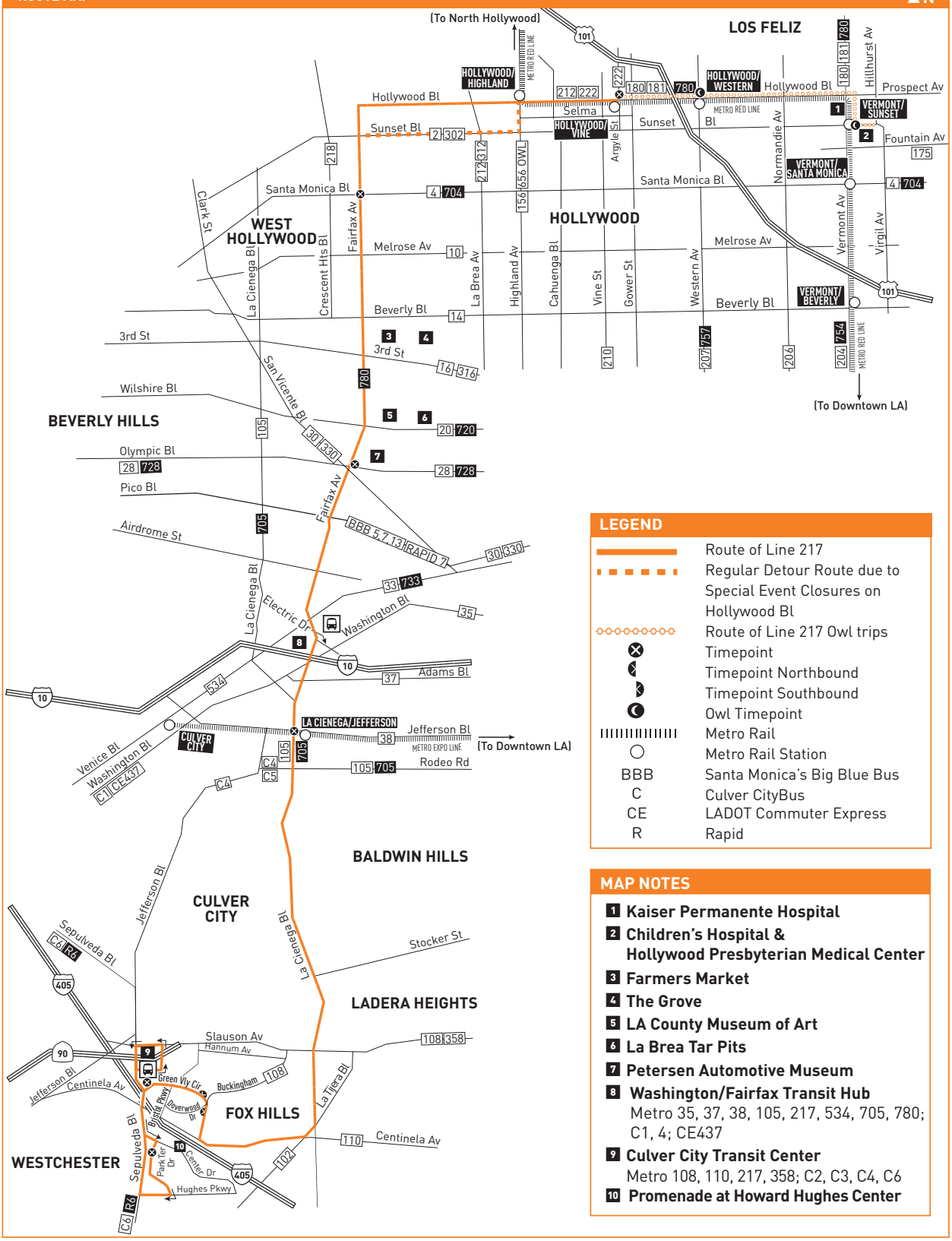
INSET 1 – CRENSHAW/LEIMERT PARK

- Line 105 Route
- Timepoint

MAP NOTES

1. **Vernon Station**
   Metro 105, 611, 705; DASH Pueblo Del Rio, DASH Southeast
2. **Washington/ Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217, 534, 705, 780; C1, C4; CE 437
3. **Kaiser Hospital**
4. **Plaza La Cienega**
5. **La Cienega Park**
6. **Cedars-Sinai Medical Center**
7. **Beverly Center**
8. **Leimert Park**
9. **Baldwin Hills Crenshaw Plaza**

ROUTE MAP



LEGEND

	Route of Line 217
	Regular Detour Route due to Special Event Closures on Hollywood Bl
	Route of Line 217 Owl trips
	Timepoint
	Timepoint Northbound
	Timepoint Southbound
	Owl Timepoint
	Metro Rail
	Metro Rail Station
BBB	Santa Monica's Big Blue Bus
C	Culver CityBus
CE	LADOT Commuter Express
R	Rapid

MAP NOTES

1. **Kaiser Permanente Hospital**
2. **Children's Hospital & Hollywood Presbyterian Medical Center**
3. **Farmers Market**
4. **The Grove**
5. **LA County Museum of Art**
6. **La Brea Tar Pits**
7. **Petersen Automotive Museum**
8. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217, 534, 705, 780; C1, 4; CE437
9. **Culver City Transit Center**
   Metro 108, 110, 217, 358; C2, C3, C4, C6
10. **Promenade at Howard Hughes Center**

Sunday and Holiday Schedule

Effective Jun 23 2013

218

Northbound (Approximate Times)

LOS ANGELES	PARK LA BREA	WEST HOLLYWOOD	LOS ANGELES		STUDIO CITY
Cedars-Sinai Medical Center	Fairfax & 3rd	Fairfax & Santa Monica	Laurel Canyon & Sunset	Laurel Canyon & Mulholland	Ventura Pl & Ventura Bl
7:00A	7:06A	7:12A	7:15A	7:22A	7:29A
7:50	7:56	8:02	8:05	8:13	8:20
8:38	8:44	8:51	8:54	9:02	9:09
9:26	9:33	9:40	9:44	9:52	9:59
10:15	10:22	10:29	10:33	10:41	10:48
11:03	11:10	11:18	11:22	11:30	11:37
11:50	11:58	12:07P	12:11P	12:19P	12:26P
12:38P	12:46P	12:55	12:59	1:07	1:14
1:26	1:34	1:43	1:47	1:55	2:02
2:14	2:22	2:31	2:35	2:43	2:50
3:02	3:10	3:19	3:23	3:31	3:38
3:50	3:58	4:07	4:11	4:19	4:26
4:38	4:46	4:55	4:59	5:07	5:14
5:26	5:34	5:43	5:47	5:55	6:02
6:14	6:22	6:31	6:35	6:44	6:51
7:05	7:13	7:21	7:25	7:34	7:41

Sunday and Holiday Schedule

218

Southbound (Approximate Times)

STUDIO CITY	LOS ANGELES		WEST HOLLYWOOD	PARK LA BREA	LOS ANGELES
Ventura Pl & Ventura Bl	Laurel Canyon & Mulholland	Laurel Canyon & Sunset	Fairfax & Santa Monica	Fairfax & 3rd	Cedars-Sinai Medical Center
6:20A	6:26A	6:32A	6:36A	6:41A	6:46A
7:06	7:12	7:18	7:22	7:27	7:32
A7:52	8:07	8:14	8:18	8:24	8:29
A8:40	8:55	9:02	9:06	9:13	9:18
A9:27	9:42	9:49	9:53	10:00	10:06
A10:13	10:29	10:36	10:40	10:48	10:55
A10:59	11:15	11:22	11:27	11:35	11:42
A11:46	12:02P	12:09P	12:14P	12:22P	12:29P
A12:34P	12:50	12:57	1:02	1:11	1:18
A1:22	1:38	1:45	1:50	1:59	2:06
A2:10	2:26	2:33	2:38	2:47	2:54
A2:58	3:14	3:21	3:26	3:35	3:42
3:47	3:55	4:02	4:07	4:16	4:23
4:43	4:51	4:58	5:03	5:11	5:17
5:34	5:42	5:49	5:53	6:00	6:05
6:25	6:33	6:40	6:44	6:51	6:56

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

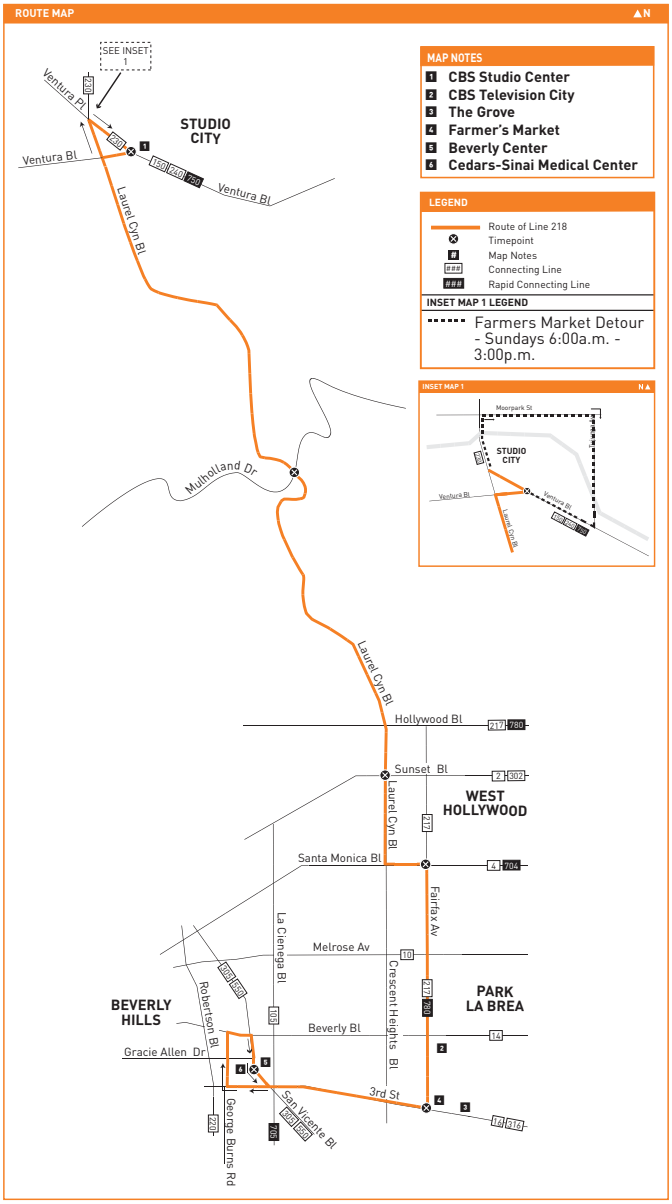
Special Notes

A Board bus northbound on Laurel Canyon. Just north of Ventura Blvd.

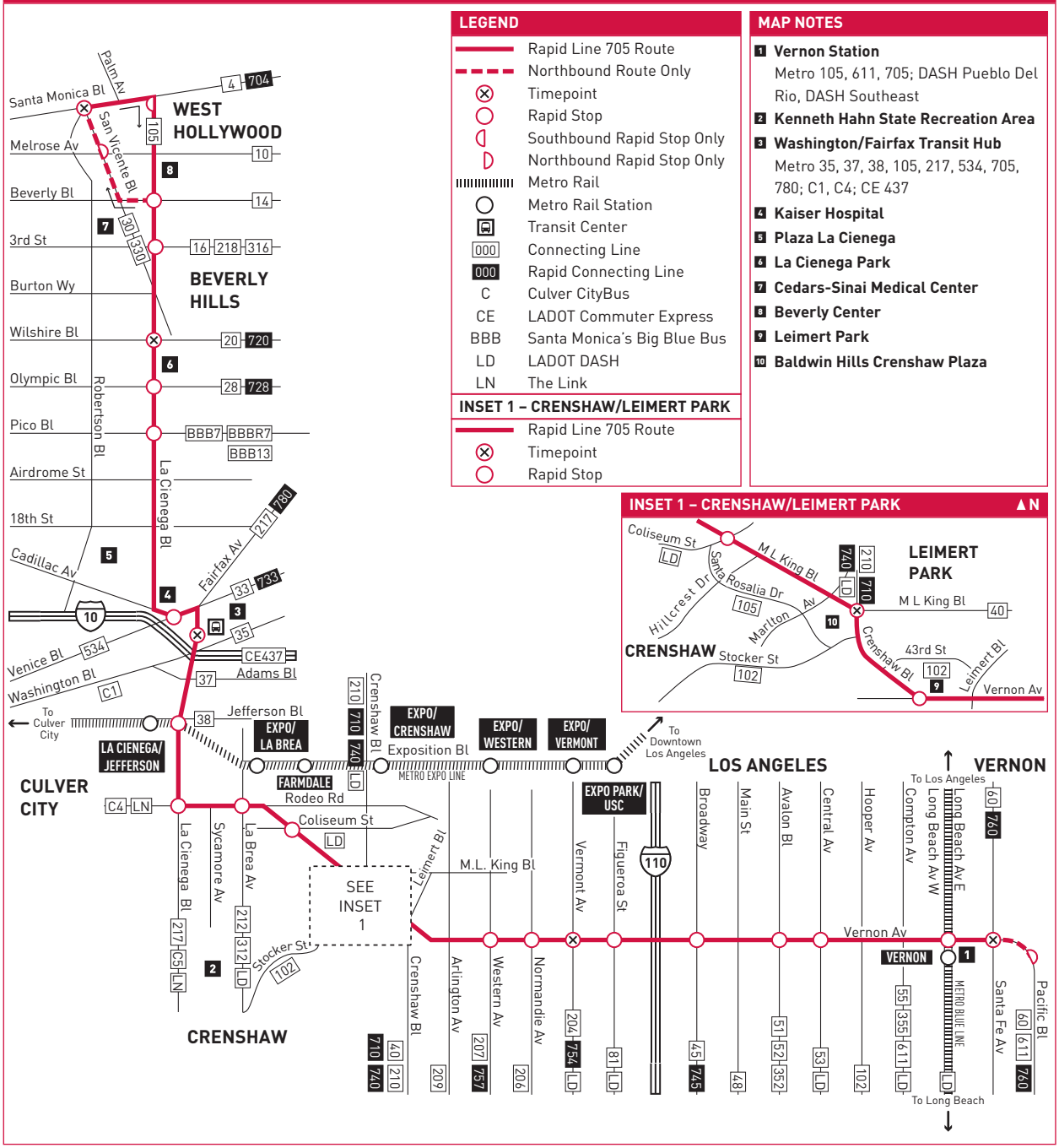
Avisos especiales

A *Abordar autobus rumbo al norte sobre Lauren Canyon. Al norte de Ventura Bl.*

ROUTE MAP



ROUTE MAP



LEGEND

- Rapid Line 705 Route
- Northbound Route Only
- Timepoint
- Rapid Stop
- Southbound Rapid Stop Only
- Northbound Rapid Stop Only
- Metro Rail
- Metro Rail Station
- Transit Center
- 000 Connecting Line
- 000 Rapid Connecting Line
- C Culver CityBus
- CE LADOT Commuter Express
- BBB Santa Monica's Big Blue Bus
- LD LADOT DASH
- LN The Link

INSET 1 – CRENSHAW/LEIMERT PARK

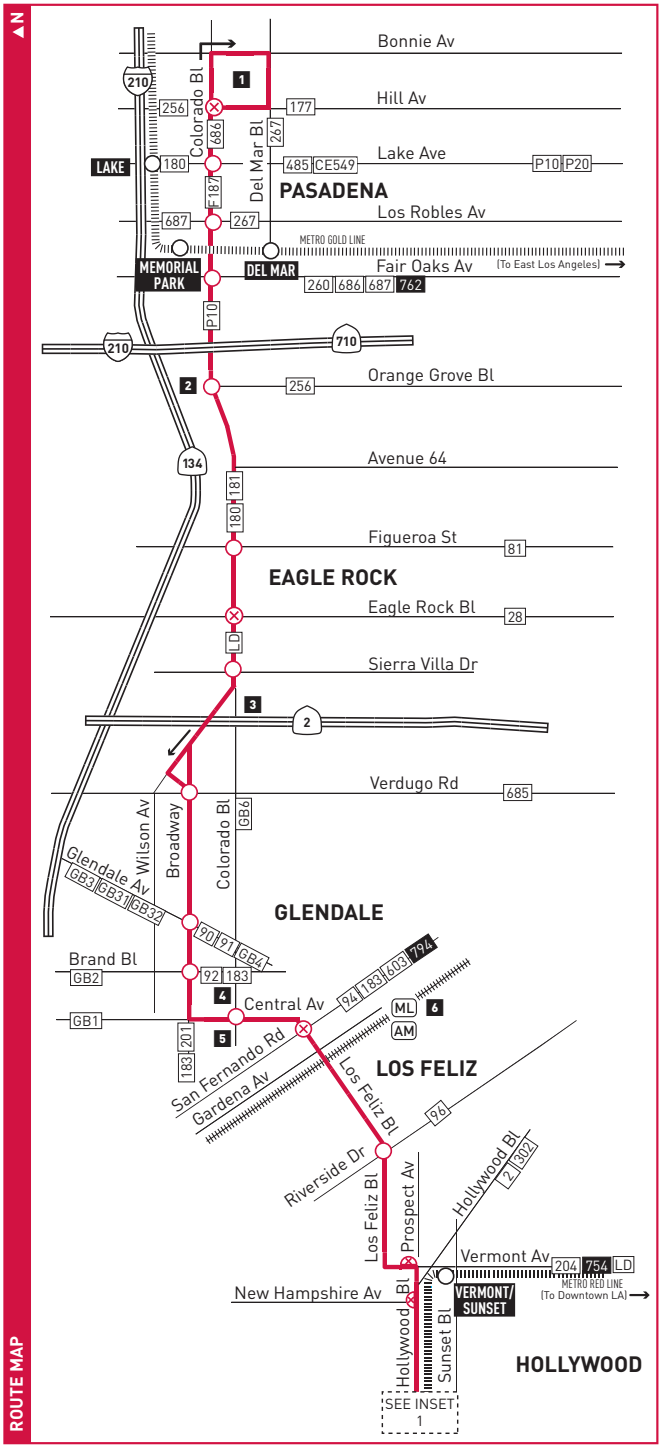
- Rapid Line 705 Route
- Timepoint
- Rapid Stop

MAP NOTES

1. **Vernon Station**
   Metro 105, 611, 705; DASH Pueblo Del Rio, DASH Southeast
2. **Kenneth Hahn State Recreation Area**
3. **Washington/Fairfax Transit Hub**
   Metro 35, 37, 38, 105, 217, 534, 705, 780; C1, C4; CE 437
4. **Kaiser Hospital**
5. **Plaza La Cienega**
6. **La Cienega Park**
7. **Cedars-Sinai Medical Center**
8. **Beverly Center**
9. **Leimert Park**
10. **Baldwin Hills Crenshaw Plaza**

INSET 1 – CRENSHAW/LEIMERT PARK

Effective Dec 14 2014

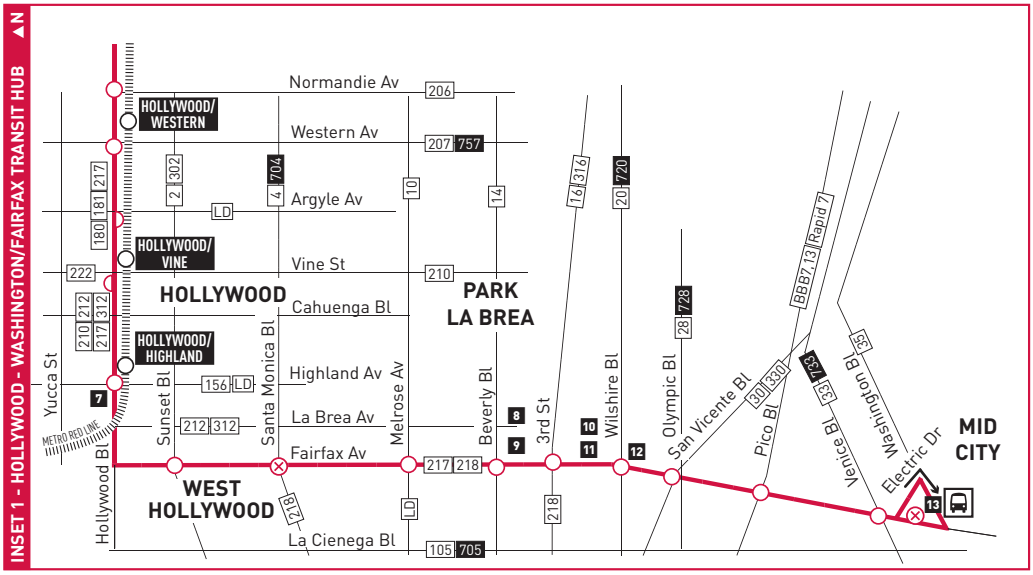


LEGEND

- Route of Metro Rapid 780
- Metro Rapid Timetable Timepoint
- Westbound Rapid Timetable Timepoint Only
- Eastbound Rapid Timetable Timepoint Only
- Metro Rapid Stop
- Westbound Rapid Stop Only
- Eastbound Rapid Stop Only
- Metro Rail
- Metro Rail Station
- Transit Center
- # Map Notes (see inset)
- ### Connecting Line
- ### Rapid Connecting Line
- ML Metrolink
- AM Amtrak
- BBB Santa Monica's Big Blue Bus
- C Culver CityBus
- CE LADOT Commuter Express
- F Foothill Transit
- GB Glendale Beeline
- LD LADOT DASH
- P Pasadena ARTS

MAP NOTES

1. **Pasadena City College**
2. **Norton Simon Museum**
3. **Eagle Rock Plaza**
4. **The Americana at Brand**
5. **Glendale Galleria**
6. **Glendale Transportation Center**
   Metro 183; Metrolink Ventura County Line, Antelope Valley Line, Amtrak, Glendale Beeline 1, 2, 11, 12; Greyhound
7. **Hollywood & Highland Center**
8. **The Grove**
9. **Farmer's Market**
10. **La Brea Tar Pits**
11. **LA County Museum of Art**
12. **Petersen Automotive Museum**
13. **Washington/Fairfax Transit Hub**
    Metro 35, 37, 38, 105, 217, 534, 705; C1, C4; CE437



DASH FAIRFAX

EFFECTIVE JULY 19, 2014
EFECTIVO 19 JULIO, 2014

WESTBOUND TO CEDARS-SINAI
HACIA EL OESTE A CEDARS-SINAI

	La Brea & Wilshire (E)	Fairfax & 3rd (D)	Melrose & Fairfax (C)	La Cienega & Melrose (B)	Arrives/Llega 3rd & Sherbourne (A)
MONDAY-FRIDAY/LUNES-VIERNES					
FIRST BUS/ EL PRIMERO AUTOBÚS	7:00AM	7:08	7:12	7:15	7:20
then every/ entonces cada 30 minutes until/ minutos hasta	:30 :00	:38 :08	:42 :12	:45 :15	:50 :20
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:30PM	6:38	6:42	6:45	6:50
SATURDAY/SÁBADO					
FIRST BUS/ EL PRIMERO AUTOBÚS	9:00AM	9:08	9:12	9:15	9:20
then every/ entonces cada 30 minutes until/ minutos hasta	:30 :00	:38 :08	:42 :12	:45 :15	:50 :20
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:30PM	6:38	6:42	6:45	6:50

EASTBOUND TO WILSHIRE BOULEVARD
HACIA EL OESTE A WILSHIRE BOULEVARD

	Leaves/Sale Gracie Allen & Sherbourne (A)	La Cienega & Melrose (B)	Fairfax & Melrose (C)	3rd & Fairfax (D)	La Brea & Wilshire (E)
MONDAY-FRIDAY/LUNES-VIERNES					
FIRST BUS/ EL PRIMERO AUTOBÚS	7:00AM	7:07	7:13	7:20	7:30
then every/ entonces cada 30 minutes until/ minutos hasta	:30 :00	:37 :07	:43 :13	:50 :20	:00 :30
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:30PM	6:37	6:43	6:50	7:00
SATURDAY/SÁBADO					
FIRST BUS/ EL PRIMERO AUTOBÚS	9:00AM	9:07	9:13	9:20	9:30
then every/ entonces cada 30 minutes until/ minutos hasta	:30 :00	:37 :07	:43 :13	:50 :20	:00 :30
LAST BUS/ EL ÚLTIMO AUTOBÚS	6:30PM	6:37	6:43	6:50	7:00

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 complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color or national origin. Any person who believes that he or she has been subjected to unlawful discrimination under Title VI may file a complaint by visiting the website at ladottransit.com, by picking up a complaint form at the LADOT Transit Store at 201 Los Angeles St., Space 18B, Los Angeles, CA 90012, by contacting the Title VI Liaison at ladot.titlevi@lacity.org, or by calling 213-473-7743./ LADOT cumple con todos los requisitos federales estipulados por el Título VI, que prohíbe la discriminación en base de raza, color ó nacionalidad. Toda persona que considere que ha sido victima de un acto discriminatorio del Título VI puede descargar un formulario de quejas en el sitio de web ladottransit.com o puede recoger un formulario en la LADOT Transit Store en 201 N. Los Angeles St. Space 18B, Los Angeles, CA 90012, también puede hacerlo por correo electrónico a ladot.titlevi@lacity.org ó pueden llamar al 213.473.7743.

LADOT
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com

DASH FAIRFAX

EFFECTIVE JULY 19, 2014
EFECTIVO 19 JULIO, 2014

TRANSFERS/TRANSBORDOS

You can transfer free from a northbound DASH Fairfax bus to an eastbound DASH Fairfax bus at the stop marked T. Ask your operator for a free DASH to DASH transfer when you board at a stop on the 3rd St., Hauser Blvd, 6th St., La Brea Ave, Wilshire Blvd, Fairfax Ave. loop./Se puede transbordar gratis de un autobús DASH Fairfax viajando del norte a otro DASH Fairfax que viaje hacia oeste el la parada identificada con el T. Para hacer la vuelta, pregunte al conductor por un transborde gratis de DASH a DASH cuando va abordar el autobús en las paradas localizadas en la calle 3rd, Hauser Blvd, la calle 6th, la avenida La Brea, Wilshire Blvd y la Avenida Fairfax.

LADOT
City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
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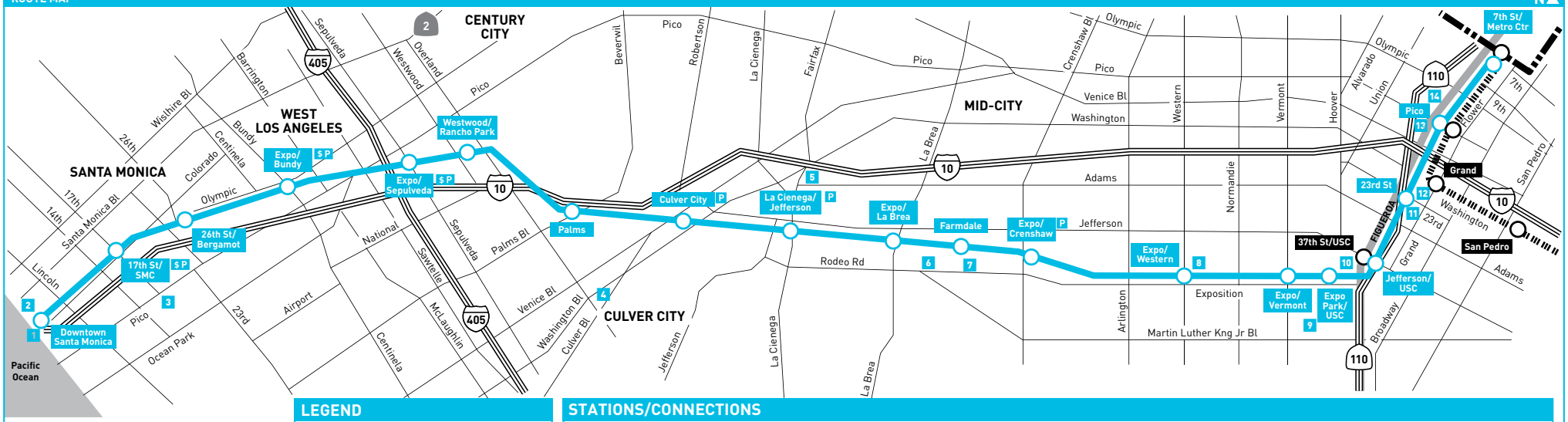
ROUTE MAP



MAP NOTES

1. **Santa Monica Pier & Esplanade**
2. **Third Street Promenade**
3. **Santa Monica College**
4. **Downtown Culver City/ Sony Studios**
5. **Washington/Fairfax Transit Hub**
6. **Rancho Cienega Sports Complex**
7. **Dorsey High School**
8. **Foshay Learning Center**
9. **LA Memorial Coliseum, California Science Center, Natural History Museum**
10. **Galen Center/USC**
11. **Orthopaedic Hospital**
12. **LA Trade Tech College**
13. **LA Convention Center**
14. **STAPLES Center/L.A. LIVE**

LEGEND

- Metro Expo Line & Stations
- Metro Blue Line
- Metro Red/Purple Line
- Metro Silver Line
- Metro Rail Stations
- # Map Note (see insert)
- Freeway
- P Free Parking
- $P Paid Parking
- AVTA Antelope Valley Transit Authority
- BBB Santa Monica's Big Blue Bus
- C Culver City Bus
- CE LADOT Commuter Express
- LD LADOT DASH
- M Montebello
- OCTA Orange County Transportation Authority
- SC Santa Clarita Transit
- T Torrance Transit

STATIONS/CONNECTIONS

Downtown Santa Monica
Metro Local 4, 534; **Metro Rapid** 704, 720; **BBB Local** 1, 2, 3, 7, 8, 9, 18; **BBB Rapid** 7, 10

17th St/SMC — **PAID PARKING**
BBB 41, 42, 44

26th St/Bergamot
BBB 5, 16, 43

Bundy — **PAID PARKING**
BBB Local 5, 7; **BBB Rapid** 7, 10, 14, 15

Sepulveda — **PAID PARKING**
Metro Local 234; **Metro Rapid** 734; **Metro Express** 788; **BBB Local** 7, 17; **BBB Rapid** 7; **C Local** 6; **C Rapid** 6

Westwood/Rancho Park
BBB 8, 12; **C**3

Palms
BBB 5, 17

Culver City — **FREE PARKING**
Metro Local 17, 33; **Metro Rapid** 733; **BBB Local** 12; **BBB Rapid** 12; **C**1, 7; **CE** 437

La Cienega/ Jefferson — **FREE PARKING**
Metro Local 38, 105, 217; **Metro Rapid** 705; **C**4; Baldwin Hills Parklands Shuttle "The Link"

Expo/La Brea
Metro Local 38, 212, 312; **LD** Crenshaw

Farmdale
Metro Local 38

Expo/Crenshaw — **FREE PARKING**
Metro Local 38, 210; **Metro Rapid** 710, 740; **LD** Midtown

Expo/Western
Metro Local 102, 207; **Metro Rapid** 757

Expo/Vermont
Metro Local 102, 204; **Metro Rapid** 754; **Metro Express** 550; **LD** F

Expo Park/USC
Metro Local 81, 102, 200; **Metro Express** 442, 460, 550, 910/950X; **CE** 438, 448; **LD** F, King East Southeast; **OCTA** 701, 721; **T**4 Express

Jefferson/USC
Metro Local 38, 81, 102, 200, **Metro Express** 442; **LD** F, King-East

23rd Street
Metro Liner & Express (Silver Line 910 & 950x); **Metro Local** 37, 38, 55, 81, 355, 603; **Metro Express** 460; **LD** F, King-East; **OCTA** 701, 724; **T**4

Pico
Metro Rail Blue Line; **Metro Liner & Express** (Silver Line 910 & 950x); **Metro Local** 30, 81, 330; **Metro Express** 442, 460; **LD** F; **CE** 419, 422, 423, 438, 448; **OCTA** 701, 721; **T**4

7th Street/ Metro Center
Metro Rail Red Line, Purple Line, Blue Line; **Metro Liner** Silver Line; **Metro Local** 14, 16, 17, 18, 20, 37, 51, 52, 53, 55, 60, 62, 66, 70, 71, 76, 78, 79, 81, 316, 351, 355, 378; **Metro Rapid** 720, 760, 770; **Metro Express** 442, 460, 487, 489; **AVTA** 785; **BBB** 10; **CE** 409, 422, 423, 431, 437, 438, 448, 534; **FT** Silver Streak, 493, 497, 498, 499, 699; **LD** A, B, E, F; **M** 40, 50, 341, 342; **OCTA** 701, 721; **SCT** 799; **T**4

APPENDIX E

TRAFFIC VOLUME DATA

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Cienega Blvd

East/West Beverly Blvd

Day: Thursday Date: June 9, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	150	75	66	70
BIKES	21	28	25	25
BUSES	50	57	70	55

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	317	9.15	370	9.45	221	9.30	410	7.30
PM PK 15 MIN	403	16.15	345	15.15	429	17.45	314	15.30
AM PK HOUR	1155	8.30	1351	7.15	814	8.45	1504	7.30
PM PK HOUR	1512	15.00	1216	15.15	1649	17.00	1188	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	73	573	139	785
8-9	97	765	198	1060
9-10	76	835	240	1151
15-16	128	1006	378	1512
16-17	96	896	366	1358
17-18	91	931	370	1392
TOTAL	561	5006	1691	7258

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	1070	214	1335
8-9	65	1011	194	1270
9-10	77	1003	228	1308
15-16	111	954	142	1207
16-17	120	892	117	1129
17-18	121	875	138	1134
TOTAL	545	5805	1033	7383

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2120	51	0	21	0
2330	61	3	46	0
2459	101	8	43	0
2719	228	11	60	0
2487	230	11	55	0
2526	201	2	61	0
14641	872	35	286	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	396	41	518
8-9	107	541	65	713
9-10	117	607	74	798
15-16	235	964	125	1324
16-17	313	1047	127	1487
17-18	391	1143	115	1649
TOTAL	1244	4698	547	6489

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	263	1097	53	1413
8-9	320	1061	65	1446
9-10	328	1074	102	1504
15-16	287	747	135	1169
16-17	251	748	150	1149
17-18	256	773	159	1188
TOTAL	1705	5500	664	7869

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1931	37	2	44	0
2159	50	0	70	1
2302	70	3	88	1
2493	96	0	140	0
2636	116	0	168	0
2837	116	0	167	1
14358	485	5	677	3

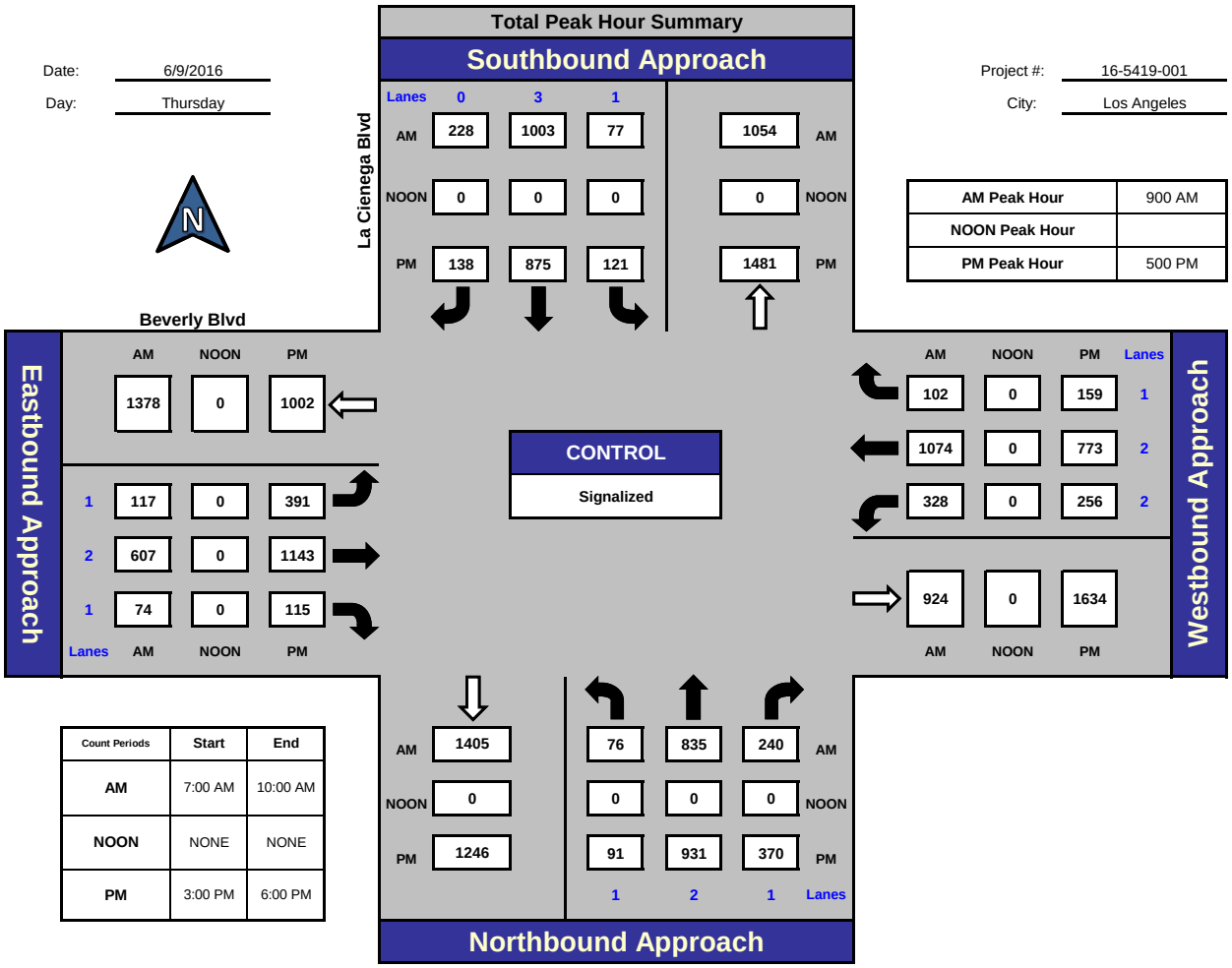
ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

La Cienega Blvd and Beverly Blvd , Los Angeles

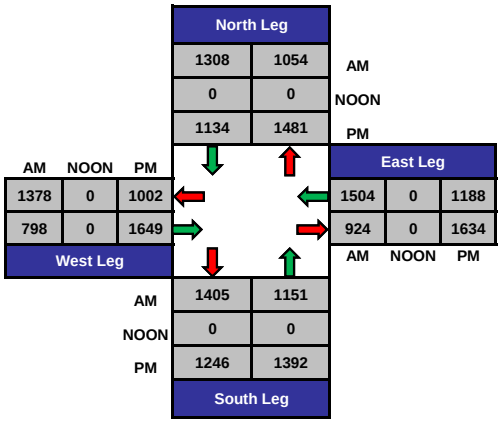
Date: 6/9/2016
Day: Thursday
Project #: 16-5419-001
City: Los Angeles



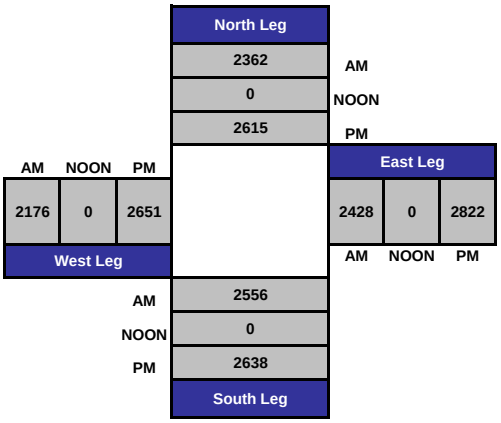
AM Peak Hour	900 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

TOTALS

City: Los Angeles

Date: 6/9/2016

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
7:00 AM	11	108	25	16	232	55	15	85	9	62	243	9	870
7:15 AM	10	146	31	13	295	52	12	68	9	59	266	12	973
7:30 AM	17	139	37	9	272	58	22	123	6	76	320	14	1093
7:45 AM	35	180	46	13	271	49	32	120	17	66	268	18	1115
8:00 AM	26	165	41	18	253	48	23	106	15	94	279	26	1094
8:15 AM	19	186	48	20	268	44	25	123	19	73	258	12	1095
8:30 AM	25	194	42	14	217	46	30	160	16	79	289	11	1123
8:45 AM	27	220	67	13	273	56	29	152	15	74	235	16	1177
9:00 AM	20	181	62	19	202	55	27	163	13	91	279	21	1133
9:15 AM	16	243	58	22	280	57	33	137	24	75	269	26	1240
9:30 AM	23	179	54	16	230	57	28	177	16	84	274	24	1162
9:45 AM	17	232	66	20	291	59	29	130	21	78	252	31	1226
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	246	2173	577	193	3084	636	305	1544	180	911	3232	220	13301
APPROACH %'s :	8.21%	72.53%	19.26%	4.93%	78.81%	16.25%	15.03%	76.10%	8.87%	20.88%	74.08%	5.04%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	76	835	240	77	1003	228	117	607	74	328	1074	102	4761
PEAK HR FACTOR :		0.908			0.884			0.903			0.962		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

City: Los Angeles

TOTALS

Date: 6/9/2016

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
3:00 PM	33	246	102	22	218	38	50	236	29	75	182	39	1270
3:15 PM	28	270	104	33	272	40	55	233	31	77	181	38	1362
3:30 PM	30	218	90	29	215	33	67	259	35	67	219	28	1290
3:45 PM	37	272	82	27	249	31	63	236	30	68	165	30	1290
4:00 PM	24	209	76	39	211	37	55	278	39	61	208	36	1273
4:15 PM	28	270	105	27	243	34	88	235	38	54	182	35	1339
4:30 PM	21	192	99	28	205	21	82	282	24	77	183	42	1256
4:45 PM	23	225	86	26	233	25	88	252	26	59	175	37	1255
5:00 PM	29	215	84	28	212	29	102	284	25	69	188	37	1302
5:15 PM	33	260	108	30	241	32	95	258	34	55	201	35	1382
5:30 PM	15	221	93	32	213	37	91	302	29	75	196	36	1340
5:45 PM	14	235	85	31	209	40	103	299	27	57	188	51	1339
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	315	2833	1114	352	2721	397	939	3154	367	794	2268	444	15698
APPROACH %'s :	7.39%	66.47%	26.14%	10.14%	78.41%	11.44%	21.05%	70.72%	8.23%	22.65%	64.69%	12.66%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	91	931	370	121	875	138	391	1143	115	256	773	159	5363
PEAK HR FACTOR :		0.868			0.936			0.961			0.967		0.970

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

CARS

City: Los Angeles

Date: 6/9/2016

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
7:00 AM	9	107	23	14	228	55	14	78	7	61	238	9	843
7:15 AM	8	145	31	13	291	52	12	65	8	59	265	12	961
7:30 AM	15	135	36	9	265	57	21	120	6	74	317	13	1068
7:45 AM	32	170	44	12	267	49	29	118	17	64	264	18	1084
8:00 AM	24	160	40	18	248	47	22	100	15	91	276	26	1067
8:15 AM	15	178	47	20	265	44	23	113	19	69	253	12	1058
8:30 AM	23	177	40	14	215	43	29	157	16	79	281	11	1085
8:45 AM	23	214	67	13	267	56	29	147	15	71	231	16	1149
9:00 AM	17	169	61	19	198	55	26	159	13	90	277	21	1105
9:15 AM	14	233	56	22	272	57	32	136	22	74	266	26	1210
9:30 AM	19	167	51	16	224	56	26	174	15	79	268	22	1117
9:45 AM	15	218	64	18	284	57	29	126	21	77	248	28	1185
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	214	2073	560	188	3024	628	292	1493	174	888	3184	214	12932
APPROACH %'s :	7.52%	72.81%	19.67%	4.90%	78.75%	16.35%	14.91%	76.21%	8.88%	20.72%	74.29%	4.99%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	65	787	232	75	978	225	113	595	71	320	1059	97	4617
PEAK HR FACTOR :		0.894			0.890			0.906			0.951		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001 **Day:** Thursday

CARS

City: Los Angeles **Date:** 6/9/2016

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
3:00 PM	33	240	101	22	213	37	49	233	26	72	180	37	1243
3:15 PM	26	264	104	33	267	39	54	229	28	76	181	37	1338
3:30 PM	28	215	89	29	211	33	66	255	34	66	218	28	1272
3:45 PM	37	270	81	25	245	31	63	236	25	67	165	30	1275
4:00 PM	23	206	75	39	206	37	54	273	37	57	206	36	1249
4:15 PM	27	268	103	27	235	34	87	233	36	53	182	34	1319
4:30 PM	20	189	98	27	202	21	82	278	23	74	180	42	1236
4:45 PM	22	223	85	26	230	25	87	247	24	57	173	36	1235
5:00 PM	28	213	84	28	209	29	102	281	23	67	184	37	1285
5:15 PM	31	259	107	30	237	31	94	258	33	55	201	35	1371
5:30 PM	15	221	93	32	211	36	90	298	29	74	192	36	1327
5:45 PM	14	234	85	27	207	40	103	297	27	57	184	49	1324
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	304	2802	1105	345	2673	393	931	3118	345	775	2246	437	15474
APPROACH %'s :	7.22%	66.54%	26.24%	10.11%	78.36%	11.52%	21.19%	70.96%	7.85%	22.41%	64.95%	12.64%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	88	927	369	117	864	136	389	1134	112	253	761	157	5307
PEAK HR FACTOR :		0.872			0.937			0.957			0.969		0.968

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5419-001
N/S Street: La Cienega Blvd
E/W Street: Beverly Blvd
DATE: 6/9/2016 DAY: Thursday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	8	4	3	4	3	6
7:15 AM	2	1	3	1	7	2	4	4
7:30 AM	3	4	8	9	5	10	6	4
7:45 AM	3	5	8	10	4	9	4	6
8:00 AM	4	1	3	8	2	8	6	2
8:15 AM	13	5	7	8	8	10	10	10
8:30 AM	7	6	9	12	19	6	5	5
8:45 AM	6	4	10	4	8	9	4	8
9:00 AM	6	5	8	9	7	8	4	8
9:15 AM	5	9	11	10	18	12	6	4
9:30 AM	7	7	9	8	5	10	7	10
9:45 AM	2	2	28	18	14	14	6	25
TOTALS	**59**	**51**	**112**	**101**	**100**	**102**	**65**	**92**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	1	0	0	0
8:30 AM	0	0	2	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	1	0	0	0	0	0
9:15 AM	0	0	0	1	0	0	0	0
9:30 AM	0	0	1	1	0	1	0	0
9:45 AM	0	0	2	2	0	0	0	3
TOTALS	**0**	**0**	**6**	**5**	**1**	**1**	**1**	**4**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	6	7	40	19	14	11	4	13
3:15 PM	9	6	29	26	18	19	12	14
3:30 PM	3	11	40	26	18	13	9	17
3:45 PM	9	9	26	22	22	25	14	13
4:00 PM	11	4	38	24	16	23	7	19
4:15 PM	14	5	28	26	17	29	17	14
4:30 PM	5	8	29	29	24	16	6	24
4:45 PM	4	4	34	22	24	19	9	20
5:00 PM	9	8	36	30	14	26	13	11
5:15 PM	8	4	29	9	19	25	18	17
5:30 PM	7	6	29	26	25	14	14	17
5:45 PM	11	8	33	9	27	17	12	14
TOTALS	**96**	**80**	**391**	**268**	**238**	**237**	**135**	**193**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	1	0	0	0	0
3:15 PM	0	0	1	2	0	0	0	0
3:30 PM	0	0	2	1	0	0	0	0
3:45 PM	0	0	2	2	0	0	0	0
4:00 PM	0	0	2	2	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	4	0	0	0	0
4:45 PM	0	0	2	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0
TOTALS	**0**	**0**	**12**	**12**	**1**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 6/9/2016

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	1	0	0	0	0	3	2	7
8:15 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
8:30 AM	0	1	0	0	0	0	0	2	0	0	1	1	5
8:45 AM	0	0	1	0	0	0	0	0	0	0	1	1	3
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	1	0	1	1	0	0	0	0	0	2	0	5
9:30 AM	0	1	0	0	2	0	0	0	0	0	1	0	4
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	1	1	7	1	0	4	1	0	11	4	34
APPROACH %'s :	0.00%	80.00%	20.00%	11.11%	77.78%	11.11%	0.00%	80.00%	20.00%	0.00%	73.33%	26.67%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	2	0	1	3	0	0	0	0	0	3	0	9
PEAK HR FACTOR :		0.500			0.500			0.000			0.375		0.450

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 6/9/2016

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
3:00 PM	0	0	0	0	5	0	0	0	0	1	0	1	7
3:15 PM	0	1	0	0	2	0	0	2	0	0	1	0	6
3:30 PM	0	2	0	0	1	0	1	3	0	0	0	0	7
3:45 PM	0	1	1	0	1	1	0	1	0	0	1	0	6
4:00 PM	0	1	0	0	0	0	0	1	0	1	0	0	3
4:15 PM	0	0	0	0	3	0	1	2	0	1	1	0	8
4:30 PM	0	2	0	0	1	0	0	2	0	0	0	0	5
4:45 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
5:00 PM	0	0	0	0	2	0	0	1	0	0	1	0	4
5:15 PM	1	2	0	0	0	0	0	3	0	0	1	0	7
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:45 PM	0	2	1	1	1	0	0	1	0	0	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	13	2	1	17	1	2	18	0	3	6	1	65
APPROACH %'s :	6.25%	81.25%	12.50%	5.26%	89.47%	5.26%	10.00%	90.00%	0.00%	30.00%	60.00%	10.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	4	1	1	3	0	0	6	0	0	3	0	19
PEAK HR FACTOR :		0.500			0.500			0.500			0.750		0.679

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

BUSES

City: Los Angeles

Date: 6/9/2016

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
7:00 AM	1	1	0	0	2	0	1	5	1	1	1	0	13
7:15 AM	2	0	0	0	2	0	0	3	0	0	1	0	8
7:30 AM	1	1	0	0	3	0	1	1	0	1	1	0	9
7:45 AM	1	1	0	0	1	0	0	1	0	1	2	0	7
8:00 AM	1	0	0	0	1	0	1	2	0	2	1	0	8
8:15 AM	4	1	1	0	3	0	0	2	0	1	2	0	14
8:30 AM	1	1	0	0	1	0	1	1	0	0	3	0	8
8:45 AM	3	1	0	0	2	0	0	1	0	2	0	0	9
9:00 AM	1	0	0	0	0	0	1	1	0	1	1	0	5
9:15 AM	1	1	0	0	4	0	0	0	1	1	1	0	9
9:30 AM	2	1	0	0	3	0	1	2	0	1	1	0	11
9:45 AM	1	2	0	0	2	0	0	1	0	1	1	1	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	19	10	1	0	24	0	6	20	2	12	15	1	110
APPROACH %'s :	63.33%	33.33%	3.33%	0.00%	100.00%	0.00%	21.43%	71.43%	7.14%	42.86%	53.57%	3.57%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	5	4	0	0	9	0	2	4	1	4	4	1	34
PEAK HR FACTOR :	0.750			0.563			0.583			0.750			0.773

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

BUSES

City: Los Angeles

Date: 6/9/2016

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
3:00 PM	0	1	0	0	3	0	0	2	3	1	1	1	12
3:15 PM	1	1	0	0	4	0	1	3	1	1	0	0	12
3:30 PM	1	1	0	0	2	0	1	3	1	1	1	0	11
3:45 PM	0	1	0	1	2	0	0	0	3	1	0	0	8
4:00 PM	1	0	0	0	3	0	0	3	1	2	1	0	11
4:15 PM	1	2	0	0	4	0	1	2	0	1	0	0	11
4:30 PM	1	1	0	1	2	0	0	3	1	3	1	0	13
4:45 PM	1	1	0	0	1	0	1	2	1	1	1	0	9
5:00 PM	1	1	0	0	3	0	0	3	0	2	2	0	12
5:15 PM	2	1	0	0	2	0	0	0	1	0	0	0	6
5:30 PM	0	0	0	0	2	0	1	3	0	1	2	0	9
5:45 PM	0	1	0	2	1	0	0	1	0	0	2	1	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	11	0	4	29	0	5	25	12	14	11	2	122
APPROACH %'s :	45.00%	55.00%	0.00%	12.12%	87.88%	0.00%	11.90%	59.52%	28.57%	51.85%	40.74%	7.41%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	3	0	2	8	0	1	7	1	3	6	1	35
PEAK HR FACTOR :		0.500			0.833			0.563			0.625		0.729

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

HEAVY TRUCKS

City: Los Angeles

Date: 6/9/2016

AM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
7:00 AM	1	0	2	2	2	0	0	2	1	0	4	0	14
7:15 AM	0	1	0	0	2	0	0	0	1	0	0	0	4
7:30 AM	1	3	1	0	4	1	0	2	0	1	2	1	16
7:45 AM	2	9	2	1	3	0	3	1	0	1	2	0	24
8:00 AM	1	5	1	0	4	1	0	4	0	1	2	0	19
8:15 AM	0	7	0	0	0	0	2	8	0	3	3	0	23
8:30 AM	1	16	2	0	1	3	0	2	0	0	5	0	30
8:45 AM	1	5	0	0	4	0	0	4	0	1	4	0	19
9:00 AM	2	12	1	0	4	0	0	3	0	0	1	0	23
9:15 AM	1	9	2	0	4	0	1	1	1	0	2	0	21
9:30 AM	2	11	3	0	3	1	1	1	1	4	5	2	34
9:45 AM	1	12	2	2	5	2	0	3	0	0	3	2	32
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	90	16	5	36	8	7	31	4	11	33	5	259
APPROACH %'s :	10.92%	75.63%	13.45%	10.20%	73.47%	16.33%	16.67%	73.81%	9.52%	22.45%	67.35%	10.20%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	6	44	8	2	16	3	2	8	2	4	11	4	110
PEAK HR FACTOR :		0.906			0.583			1.000			0.432		0.809

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-001

Day: Thursday

HEAVY TRUCKS

City: Los Angeles

Date: 6/9/2016

PM

NS/EW Streets:	La Cienega Blvd			La Cienega Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	2	1	2	2	1	
3:00 PM	0	5	1	0	2	1	1	1	0	2	1	1	15
3:15 PM	1	5	0	0	1	1	0	1	2	0	0	1	12
3:30 PM	1	2	1	0	2	0	0	1	0	0	0	0	7
3:45 PM	0	1	1	1	2	0	0	0	2	0	0	0	7
4:00 PM	0	3	1	0	2	0	1	2	1	2	1	0	13
4:15 PM	0	0	2	0	4	0	0	0	2	0	0	1	9
4:30 PM	0	2	1	0	1	0	0	1	0	0	2	0	7
4:45 PM	0	1	1	0	2	0	0	3	1	1	1	1	11
5:00 PM	0	1	0	0	0	0	0	0	2	0	2	0	5
5:15 PM	0	0	1	0	2	1	1	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
5:45 PM	0	0	0	2	1	0	0	1	0	0	2	1	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	20	9	3	19	4	3	11	10	5	11	5	102
APPROACH %'s :	6.45%	64.52%	29.03%	11.54%	73.08%	15.38%	12.50%	45.83%	41.67%	23.81%	52.38%	23.81%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1	1	2	3	2	1	2	2	0	6	1	21
PEAK HR FACTOR :		0.500			0.583			0.625			0.583		0.750

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Crescent Heights Blvd

East/West Melrose Ave

Day: Wednesday Date: June 3, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	24	26	77	84
BIKES	4	14	16	24
BUSES	2	5	45	56

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	144	9.45	380	8.45	234	8.30	424	8.15
PM PK 15 MIN	312	17.15	221	15.30	362	17.30	296	17.45
AM PK HOUR	526	8.15	1361	8.00	840	8.15	1660	8.15
PM PK HOUR	1150	17.00	840	15.00	1403	17.00	1031	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	262	26	304
8-9	52	374	64	490
9-10	63	398	65	526
15-16	85	638	88	811
16-17	88	780	69	937
17-18	105	958	87	1150
TOTAL	409	3410	399	4218

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	741	232	1043
8-9	76	1026	259	1361
9-10	83	788	215	1086
15-16	80	620	140	840
16-17	81	553	116	750
17-18	76	565	100	741
TOTAL	466	4293	1062	5821

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1347	12	0	14	0
1851	19	0	15	0
1612	21	0	11	0
1651	87	1	39	0
1687	73	1	49	0
1891	41	0	39	0
10039	253	2	167	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	41	431	12	484
8-9	66	689	44	799
9-10	68	685	37	790
15-16	136	1046	70	1252
16-17	135	980	48	1163
17-18	132	1226	45	1403
TOTAL	578	5057	256	5891

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	83	1201	16	1300
8-9	135	1499	24	1658
9-10	101	1393	30	1524
15-16	86	829	41	956
16-17	80	817	37	934
17-18	70	921	40	1031
TOTAL	555	6660	188	7403

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1784	5	0	4	0
2457	10	0	8	0
2314	14	0	12	0
2208	39	0	28	1
2097	25	1	11	0
2434	28	1	20	0
13294	121	2	83	1

ITM Peak Hour Summary

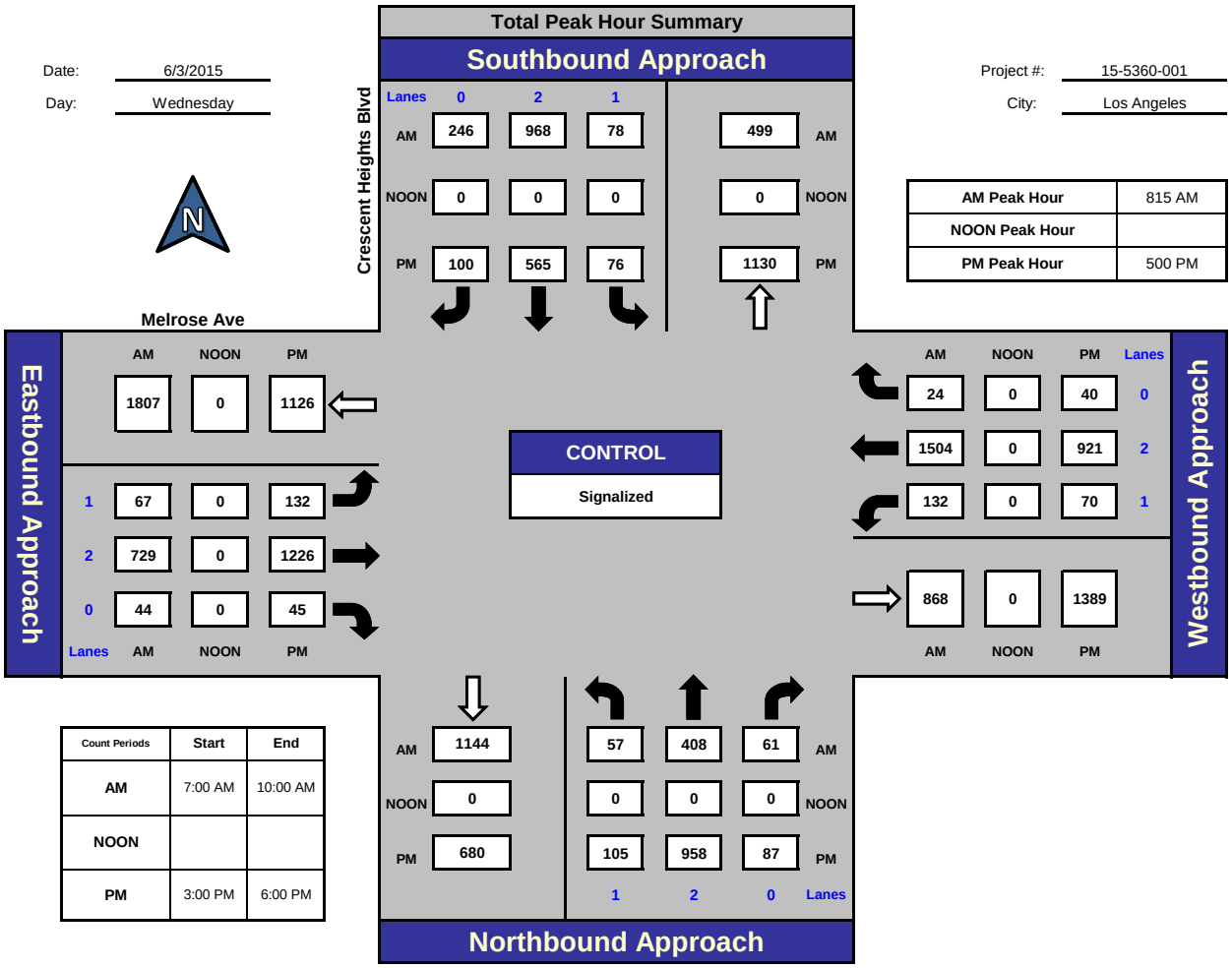
Prepared by:

National Data & Surveying Services

Crescent Heights Blvd and Melrose Ave , Los Angeles

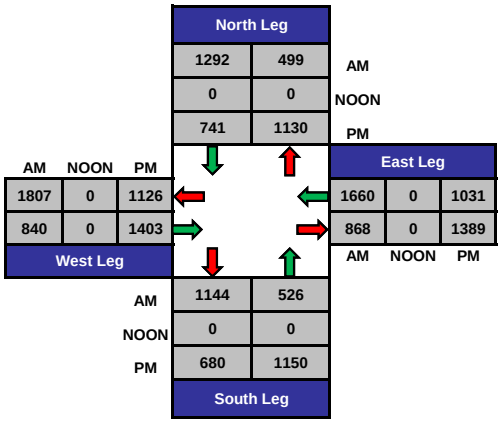
Date: 6/3/2015
Day: Wednesday
Project #: 15-5360-001
City: Los Angeles

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

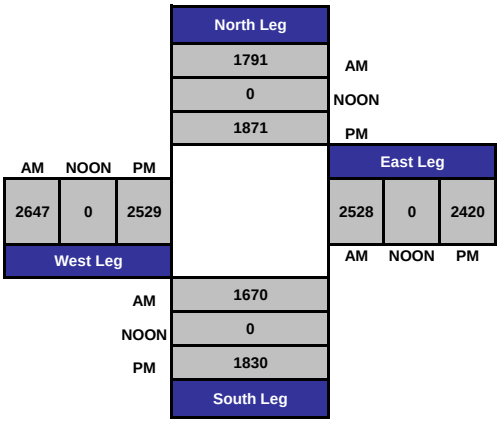


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 6/3/2015

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	4	52	5	12	142	36	11	76	3	13	246	4	604
7:15 AM	3	57	6	17	179	58	12	90	2	24	301	6	755
7:30 AM	2	77	8	19	207	74	10	121	0	20	330	4	872
7:45 AM	7	76	7	22	213	64	8	144	7	26	324	2	900
8:00 AM	10	77	14	18	270	64	17	149	11	26	371	9	1036
8:15 AM	12	107	13	13	218	86	18	150	11	27	391	6	1052
8:30 AM	13	104	20	19	238	55	18	204	12	42	366	4	1095
8:45 AM	17	86	17	26	300	54	13	186	10	40	371	5	1125
9:00 AM	15	111	11	20	212	51	18	189	11	23	376	9	1046
9:15 AM	12	93	12	25	184	61	19	150	9	29	368	10	972
9:30 AM	21	93	14	16	209	58	16	166	8	26	321	5	953
9:45 AM	15	101	28	22	183	45	15	180	9	23	328	6	955
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	131	1034	155	229	2555	706	175	1805	93	319	4093	70	11365
APPROACH %'s :	9.92%	78.33%	11.74%	6.56%	73.21%	20.23%	8.44%	87.07%	4.49%	7.12%	91.32%	1.56%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	57	408	61	78	968	246	67	729	44	132	1504	24	4318
PEAK HR FACTOR :		0.960			0.850			0.897			0.979		0.960

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	26	158	22	16	151	34	34	254	17	21	208	8	949
3:15 PM	11	155	27	19	157	28	28	250	21	20	195	8	919
3:30 PM	19	164	11	23	156	42	42	267	22	18	191	15	970
3:45 PM	29	161	28	22	156	36	32	275	10	27	235	10	1021
4:00 PM	19	192	14	25	137	31	35	278	19	25	190	13	978
4:15 PM	22	194	14	20	141	33	34	253	8	22	199	9	949
4:30 PM	24	190	22	20	139	21	32	220	11	17	213	8	917
4:45 PM	23	204	19	16	136	31	34	229	10	16	215	7	940
5:00 PM	23	224	24	18	135	25	37	304	9	21	200	12	1032
5:15 PM	25	270	17	23	152	28	30	293	11	17	234	5	1105
5:30 PM	30	251	23	19	133	23	33	317	12	17	216	13	1087
5:45 PM	27	213	23	16	145	24	32	312	13	15	271	10	1101
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	278	2376	244	237	1738	356	403	3252	163	236	2567	118	11968
APPROACH %'s :	9.59%	81.99%	8.42%	10.17%	74.56%	15.27%	10.56%	85.18%	4.27%	8.08%	87.88%	4.04%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	105	958	87	76	565	100	132	1226	45	70	921	40	4325
PEAK HR FACTOR :		0.921			0.913			0.969			0.871		0.979

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001 **Day:** Wednesday

CARS

City: Los Angeles **Date:** 6/3/2015

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	4	52	5	12	142	36	11	72	3	13	241	4	595
7:15 AM	2	56	5	17	177	58	12	85	2	24	293	6	737
7:30 AM	2	77	8	19	207	74	10	118	0	20	324	3	862
7:45 AM	7	76	7	21	212	63	7	138	6	26	316	2	881
8:00 AM	10	76	14	18	268	64	17	142	11	26	362	9	1017
8:15 AM	11	107	13	13	216	86	18	147	10	26	382	6	1035
8:30 AM	13	104	20	19	238	55	17	197	12	40	361	4	1080
8:45 AM	17	86	16	26	299	54	13	183	9	40	364	5	1112
9:00 AM	15	109	10	20	210	51	17	182	11	22	367	7	1021
9:15 AM	12	93	12	23	183	60	19	146	9	29	361	10	957
9:30 AM	21	92	14	16	209	58	16	164	8	26	318	5	947
9:45 AM	14	101	28	22	181	45	15	175	9	21	315	6	932
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	128	1029	152	226	2542	704	172	1749	90	313	4004	67	11176
APPROACH %'s :	9.78%	78.61%	11.61%	6.51%	73.21%	20.28%	8.55%	86.97%	4.48%	7.14%	91.33%	1.53%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	56	406	59	78	963	246	65	709	42	128	1474	22	4248
PEAK HR FACTOR :		0.951			0.849			0.903			0.981		0.955

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001 **Day:** Wednesday

CARS

City: Los Angeles **Date:** 6/3/2015

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	24	157	19	16	151	34	33	246	17	19	203	8	927
3:15 PM	11	154	26	19	156	27	28	242	21	20	192	8	904
3:30 PM	19	164	11	23	156	42	42	264	22	18	190	15	966
3:45 PM	28	160	28	22	154	36	32	272	10	27	232	10	1011
4:00 PM	18	190	13	25	137	31	35	271	19	25	187	12	963
4:15 PM	21	194	14	20	140	33	33	248	8	22	196	9	938
4:30 PM	24	190	22	20	138	21	31	218	11	17	209	8	909
4:45 PM	23	204	19	16	134	30	34	221	10	16	214	7	928
5:00 PM	23	224	24	18	134	25	37	298	9	21	196	12	1021
5:15 PM	25	270	17	22	150	28	30	290	11	17	233	4	1097
5:30 PM	30	251	23	19	133	23	33	317	12	16	213	13	1083
5:45 PM	27	213	23	16	145	24	32	308	13	15	265	10	1091
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	273	2371	239	236	1728	354	400	3195	163	233	2530	116	11838
APPROACH %'s :	9.47%	82.24%	8.29%	10.18%	74.55%	15.27%	10.64%	85.02%	4.34%	8.09%	87.88%	4.03%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	105	958	87	75	562	100	132	1213	45	69	907	39	4292
PEAK HR FACTOR :		0.921			0.921			0.960			0.875		0.978

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5360-001
N/S Street: Crescent Heights Blvd
E/W Street: Melrose Ave
DATE: 6/3/2015 DAY: Wednesday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	3	3	2	0	1	0	1
7:15 AM	1	2	2	0	0	0	0	0
7:30 AM	1	3	3	1	0	2	3	0
7:45 AM	1	3	0	1	0	1	0	1
8:00 AM	0	1	4	0	0	1	3	2
8:15 AM	0	6	7	2	0	2	0	3
8:30 AM	1	0	1	0	0	1	0	0
8:45 AM	4	3	4	1	0	4	0	2
9:00 AM	0	0	3	3	1	1	1	1
9:15 AM	2	4	4	3	1	2	0	2
9:30 AM	1	3	3	2	1	3	0	4
9:45 AM	0	1	1	2	2	1	2	4
TOTALS	**11**	**29**	**35**	**17**	**5**	**19**	**9**	**20**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	7	5	10	9	4	4	3	11
3:15 PM	6	6	21	8	7	4	2	3
3:30 PM	2	6	9	10	1	4	3	12
3:45 PM	6	1	11	9	1	3	1	4
4:00 PM	5	5	8	13	1	1	2	0
4:15 PM	6	4	3	8	2	0	3	1
4:30 PM	7	10	12	9	0	4	3	4
4:45 PM	7	5	10	10	2	1	6	6
5:00 PM	5	3	7	7	6	4	4	4
5:15 PM	7	4	5	4	0	1	8	0
5:30 PM	3	6	6	4	1	1	5	1
5:45 PM	2	9	3	5	4	3	3	3
TOTALS	**63**	**64**	**105**	**96**	**29**	**30**	**43**	**49**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	1	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**2**	**0**	**1**	**2**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	1	0	0	0	2	0	0	0	0	1	2	0	6
8:45 AM	0	0	0	0	1	0	0	0	0	1	2	0	4
9:00 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
9:15 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
9:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	1	2	5	0	0	3	1	2	11	1	27
APPROACH %'s :	50.00%	0.00%	50.00%	28.57%	71.43%	0.00%	0.00%	75.00%	25.00%	14.29%	78.57%	7.14%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	1	0	0	0	4	0	0	1	1	2	6	0	15
PEAK HR FACTOR :	0.250			0.500			0.500			0.667			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	1	0	0	1	0	1	0	3
3:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
3:30 PM	0	0	0	1	0	0	0	2	0	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	1	0	0	0	3	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:15 PM	0	0	0	1	0	0	0	1	0	0	1	0	3
5:30 PM	0	1	0	0	0	1	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	4	0	3	0	11	1	0	9	1	31
APPROACH %'s :	0.00%	100.00%	0.00%	57.14%	0.00%	42.86%	0.00%	91.67%	8.33%	0.00%	90.00%	10.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1	0	1	0	1	0	3	0	0	5	0	11
PEAK HR FACTOR :	0.250			0.500			0.750			0.625			0.917

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:15 AM	1	0	0	0	1	0	0	4	0	0	3	0	9
7:30 AM	0	0	0	0	0	0	0	2	0	0	3	1	6
7:45 AM	0	0	0	1	0	1	1	2	0	0	4	0	9
8:00 AM	0	0	0	0	1	0	0	2	0	0	2	0	5
8:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
8:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
9:00 AM	0	0	0	0	0	0	0	2	0	0	5	1	8
9:15 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
9:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	1	2	1	1	21	0	0	31	2	60
APPROACH %'s :	100.00%	0.00%	0.00%	25.00%	50.00%	25.00%	4.55%	95.45%	0.00%	0.00%	93.94%	6.06%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	5	0	0	11	1	17
PEAK HR FACTOR :	0.000			0.000			0.625			0.500			0.531

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	7	0	0	3	0	10
3:15 PM	0	1	0	0	0	0	0	2	0	0	1	0	4
3:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
5:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
5:15 PM	0	0	0	1	0	0	0	2	0	0	1	1	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
5:45 PM	0	0	0	0	0	0	0	3	0	0	5	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	1	0	0	0	23	0	0	22	1	48
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	95.65%	4.35%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	6	0	0	12	1	20
PEAK HR FACTOR :	0.000			0.250			0.500			0.650			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
7:15 AM	0	1	1	0	1	0	0	1	0	0	5	0	9
7:30 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
7:45 AM	0	0	0	0	1	0	0	4	1	0	4	0	10
8:00 AM	0	1	0	0	1	0	0	5	0	0	7	0	14
8:15 AM	1	0	0	0	2	0	0	2	1	1	6	0	13
8:30 AM	0	0	0	0	0	0	1	5	0	2	4	0	12
8:45 AM	0	0	1	0	1	0	0	3	1	0	5	0	11
9:00 AM	0	2	1	0	2	0	1	5	0	1	4	1	17
9:15 AM	0	0	0	2	1	1	0	2	0	0	3	0	9
9:30 AM	0	1	0	0	0	0	0	1	0	0	2	0	4
9:45 AM	1	0	0	0	2	0	0	5	0	2	12	0	22
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	5	3	2	11	1	2	35	3	6	58	1	129
APPROACH %'s :	20.00%	50.00%	30.00%	14.29%	78.57%	7.14%	5.00%	87.50%	7.50%	9.23%	89.23%	1.54%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	1	2	2	0	5	0	2	15	2	4	19	1	53
PEAK HR FACTOR :	0.417			0.625			0.792			0.857			0.779

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-001

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Melrose Ave			Melrose Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	2	1	3	0	0	0	1	1	0	2	2	0	12
3:15 PM	0	0	1	0	1	1	0	6	0	0	2	0	11
3:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 PM	1	1	0	0	2	0	0	2	0	0	2	0	8
4:00 PM	1	2	1	0	0	0	0	6	0	0	2	1	13
4:15 PM	1	0	0	0	1	0	1	4	0	0	2	0	9
4:30 PM	0	0	0	0	1	0	1	2	0	0	3	0	7
4:45 PM	0	0	0	0	2	1	0	5	0	0	0	0	8
5:00 PM	0	0	0	0	1	0	0	5	0	0	1	0	7
5:15 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	4	5	0	10	2	3	34	0	3	15	1	82
APPROACH %'s :	35.71%	28.57%	35.71%	0.00%	83.33%	16.67%	8.11%	91.89%	0.00%	15.79%	78.95%	5.26%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	7	0	1	2	0	13
PEAK HR FACTOR :	0.000			0.375			0.350			0.750			0.464

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Crescent Heights Blvd

East/West Beverly Blvd

Day: Thursday Date: June 9, 2016 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	42	33	71	69
BIKES	7	6	31	31
BUSES	0	0	49	54

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	141	9.00	282	8.00	238	8.45	416	7.45
PM PK 15 MIN	296	17.45	192	15.45	358	15.30	322	17.15
AM PK HOUR	523	8.30	1089	8.00	902	8.45	1608	7.30
PM PK HOUR	1057	17.00	698	15.00	1376	17.00	1217	15.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	232	22	256
8-9	2	417	45	464
9-10	39	441	33	513
15-16	33	640	52	725
16-17	4	809	46	859
17-18	4	1008	45	1057
TOTAL	84	3547	243	3874

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	650	154	813
8-9	4	937	148	1089
9-10	32	692	95	819
15-16	44	592	62	698
16-17	9	598	65	672
17-18	8	565	100	673
TOTAL	106	4034	624	4764

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1069	19	0	21	0
1553	23	2	24	0
1332	39	2	39	3
1423	41	5	40	0
1531	33	0	29	1
1730	45	1	45	0
8638	200	10	198	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	36	507	20	563
8-9	53	711	30	794
9-10	61	780	47	888
15-16	98	1199	60	1357
16-17	100	1088	51	1239
17-18	108	1218	50	1376
TOTAL	456	5503	258	6217

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	1450	18	1538
8-9	109	1453	29	1591
9-10	89	1369	35	1493
15-16	57	1044	62	1163
16-17	55	1102	54	1211
17-18	50	1104	58	1212
TOTAL	430	7522	256	8208

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2101	8	0	19	0
2385	21	2	20	0
2381	23	3	25	1
2520	29	0	17	0
2450	23	1	22	1
2588	17	0	24	0
14425	121	6	127	2

ITM Peak Hour Summary

Prepared by:

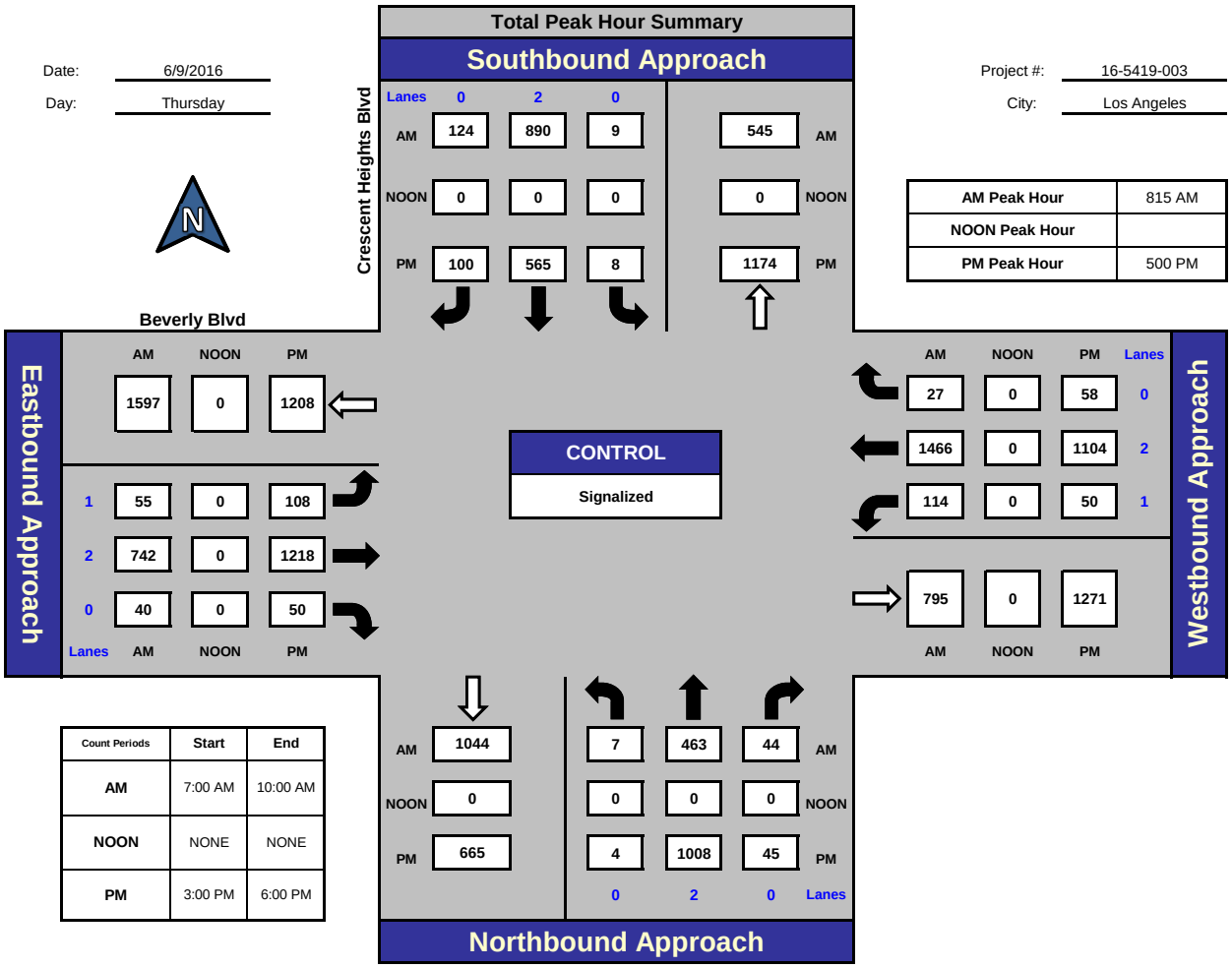
National Data & Surveying Services

Crescent Heights Blvd and Beverly Blvd , Los Angeles

Date: 6/9/2016
Day: Thursday

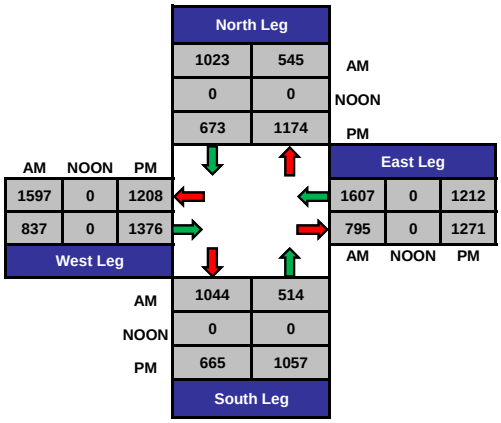
Project #: 16-5419-003
City: Los Angeles

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

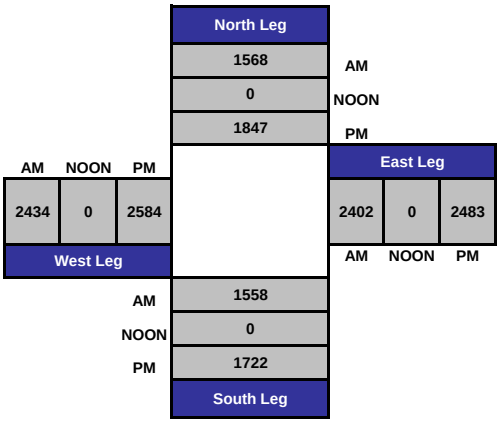


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON	NONE	NONE
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003

Day: Thursday

TOTALS

City: Los Angeles

Date: 6/9/2016

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	1	42	4	3	130	21	7	107	3	10	329	6	663
7:15 AM	1	46	8	1	164	42	7	106	4	14	353	5	751
7:30 AM	0	55	5	0	174	45	11	126	6	18	385	2	827
7:45 AM	0	89	5	5	182	46	11	168	7	28	383	5	929
8:00 AM	1	81	9	0	240	42	12	156	5	23	344	7	920
8:15 AM	0	99	9	1	234	41	12	161	8	31	374	8	978
8:30 AM	0	122	10	1	236	31	15	180	7	23	363	8	996
8:45 AM	1	115	17	2	227	34	14	214	10	32	372	6	1044
9:00 AM	6	127	8	5	193	18	14	187	15	28	357	5	963
9:15 AM	10	100	7	6	179	20	17	209	8	20	341	8	925
9:30 AM	9	107	9	5	164	31	13	189	12	15	357	13	924
9:45 AM	14	107	9	16	156	26	17	195	12	26	314	9	901
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	43	1090	100	45	2279	397	150	1998	97	268	4272	82	10821
APPROACH %'s :	3.49%	88.40%	8.11%	1.65%	83.76%	14.59%	6.68%	89.00%	4.32%	5.80%	92.43%	1.77%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	7	463	44	9	890	124	55	742	40	114	1466	27	3981
PEAK HR FACTOR :		0.911			0.927			0.879			0.973		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003

Day: Thursday

TOTALS

City: Los Angeles

Date: 6/9/2016

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	15	144	14	15	142	9	20	294	10	16	249	15	943
3:15 PM	8	147	9	12	145	11	23	297	20	11	254	15	952
3:30 PM	5	178	13	6	147	19	24	318	16	16	281	18	1041
3:45 PM	5	171	16	11	158	23	31	290	14	14	260	14	1007
4:00 PM	4	175	15	6	149	11	23	272	19	19	275	14	982
4:15 PM	0	191	9	2	144	14	23	239	6	13	281	12	934
4:30 PM	0	230	13	1	149	22	21	293	9	9	268	18	1033
4:45 PM	0	213	9	0	156	18	33	284	17	14	278	10	1032
5:00 PM	4	225	8	2	136	22	25	291	12	10	248	21	1004
5:15 PM	0	268	13	2	141	26	30	287	19	13	298	11	1108
5:30 PM	0	232	11	1	137	23	25	318	14	10	268	16	1055
5:45 PM	0	283	13	3	151	29	28	322	5	17	290	10	1151
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	2457	143	61	1755	227	306	3505	161	162	3250	174	12242
APPROACH %'s :	1.55%	93.03%	5.41%	2.99%	85.90%	11.11%	7.70%	88.24%	4.05%	4.52%	90.63%	4.85%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	4	1008	45	8	565	100	108	1218	50	50	1104	58	4318
PEAK HR FACTOR :		0.893			0.919			0.964			0.941		0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003

Day: Thursday

CARS

City: Los Angeles

Date: 6/9/2016

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	1	40	4	3	130	20	7	101	3	10	325	6	650
7:15 AM	1	40	6	1	164	42	7	103	3	14	349	5	735
7:30 AM	0	55	4	0	172	44	11	119	6	18	380	2	811
7:45 AM	0	89	4	5	181	45	11	165	7	27	377	5	916
8:00 AM	1	80	9	0	239	42	12	150	5	23	340	7	908
8:15 AM	0	97	8	1	234	40	11	154	8	31	368	8	960
8:30 AM	0	121	9	1	235	31	15	175	6	23	352	8	976
8:45 AM	1	113	17	2	225	33	14	209	10	32	368	6	1030
9:00 AM	6	123	7	5	193	18	14	182	15	28	353	4	948
9:15 AM	9	100	7	6	179	19	16	205	8	20	333	8	910
9:30 AM	9	107	9	5	164	31	13	186	11	15	346	12	908
9:45 AM	13	106	9	16	155	26	17	188	12	26	303	9	880
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	1071	93	45	2271	391	148	1937	94	267	4194	80	10632
APPROACH %'s :	3.40%	88.88%	7.72%	1.66%	83.89%	14.44%	6.79%	88.89%	4.31%	5.88%	92.36%	1.76%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	7	454	41	9	887	122	54	720	39	114	1441	26	3914
PEAK HR FACTOR :		0.923			0.925			0.872			0.971		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

CARS

City: Los Angeles **Date:** 6/9/2016

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	15	144	14	15	139	9	20	286	10	16	245	15	928
3:15 PM	8	147	9	12	142	11	23	290	20	10	251	15	938
3:30 PM	5	177	13	6	147	19	24	310	16	16	278	18	1029
3:45 PM	5	169	16	11	157	22	31	288	14	13	257	14	997
4:00 PM	4	174	15	6	147	11	23	268	19	19	270	14	970
4:15 PM	0	189	9	2	144	14	23	236	6	13	279	12	927
4:30 PM	0	229	13	1	146	22	21	287	9	9	265	18	1020
4:45 PM	0	210	9	0	156	17	33	280	17	14	276	10	1022
5:00 PM	4	224	8	2	136	22	25	286	12	10	244	20	993
5:15 PM	0	267	13	2	138	25	30	285	19	13	298	11	1101
5:30 PM	0	232	11	0	137	23	25	316	14	10	262	16	1046
5:45 PM	0	281	13	3	151	29	28	319	5	17	286	10	1142
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	41	2443	143	60	1740	224	306	3451	161	160	3211	173	12113
APPROACH %'s :	1.56%	93.00%	5.44%	2.96%	85.97%	11.07%	7.81%	88.08%	4.11%	4.51%	90.60%	4.88%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	4	1004	45	7	562	99	108	1206	50	50	1090	57	4282
PEAK HR FACTOR :		0.895			0.913			0.961			0.929		0.937

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 16-5419-003
N/S Street: Crescent Heights Blvd
E/W Street: Beverly Blvd
DATE: 6/9/2016 DAY: Thursday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	3	1	1	0	2	1	1
7:15 AM	0	3	2	1	4	2	0	2
7:30 AM	3	3	3	5	3	2	2	1
7:45 AM	2	5	3	3	4	2	1	0
8:00 AM	2	1	3	1	2	0	2	1
8:15 AM	3	2	3	4	2	2	3	1
8:30 AM	4	2	3	2	5	1	4	2
8:45 AM	5	5	6	1	6	2	3	5
9:00 AM	1	4	7	6	4	2	0	6
9:15 AM	4	10	6	4	6	3	2	2
9:30 AM	2	4	2	5	0	2	2	2
9:45 AM	3	11	2	7	4	4	2	7
TOTALS	**31**	**53**	**41**	**40**	**40**	**24**	**22**	**30**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	2	0	0	2	0
9:00 AM	0	0	0	0	0	0	1	0
9:15 AM	1	0	0	0	0	1	0	0
9:30 AM	0	0	0	2	0	0	0	0
9:45 AM	0	2	0	0	0	0	0	2
TOTALS	**1**	**2**	**0**	**4**	**0**	**1**	**3**	**2**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	1	5	5	4	1	2	1	8
3:15 PM	3	9	8	3	2	1	3	6
3:30 PM	4	7	8	3	1	2	2	5
3:45 PM	8	3	3	7	5	3	4	0
4:00 PM	2	3	3	6	4	2	4	1
4:15 PM	3	3	3	1	0	2	2	3
4:30 PM	2	5	5	8	6	4	4	1
4:45 PM	5	6	5	2	2	2	5	3
5:00 PM	6	11	3	9	1	4	1	1
5:15 PM	4	4	7	4	2	5	2	6
5:30 PM	9	3	6	6	3	4	2	1
5:45 PM	5	3	7	3	3	2	3	1
TOTALS	**52**	**62**	**63**	**56**	**30**	**33**	**33**	**36**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	1	0	0	0	0
3:30 PM	0	0	1	0	0	0	0	0
3:45 PM	0	0	2	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**4**	**2**	**1**	**0**	**1**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 6/9/2016

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	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	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:15 AM	0	0	0	0	0	1	0	0	0	0	2	1	4
8:30 AM	0	0	0	0	1	0	0	2	1	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
9:00 AM	0	0	1	0	1	0	0	0	0	0	2	0	4
9:15 AM	0	0	0	1	0	0	0	2	0	0	2	0	5
9:30 AM	0	0	1	0	0	0	0	1	0	0	2	0	4
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	2	1	2	1	0	6	1	1	15	1	30
APPROACH %'s :	0.00%	0.00%	100.00%	25.00%	50.00%	25.00%	0.00%	85.71%	14.29%	5.88%	88.24%	5.88%	

PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	1	0	2	1	0	2	1	0	6	1	14
PEAK HR FACTOR :	0.250			0.750			0.250			0.583			0.875

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

BIKES

City: Los Angeles **Date:** 6/9/2016

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	1	0	0	1	0	0	2	0	4
3:45 PM	0	1	0	0	0	0	0	3	0	0	2	0	6
4:00 PM	0	1	0	0	0	0	0	2	0	1	1	0	5
4:15 PM	0	0	0	0	0	0	0	5	0	0	2	0	7
4:30 PM	0	1	1	0	0	0	0	3	0	0	2	0	7
4:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	5	1	0	1	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	1	0	2	0	1	22	1	1	13	0	45
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	100.00%	0.00%	4.17%	91.67%	4.17%	7.14%	92.86%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1	0	0	0	0	1	7	1	0	1	0	11
PEAK HR FACTOR :		0.250			0.000			0.375			0.250		0.344

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

BUSES

City: Los Angeles **Date:** 6/9/2016

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
7:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
7:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
8:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
8:15 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
9:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
9:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	21	0	0	27	0	48
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	5	0	0	11	0	16
PEAK HR FACTOR :		0.000			0.000			0.625			0.688		0.667

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

BUSES

City: Los Angeles **Date:** 6/9/2016

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
3:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
3:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
3:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:00 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
4:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
4:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
5:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	28	0	0	27	0	55
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	8	0	0	10	0	18
PEAK HR FACTOR :		0.000			0.000			0.667			0.625		0.643

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

HEAVY TRUCKS

City: Los Angeles **Date:** 6/9/2016

AM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	0	2	0	0	0	1	0	2	0	0	2	0	7
7:15 AM	0	6	2	0	0	0	0	0	1	0	2	0	11
7:30 AM	0	0	1	0	2	1	0	4	0	0	3	0	11
7:45 AM	0	0	1	0	1	1	0	2	0	1	3	0	9
8:00 AM	0	1	0	0	1	0	0	4	0	0	2	0	8
8:15 AM	0	2	1	0	0	1	1	5	0	0	2	0	12
8:30 AM	0	1	1	0	1	0	0	4	1	0	9	0	17
8:45 AM	0	2	0	0	2	1	0	3	0	0	1	0	9
9:00 AM	0	4	1	0	0	0	0	5	0	0	2	1	13
9:15 AM	1	0	0	0	0	1	1	4	0	0	7	0	14
9:30 AM	0	0	0	0	0	0	0	2	1	0	9	1	13
9:45 AM	1	1	0	0	1	0	0	5	0	0	9	0	17
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	19	7	0	8	6	2	40	3	1	51	2	141
APPROACH %'s :	7.14%	67.86%	25.00%	0.00%	57.14%	42.86%	4.44%	88.89%	6.67%	1.85%	94.44%	3.70%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	9	3	0	3	2	1	17	1	0	14	1	51
PEAK HR FACTOR :		0.600			0.417			0.792			0.417		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-5419-003 **Day:** Thursday

HEAVY TRUCKS

City: Los Angeles **Date:** 6/9/2016

PM

NS/EW Streets:	Crescent Heights Blvd			Crescent Heights Blvd			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	3	0	0	5	0	0	2	0	10
3:15 PM	0	0	0	0	3	0	0	3	0	1	1	0	8
3:30 PM	0	1	0	0	0	0	0	6	0	0	2	0	9
3:45 PM	0	2	0	0	1	1	0	1	0	1	1	0	7
4:00 PM	0	1	0	0	2	0	0	1	0	0	1	0	5
4:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
4:30 PM	0	1	0	0	3	0	0	3	0	0	0	0	7
4:45 PM	0	3	0	0	0	1	0	2	0	0	1	0	7
5:00 PM	0	1	0	0	0	0	0	2	0	0	0	1	4
5:15 PM	0	1	0	0	3	1	0	1	0	0	0	0	6
5:30 PM	0	0	0	1	0	0	0	0	0	0	3	0	4
5:45 PM	0	2	0	0	0	0	0	1	0	0	1	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	14	0	1	15	3	0	26	0	2	12	1	74
APPROACH %'s :	0.00%	100.00%	0.00%	5.26%	78.95%	15.79%	0.00%	100.00%	0.00%	13.33%	80.00%	6.67%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	4	0	1	3	1	0	4	0	0	4	1	18
PEAK HR FACTOR :		0.500			0.313			0.500			0.417		0.750

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Edinburgh Ave

East/West 3rd St

Day: Wednesday Date: June 3, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	6	4	41	48
BIKES	11	5	17	27
BUSES	1	0	87	80

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	58	8.15	61	8.30	162	9.15	294	9.00
PM PK 15 MIN	100	17.30	45	16.15	290	17.45	226	17.15
AM PK HOUR	194	8.15	212	8.15	611	9.00	1149	8.45
PM PK HOUR	377	17.00	164	16.00	1084	16.30	817	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	24	61	97
8-9	25	68	88	181
9-10	25	70	98	193
15-16	24	117	119	260
16-17	23	118	159	300
17-18	25	186	166	377
TOTAL	134	583	691	1408

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	18	17	36	71
8-9	33	97	68	198
9-10	36	71	44	151
15-16	49	68	34	151
16-17	49	79	36	164
17-18	45	80	22	147
TOTAL	230	412	240	882

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
168	14	0	30	0
379	24	3	40	0
344	28	4	29	1
411	51	0	41	1
464	62	0	76	2
524	71	0	69	0
2290	250	7	285	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	386	1	390
8-9	10	558	10	578
9-10	16	572	23	611
15-16	14	967	34	1015
16-17	3	1037	24	1064
17-18	5	1029	35	1069
TOTAL	51	4549	127	4727

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	950	9	968
8-9	31	1075	22	1128
9-10	24	1076	30	1130
15-16	39	721	57	817
16-17	9	750	39	798
17-18	10	737	58	805
TOTAL	122	5309	215	5646

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1358	3	0	2	0
1706	7	0	7	2
1741	8	0	9	0
1832	12	0	11	0
1862	17	1	22	0
1874	11	0	32	0
10373	58	1	83	2

ITM Peak Hour Summary

Prepared by:

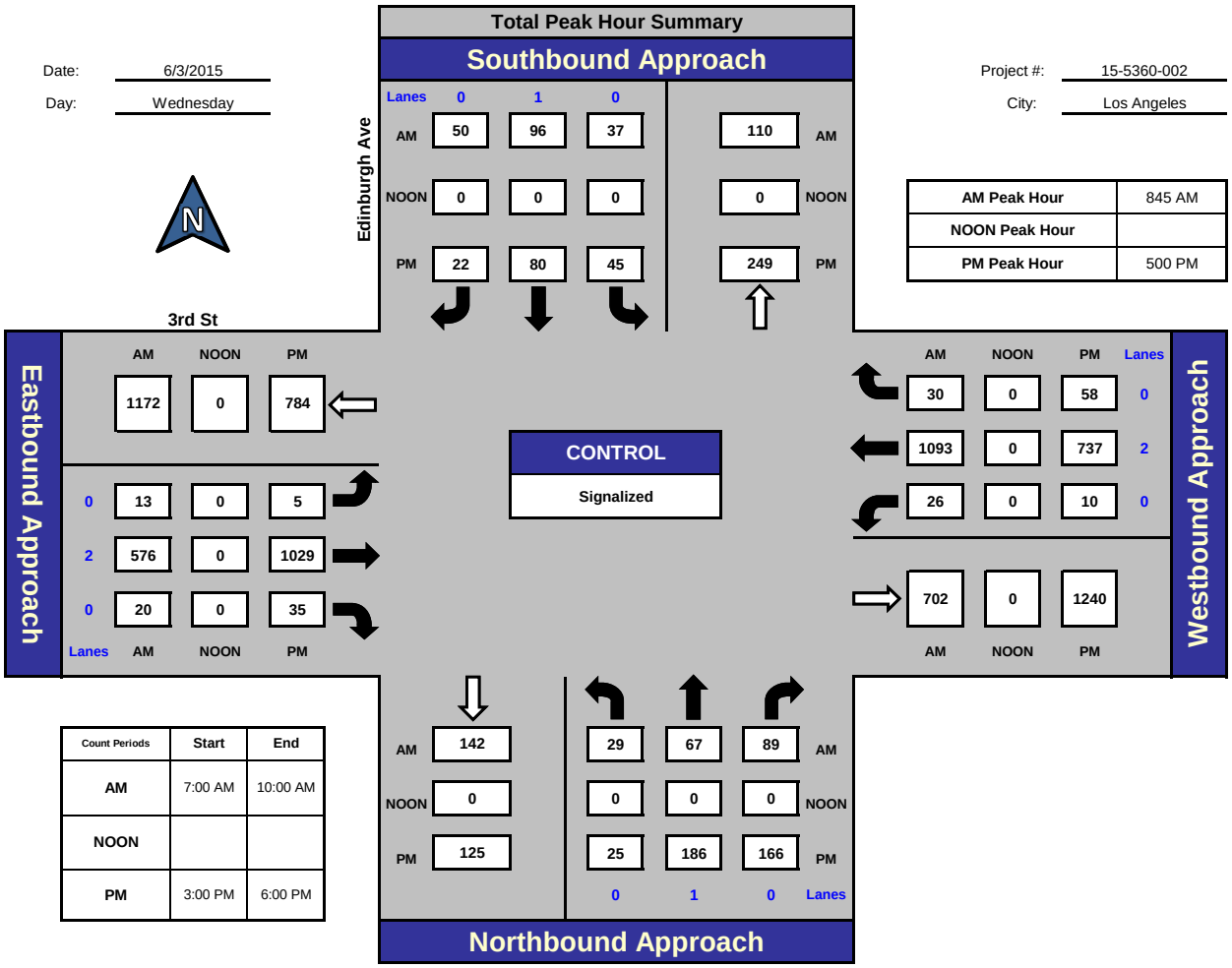
National Data & Surveying Services

Edinburgh Ave and 3rd St , Los Angeles

Date: 6/3/2015
Day: Wednesday

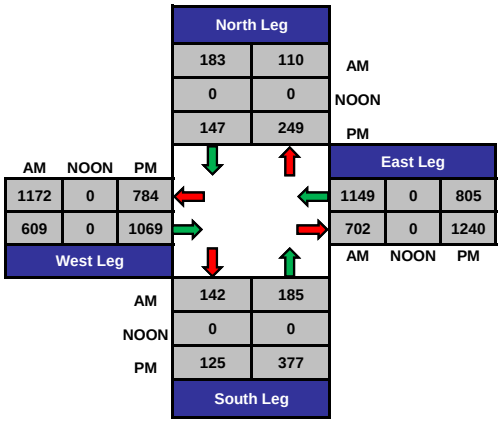
Project #: 15-5360-002
City: Los Angeles

AM Peak Hour	845 AM
NOON Peak Hour	
PM Peak Hour	500 PM

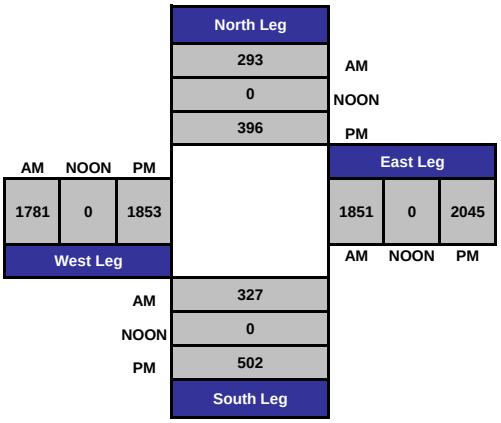


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	1	4	10	1	2	3	0	84	0	1	172	3	281
7:15 AM	3	4	8	5	3	9	0	78	0	3	229	1	343
7:30 AM	3	2	24	4	2	13	2	103	0	3	267	4	427
7:45 AM	5	14	19	8	10	11	1	121	1	2	282	1	475
8:00 AM	5	11	18	8	12	19	1	136	3	8	275	8	504
8:15 AM	10	19	29	3	21	18	4	135	1	9	267	6	522
8:30 AM	3	20	22	13	28	20	1	140	2	5	258	3	515
8:45 AM	7	18	19	9	36	11	4	147	4	9	275	5	544
9:00 AM	10	18	19	10	33	10	2	130	3	7	278	9	529
9:15 AM	5	13	21	10	8	12	4	153	5	6	269	6	512
9:30 AM	7	18	30	8	19	17	3	146	8	4	271	10	541
9:45 AM	3	21	28	8	11	5	7	143	7	7	258	5	503
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	162	247	87	185	148	29	1516	34	64	3101	61	5696
APPROACH %'s :	13.16%	34.39%	52.44%	20.71%	44.05%	35.24%	1.84%	96.01%	2.15%	1.98%	96.13%	1.89%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	29	67	89	37	96	50	13	576	20	26	1093	30	2126
PEAK HR FACTOR :		0.841			0.817			0.940			0.977		0.977

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
3:00 PM	4	32	28	13	10	11	6	229	9	11	199	13	565
3:15 PM	6	28	30	15	20	4	2	246	7	12	180	19	569
3:30 PM	8	26	34	10	24	7	2	249	11	7	180	9	567
3:45 PM	6	31	27	11	14	12	4	243	7	9	162	16	542
4:00 PM	5	34	30	9	20	9	2	256	4	5	173	10	557
4:15 PM	10	26	37	8	24	13	0	247	8	1	194	13	581
4:30 PM	2	31	55	23	14	5	1	259	8	1	182	11	592
4:45 PM	6	27	37	9	21	9	0	275	4	2	201	5	596
5:00 PM	2	51	42	10	20	5	0	252	4	1	163	12	562
5:15 PM	6	44	38	11	28	6	2	276	3	5	197	24	640
5:30 PM	8	52	40	8	18	7	0	230	12	3	188	9	575
5:45 PM	9	39	46	16	14	4	3	271	16	1	189	13	621
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	72	421	444	143	227	92	22	3033	93	58	2208	154	6967
APPROACH %'s :	7.68%	44.93%	47.39%	30.95%	49.13%	19.91%	0.70%	96.35%	2.95%	2.40%	91.24%	6.36%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	25	186	166	45	80	22	5	1029	35	10	737	58	2398
PEAK HR FACTOR :		0.943			0.817			0.922			0.890		0.937

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

CARS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	1	4	10	1	2	3	0	74	0	1	167	3	266
7:15 AM	3	4	8	5	3	9	0	71	0	2	222	1	328
7:30 AM	2	2	24	4	2	13	2	97	0	2	258	4	410
7:45 AM	5	14	19	8	10	11	1	117	1	2	278	0	466
8:00 AM	5	11	18	8	12	19	1	130	3	8	267	8	490
8:15 AM	10	19	29	3	21	18	4	132	1	8	263	6	514
8:30 AM	3	20	21	13	28	20	1	132	2	5	249	3	497
8:45 AM	6	18	19	9	36	11	4	143	3	9	269	4	531
9:00 AM	10	18	19	10	32	10	2	123	3	7	271	9	514
9:15 AM	4	13	20	10	8	12	4	152	4	6	264	5	502
9:30 AM	7	18	29	8	19	17	3	141	7	4	262	10	525
9:45 AM	3	21	28	8	11	5	6	138	7	6	253	5	491
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	59	162	244	87	184	148	28	1450	31	60	3023	58	5534
APPROACH %'s :	12.69%	34.84%	52.47%	20.76%	43.91%	35.32%	1.86%	96.09%	2.05%	1.91%	96.24%	1.85%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	27	67	87	37	95	50	13	559	17	26	1066	28	2072
PEAK HR FACTOR :		0.838			0.813			0.920			0.976		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

CARS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
3:00 PM	4	32	28	13	10	10	6	225	9	11	196	13	557
3:15 PM	6	28	30	15	20	4	2	242	7	12	176	19	561
3:30 PM	8	26	34	10	23	7	2	245	11	7	174	9	556
3:45 PM	6	31	27	11	14	12	4	234	6	9	159	16	529
4:00 PM	5	34	30	9	20	9	2	252	4	5	172	10	552
4:15 PM	9	26	37	8	24	13	0	242	8	1	189	13	570
4:30 PM	2	31	55	23	13	5	1	251	8	1	177	11	578
4:45 PM	6	27	37	9	21	9	0	270	4	2	199	5	589
5:00 PM	2	51	42	10	20	5	0	248	4	1	158	12	553
5:15 PM	6	44	38	11	28	6	2	272	3	5	196	24	635
5:30 PM	8	52	40	8	18	7	0	227	12	3	183	9	567
5:45 PM	9	39	46	16	14	4	2	269	16	1	186	13	615
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	71	421	444	143	225	91	21	2977	92	58	2165	154	6862
APPROACH %'s :	7.59%	44.98%	47.44%	31.15%	49.02%	19.83%	0.68%	96.34%	2.98%	2.44%	91.08%	6.48%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	25	186	166	45	80	22	4	1016	35	10	723	58	2370
PEAK HR FACTOR :		0.943			0.817			0.919			0.879		0.933

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5360-002
N/S Street: Edinburgh Ave
E/W Street: 3rd St
DATE: 6/3/2015 DAY: Wednesday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	3	0	0	0	0
7:15 AM	4	5	1	4	0	1	2	0
7:30 AM	0	5	2	2	0	0	1	0
7:45 AM	9	4	0	2	0	1	0	0
8:00 AM	2	8	3	2	0	0	1	1
8:15 AM	2	9	3	4	1	2	0	2
8:30 AM	5	5	0	4	0	3	0	1
8:45 AM	3	6	3	5	0	1	2	0
9:00 AM	5	6	4	1	2	2	1	2
9:15 AM	1	5	1	4	2	0	2	0
9:30 AM	2	3	8	4	1	0	1	2
9:45 AM	2	5	1	5	2	0	0	0
TOTALS	**37**	**62**	**26**	**40**	**8**	**10**	**10**	**8**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	2	0	0	2	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0
9:30 AM	0	0	4	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**1**	**7**	**0**	**0**	**2**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	4	4	9	6	1	0	0	2
3:15 PM	7	2	5	7	1	1	1	2
3:30 PM	5	5	4	6	1	2	2	2
3:45 PM	7	7	7	7	3	2	0	3
4:00 PM	13	11	16	1	7	1	1	3
4:15 PM	10	13	11	5	3	6	1	1
4:30 PM	9	9	12	7	1	4	3	3
4:45 PM	5	6	5	5	0	0	1	4
5:00 PM	15	5	14	5	7	8	0	1
5:15 PM	11	8	11	11	3	5	2	4
5:30 PM	14	6	9	7	2	4	1	3
5:45 PM	7	3	10	4	2	1	0	0
TOTALS	**107**	**79**	**113**	**71**	**31**	**34**	**12**	**28**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
8:00 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
9:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
9:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
9:45 AM	0	1	0	0	0	0	0	0	0	0	2	0	3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	5	0	0	3	0	0	3	0	0	12	0	24
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	1	3	0	0	2	0	0	1	0	0	2	0	9
PEAK HR FACTOR :	0.500			0.500			0.250			0.500			0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
3:15 PM	0	1	0	1	1	0	0	1	0	0	2	0	6
3:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	1	1	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	1	0	0	0	0	0	2	0	0	2	0	5
5:45 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	1	1	1	0	0	14	0	0	15	0	36
APPROACH %'s :	0.00%	80.00%	20.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	6	0	0	5	0	13
PEAK HR FACTOR :	0.500			0.000			0.375			0.625			0.542

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	8	0	0	3	0	11
7:15 AM	0	0	0	0	0	0	0	7	0	0	6	0	13
7:30 AM	1	0	0	0	0	0	0	6	0	0	5	0	12
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
8:00 AM	0	0	0	0	0	0	0	4	0	0	4	0	8
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:30 AM	0	0	0	0	0	0	0	3	0	0	7	0	10
8:45 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
9:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
9:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
9:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	43	0	0	43	0	87
APPROACH %'s :	100.00%	0.00%	0.00%				0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	8	0	0	13	0	21
PEAK HR FACTOR :	0.000			0.000			0.667			0.813			0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
3:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
3:30 PM	0	0	0	0	0	0	0	2	0	0	5	0	7
3:45 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
4:00 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
4:15 PM	0	0	0	0	0	0	0	4	0	0	5	0	9
4:30 PM	0	0	0	0	0	0	0	7	0	0	4	0	11
4:45 PM	0	0	0	0	0	0	0	5	0	0	2	0	7
5:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
5:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
5:30 PM	0	0	0	0	0	0	0	3	0	0	5	0	8
5:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	44	0	0	37	0	81
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	12	0	0	12	0	24
PEAK HR FACTOR :		0.000			0.000			0.750			0.600		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
7:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	4	0	5
7:45 AM	0	0	0	0	0	0	0	2	0	0	2	1	5
8:00 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
8:15 AM	0	0	0	0	0	0	0	1	0	1	3	0	5
8:30 AM	0	0	1	0	0	0	0	5	0	0	2	0	8
8:45 AM	1	0	0	0	0	0	0	1	1	0	2	1	6
9:00 AM	0	0	0	0	1	0	0	5	0	0	3	0	9
9:15 AM	1	0	1	0	0	0	0	0	1	0	2	1	6
9:30 AM	0	0	1	0	0	0	0	3	1	0	7	0	12
9:45 AM	0	0	0	0	0	0	1	2	0	1	3	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	3	0	1	0	1	23	3	4	35	3	75
APPROACH %'s :	40.00%	0.00%	60.00%	0.00%	100.00%	0.00%	3.70%	85.19%	11.11%	9.52%	83.33%	7.14%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	2	0	2	0	1	0	0	9	3	0	14	2	33
PEAK HR FACTOR :	0.500			0.250			0.600			0.571			0.688

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-002

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Edinburgh Ave			Edinburgh Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	2	0	0	2	0	
3:00 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
3:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
3:30 PM	0	0	0	0	1	0	0	2	0	0	1	0	4
3:45 PM	0	0	0	0	0	0	0	4	1	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	0	2	1	1	12	1	0	6	0	24
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	7.14%	85.71%	7.14%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	1	0	0	2	0	4
PEAK HR FACTOR :	0.000			0.000			0.500			0.500			0.500

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Faifax Ave

East/West Beverly Blvd

Day: Wednesday Date: June 3, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	81	73	68	70
BIKES	25	30	32	22
BUSES	108	91	47	67

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	258	7.45	350	8.00	252	8.15	461	8.00
PM PK 15 MIN	348	17.15	305	15.30	328	15.45	356	15.00
AM PK HOUR	937	7.30	1353	8.30	922	8.45	1794	8.00
PM PK HOUR	1313	17.00	1148	15.00	1239	15.00	1352	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	65	606	109	780
8-9	94	641	139	874
9-10	96	643	127	866
15-16	150	815	232	1197
16-17	156	842	221	1219
17-18	147	944	222	1313
TOTAL	708	4491	1050	6249

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	86	887	103	1076
8-9	105	1085	158	1348
9-10	112	1050	121	1283
15-16	143	884	121	1148
16-17	144	795	117	1056
17-18	128	818	122	1068
TOTAL	718	5519	742	6979

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1856	23	0	56	2
2222	37	0	59	0
2149	53	0	54	1
2345	60	0	68	0
2275	67	0	90	0
2381	65	0	85	0
13228	305	0	412	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	46	537	31	614
8-9	62	729	85	876
9-10	71	770	78	919
15-16	101	1020	118	1239
16-17	88	949	105	1142
17-18	103	1046	82	1231
TOTAL	471	5051	499	6021

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	195	1286	96	1577
8-9	220	1496	78	1794
9-10	226	1342	101	1669
15-16	199	1023	130	1352
16-17	211	916	128	1255
17-18	176	934	143	1253
TOTAL	1227	6997	676	8900

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2191	49	0	49	0
2670	43	0	60	2
2588	55	0	79	0
2591	99	2	97	0
2397	118	0	151	0
2484	130	0	118	0
14921	494	2	554	2

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Faifax Ave and Beverly Blvd , Los Angeles

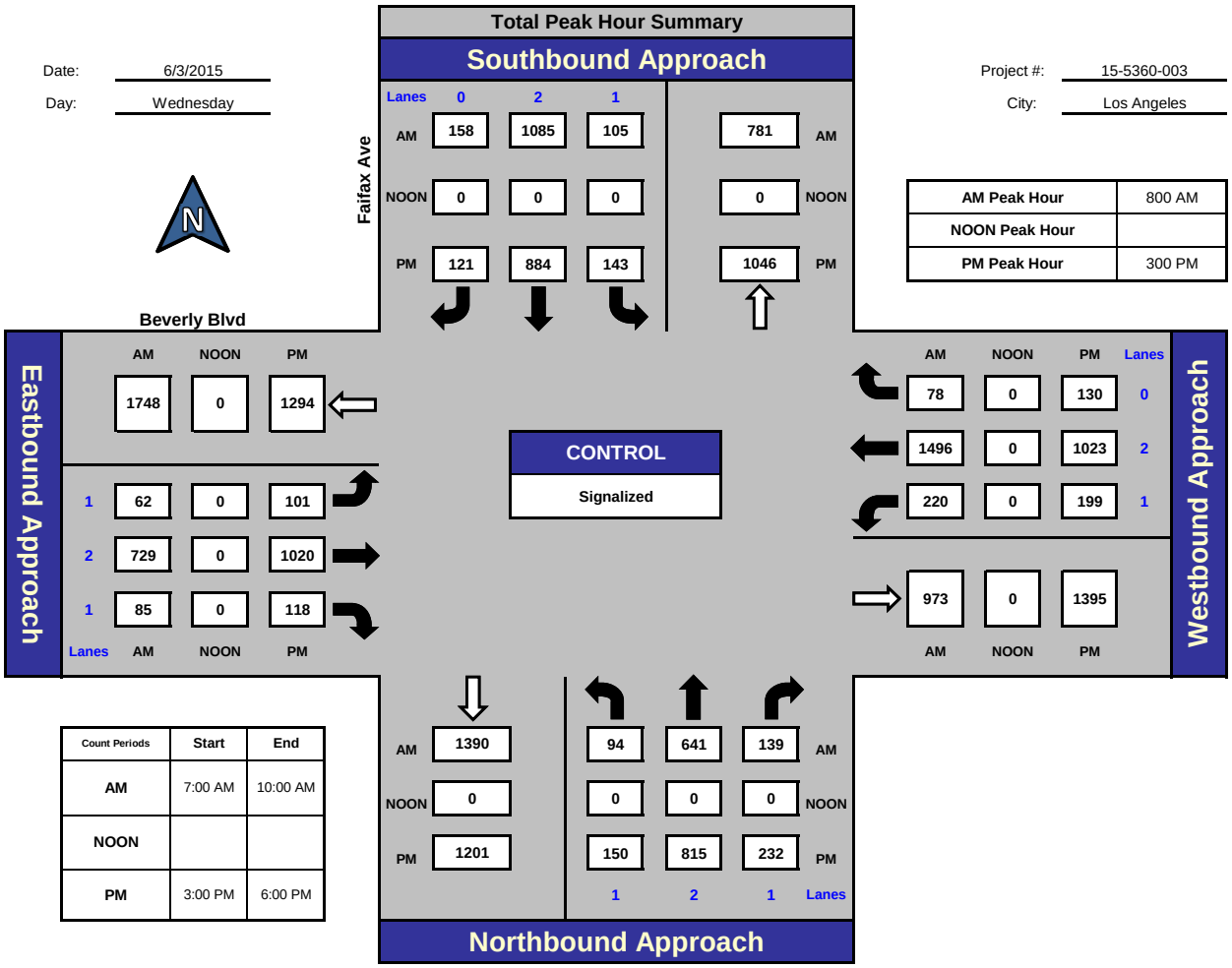
Date: 6/3/2015

Day: Wednesday

Project #: 15-5360-003

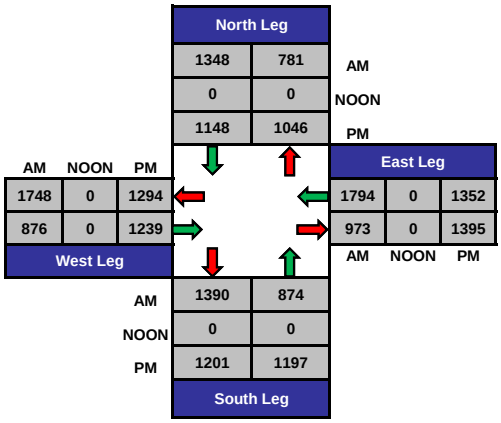
City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	300 PM

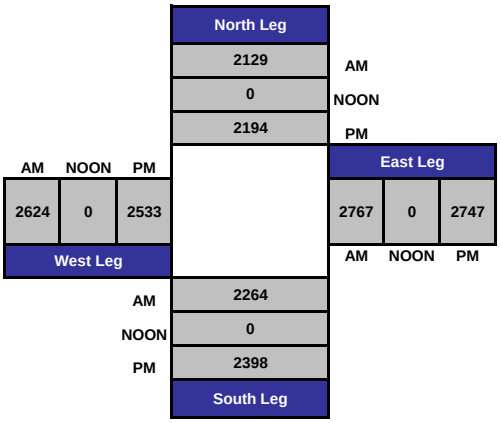


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
7:00 AM	12	82	23	19	188	25	11	93	5	35	247	22	762
7:15 AM	16	139	18	19	215	20	13	106	9	62	361	14	992
7:30 AM	17	182	33	24	242	23	10	125	8	51	330	28	1073
7:45 AM	20	203	35	24	242	35	12	213	9	47	348	32	1220
8:00 AM	21	188	29	30	282	38	14	164	16	65	378	18	1243
8:15 AM	25	155	29	20	259	34	16	217	19	40	365	13	1192
8:30 AM	24	158	43	30	266	41	14	158	21	57	378	19	1209
8:45 AM	24	140	38	25	278	45	18	190	29	58	375	28	1248
9:00 AM	21	182	22	33	279	37	15	194	17	66	329	22	1217
9:15 AM	20	143	32	29	261	29	21	187	20	40	357	26	1165
9:30 AM	31	159	36	24	259	26	18	190	23	59	357	21	1203
9:45 AM	24	159	37	26	251	29	17	199	18	61	299	32	1152
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	255	1890	375	303	3022	382	179	2036	194	641	4124	275	13676
APPROACH %'s :	10.12%	75.00%	14.88%	8.17%	81.52%	10.30%	7.43%	84.52%	8.05%	12.72%	81.83%	5.46%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	94	641	139	105	1085	158	62	729	85	220	1496	78	4892
PEAK HR FACTOR :		0.918			0.963			0.869			0.973		0.980

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
3:00 PM	38	205	54	41	216	33	29	248	30	54	272	30	1250
3:15 PM	33	203	65	30	217	31	17	257	30	54	259	37	1233
3:30 PM	43	197	64	47	231	27	22	252	26	46	249	32	1236
3:45 PM	36	210	49	25	220	30	33	263	32	45	243	31	1217
4:00 PM	37	211	62	41	221	26	21	230	32	69	222	38	1210
4:15 PM	45	206	54	31	194	22	23	251	29	55	226	31	1167
4:30 PM	35	215	62	36	200	36	15	229	19	41	236	35	1159
4:45 PM	39	210	43	36	180	33	29	239	25	46	232	24	1136
5:00 PM	31	238	48	30	201	38	27	272	19	45	211	43	1203
5:15 PM	39	241	68	27	199	21	26	245	23	50	226	35	1200
5:30 PM	35	239	54	34	214	31	24	261	20	44	239	29	1224
5:45 PM	42	226	52	37	204	32	26	268	20	37	258	36	1238
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	453	2601	675	415	2497	360	292	3015	305	586	2873	401	14473
APPROACH %'s :	12.15%	69.75%	18.10%	12.68%	76.31%	11.00%	8.08%	83.47%	8.44%	15.18%	74.43%	10.39%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	150	815	232	143	884	121	101	1020	118	199	1023	130	4936
PEAK HR FACTOR :		0.984			0.941			0.944			0.949		0.987

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003 **Day:** Wednesday

CARS

City: Los Angeles **Date:** 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
7:00 AM	12	79	21	19	183	23	10	86	5	33	239	19	729
7:15 AM	12	130	18	19	207	20	13	102	9	60	354	14	958
7:30 AM	13	177	32	24	239	23	10	120	7	50	324	24	1043
7:45 AM	19	198	34	24	236	35	12	210	8	46	345	30	1197
8:00 AM	21	182	27	29	278	38	14	162	16	63	373	18	1221
8:15 AM	24	148	29	20	256	31	15	213	18	40	363	13	1170
8:30 AM	24	154	41	30	260	40	14	158	21	56	372	19	1189
8:45 AM	22	133	38	25	273	44	17	189	28	58	365	28	1220
9:00 AM	20	178	21	31	271	37	15	189	16	65	324	21	1188
9:15 AM	17	137	29	28	253	28	20	185	19	39	350	24	1129
9:30 AM	27	149	36	23	249	26	17	182	23	56	355	19	1162
9:45 AM	23	152	35	25	246	27	17	192	17	60	295	31	1120
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	234	1817	361	297	2951	372	174	1988	187	626	4059	260	13326
APPROACH %'s :	9.70%	75.33%	14.97%	8.20%	81.52%	10.28%	7.41%	84.63%	7.96%	12.66%	82.08%	5.26%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	91	617	135	104	1067	153	60	722	83	217	1473	78	4800
PEAK HR FACTOR :		0.916			0.959			0.879			0.974		0.983

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003

Day: Wednesday

CARS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
3:00 PM	38	197	52	40	210	32	28	244	30	53	267	30	1221
3:15 PM	33	198	63	30	207	31	17	250	30	54	256	36	1205
3:30 PM	41	192	64	47	227	27	21	251	26	46	247	32	1221
3:45 PM	35	203	48	23	215	30	32	260	31	44	240	31	1192
4:00 PM	37	206	59	39	216	26	21	228	31	69	219	37	1188
4:15 PM	45	202	54	30	190	22	23	249	28	54	221	31	1149
4:30 PM	35	210	61	36	191	36	15	222	19	41	233	34	1133
4:45 PM	39	206	43	36	176	32	29	236	25	46	228	24	1120
5:00 PM	31	228	48	30	196	37	26	266	19	45	208	43	1177
5:15 PM	38	238	68	26	194	21	25	241	23	50	224	35	1183
5:30 PM	35	235	52	34	209	31	24	257	20	44	238	29	1208
5:45 PM	42	222	50	35	201	32	26	264	20	37	256	36	1221
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	449	2537	662	406	2432	357	287	2968	302	583	2837	398	14218
APPROACH %'s :	12.31%	69.54%	18.15%	12.71%	76.12%	11.17%	8.07%	83.44%	8.49%	15.27%	74.31%	10.42%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	147	790	227	140	859	120	98	1005	117	197	1010	129	4839
PEAK HR FACTOR :		0.980			0.929			0.944			0.954		0.991

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5360-003
N/S Street: Faifax Ave
E/W Street: Beverly Blvd
DATE: 6/3/2015 DAY: Wednesday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	13	1	2	7	12	4	5
7:15 AM	7	5	4	1	3	6	1	9
7:30 AM	5	6	3	3	2	9	7	4
7:45 AM	6	9	6	3	3	7	5	14
8:00 AM	10	4	4	5	4	9	5	5
8:15 AM	5	3	2	5	5	8	5	3
8:30 AM	14	8	8	1	5	11	5	8
8:45 AM	8	7	2	10	6	12	6	6
9:00 AM	6	3	3	5	9	8	8	6
9:15 AM	10	4	8	3	6	15	8	5
9:30 AM	9	6	6	15	6	14	6	6
9:45 AM	8	8	9	4	11	10	9	7
TOTALS	**93**	**76**	**56**	**57**	**67**	**121**	**69**	**78**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	2	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	1	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**1**	**2**	**0**	**0**	**0**	**2**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	14	7	9	5	10	14	10	23
3:15 PM	11	14	6	14	6	39	11	22
3:30 PM	11	8	15	6	1	17	8	23
3:45 PM	0	3	2	3	5	5	2	0
4:00 PM	18	13	12	9	18	25	8	20
4:15 PM	9	9	13	6	17	21	11	12
4:30 PM	10	13	8	2	18	18	20	20
4:45 PM	10	8	7	10	17	17	15	12
5:00 PM	15	7	12	4	15	25	18	11
5:15 PM	8	14	13	7	8	18	19	20
5:30 PM	5	11	6	9	21	17	22	15
5:45 PM	10	15	8	6	7	7	12	13
TOTALS	**121**	**122**	**111**	**81**	**143**	**223**	**156**	**191**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	1	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	1	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
7:00 AM	0	0	0	1	2	0	0	0	1	0	0	0	4
7:15 AM	0	1	0	0	2	0	0	0	0	0	1	1	5
7:30 AM	0	0	1	0	0	1	0	1	0	2	3	0	8
7:45 AM	0	2	0	0	3	0	0	0	0	0	3	0	8
8:00 AM	1	1	0	0	1	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	1	0	0	2	1	0	4
8:30 AM	1	0	1	0	1	0	0	0	0	0	1	0	4
8:45 AM	0	0	1	0	0	0	0	0	0	0	2	1	4
9:00 AM	1	1	0	0	2	0	0	1	0	0	1	0	6
9:15 AM	1	1	0	0	0	0	0	0	0	1	0	0	3
9:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	6	3	1	13	1	1	2	2	5	12	2	52
APPROACH %'s :	30.77%	46.15%	23.08%	6.67%	86.67%	6.67%	20.00%	40.00%	40.00%	26.32%	63.16%	10.53%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	2	1	2	0	2	0	1	0	0	2	4	1	15
PEAK HR FACTOR :	0.625			0.500			0.250			0.583			0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
3:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
3:30 PM	0	0	0	0	2	0	0	4	0	0	0	0	6
3:45 PM	0	4	0	0	1	0	0	1	0	0	0	0	6
4:00 PM	0	1	0	0	3	0	0	1	0	0	1	0	6
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	0	2	0	0	4	0	0	0	0	6
4:45 PM	0	1	0	0	0	0	1	1	0	0	0	0	3
5:00 PM	1	0	0	0	2	0	0	3	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	2	1	0	0	1	4
5:30 PM	1	0	0	0	1	0	0	3	0	0	0	0	5
5:45 PM	1	1	0	0	2	0	0	4	0	0	1	0	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	9	0	0	15	0	1	25	1	0	2	1	57
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	100.00%	0.00%	3.70%	92.59%	3.70%	0.00%	66.67%	33.33%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	5	0	0	5	0	0	6	0	0	0	0	16
PEAK HR FACTOR :		0.313			0.625			0.375			0.000		0.667

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003 **Day:** Wednesday

BUSES

City: Los Angeles **Date:** 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
7:00 AM	0	3	0	0	4	0	0	4	0	0	4	1	16
7:15 AM	0	9	0	0	5	0	0	3	0	0	4	0	21
7:30 AM	0	2	0	0	3	0	0	4	1	0	3	2	15
7:45 AM	0	5	1	0	4	0	0	1	0	0	3	1	15
8:00 AM	0	3	1	0	1	0	0	1	0	1	3	0	10
8:15 AM	0	4	0	0	3	0	0	3	0	0	2	0	12
8:30 AM	0	3	0	0	5	0	0	0	0	0	3	0	11
8:45 AM	0	4	0	0	2	0	0	1	0	0	4	0	11
9:00 AM	1	3	0	0	3	0	0	1	0	0	4	0	12
9:15 AM	0	2	0	0	3	0	0	1	0	0	-1	1	6
9:30 AM	0	4	0	0	4	0	0	1	0	0	2	0	11
9:45 AM	0	5	0	1	4	0	0	1	0	0	3	0	14
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	47	2	1	41	0	0	21	1	1	34	5	154
APPROACH %'s :	2.00%	94.00%	4.00%	2.38%	97.62%	0.00%	0.00%	95.45%	4.55%	2.50%	85.00%	12.50%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	14	1	0	11	0	0	5	0	1	12	0	44
PEAK HR FACTOR :		0.938			0.550			0.417			0.813		0.917

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
3:00 PM	0	5	1	1	4	0	1	1	0	0	1	0	14
3:15 PM	0	4	0	0	7	0	0	3	0	0	2	0	16
3:30 PM	1	4	0	0	3	0	0	1	0	0	2	0	11
3:45 PM	0	5	1	0	4	0	0	3	0	0	3	0	16
4:00 PM	0	3	0	1	3	0	0	2	0	0	3	0	12
4:15 PM	0	4	0	1	3	0	0	2	0	0	5	0	15
4:30 PM	0	5	0	0	6	0	0	3	0	0	1	1	16
4:45 PM	0	3	0	0	3	0	0	1	0	0	4	0	11
5:00 PM	0	8	0	0	3	1	0	3	0	0	2	0	17
5:15 PM	1	3	0	0	4	0	0	1	0	0	1	0	10
5:30 PM	0	4	2	0	3	0	0	3	0	0	1	0	13
5:45 PM	0	4	0	0	2	0	0	1	0	0	1	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	52	4	3	45	1	1	24	0	0	26	1	159
APPROACH %'s :	3.45%	89.66%	6.90%	6.12%	91.84%	2.04%	4.00%	96.00%	0.00%	0.00%	96.30%	3.70%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	1	18	2	1	18	0	1	8	0	0	8	0	57
PEAK HR FACTOR :		0.875			0.679			0.750			0.667		0.891

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003 **Day:** Wednesday

HEAVY TRUCKS

City: Los Angeles **Date:** 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
7:00 AM	0	0	2	0	1	2	1	3	0	2	4	2	17
7:15 AM	4	0	0	0	3	0	0	1	0	2	3	0	13
7:30 AM	4	3	1	0	0	0	0	1	0	1	3	2	15
7:45 AM	1	0	0	0	2	0	0	2	1	1	0	1	8
8:00 AM	0	3	1	1	3	0	0	1	0	1	2	0	12
8:15 AM	1	3	0	0	0	3	1	1	1	0	0	0	10
8:30 AM	0	1	2	0	1	1	0	0	0	1	3	0	9
8:45 AM	2	3	0	0	3	1	1	0	1	0	6	0	17
9:00 AM	0	1	1	2	5	0	0	4	1	1	1	1	17
9:15 AM	3	4	3	1	5	1	1	1	1	1	8	1	30
9:30 AM	4	6	0	1	6	0	1	7	0	3	0	2	30
9:45 AM	1	2	2	0	1	2	0	6	1	1	1	1	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	26	12	5	30	10	5	27	6	14	31	10	196
APPROACH %'s :	34.48%	44.83%	20.69%	11.11%	66.67%	22.22%	13.16%	71.05%	15.79%	25.45%	56.36%	18.18%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	3	10	3	1	7	5	2	2	2	2	11	0	48
PEAK HR FACTOR :		0.800			0.813			0.500			0.542		0.706

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-003

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			Beverly Blvd			Beverly Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1	2	1	1	2	0	
3:00 PM	0	3	1	0	2	1	0	3	0	1	4	0	15
3:15 PM	0	1	2	0	3	0	0	4	0	0	1	1	12
3:30 PM	1	1	0	0	1	0	1	0	0	0	0	0	4
3:45 PM	1	2	0	2	1	0	1	0	1	1	0	0	9
4:00 PM	0	2	3	1	2	0	0	0	1	0	0	1	10
4:15 PM	0	0	0	0	1	0	0	0	1	1	0	0	3
4:30 PM	0	0	1	0	3	0	0	4	0	0	2	0	10
4:45 PM	0	1	0	0	1	1	0	2	0	0	0	0	5
5:00 PM	0	2	0	0	2	0	1	3	0	0	1	0	9
5:15 PM	0	0	0	1	1	0	1	3	0	0	1	0	7
5:30 PM	0	0	0	0	2	0	0	1	0	0	0	0	3
5:45 PM	0	0	2	2	1	0	0	3	0	0	1	0	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	12	9	6	20	2	4	23	3	3	10	2	96
APPROACH %'s :	8.70%	52.17%	39.13%	21.43%	71.43%	7.14%	13.33%	76.67%	10.00%	20.00%	66.67%	13.33%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	2	7	3	2	7	1	2	7	1	2	5	1	40
PEAK HR FACTOR :	0.750			0.833			0.625			0.400			0.667

CONTROL : Signalized

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Faifax Ave

East/West 3rd St

Day: Wednesday Date: June 3, 2015 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	65	81	42	52
BIKES	32	26	18	40
BUSES	82	87	88	87

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	264	8.00	354	8.45	182	9.15	352	9.00
PM PK 15 MIN	279	17.45	307	16.00	330	16.30	249	16.45
AM PK HOUR	922	7.45	1357	8.15	687	9.00	1333	8.15
PM PK HOUR	1015	17.00	1181	16.00	1271	16.30	929	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	654	50	766
8-9	76	722	67	865
9-10	82	721	59	862
15-16	73	801	117	991
16-17	78	751	134	963
17-18	72	840	103	1015
TOTAL	443	4489	530	5462

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	85	916	77	1078
8-9	111	1108	130	1349
9-10	132	1027	113	1272
15-16	173	809	152	1134
16-17	195	854	132	1181
17-18	171	756	118	1045
TOTAL	867	5470	722	7059

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1844	65	0	74	0
2214	78	0	134	2
2134	89	0	119	1
2125	180	0	263	5
2144	234	0	234	0
2060	180	0	179	0
12521	826	0	1003	8

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	354	33	463
8-9	136	485	50	671
9-10	150	481	56	687
15-16	181	862	59	1102
16-17	200	976	63	1239
17-18	155	1005	47	1207
TOTAL	898	4163	308	5369

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	149	837	108	1094
8-9	218	963	103	1284
9-10	210	940	124	1274
15-16	142	581	172	895
16-17	148	570	164	882
17-18	144	587	190	921
TOTAL	1011	4478	861	6350

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1557	37	0	86	0
1955	59	0	144	3
1961	76	0	144	0
1997	154	0	404	1
2121	212	0	456	5
2128	159	0	270	0
11719	697	0	1504	9

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Faifax Ave and 3rd St , Los Angeles

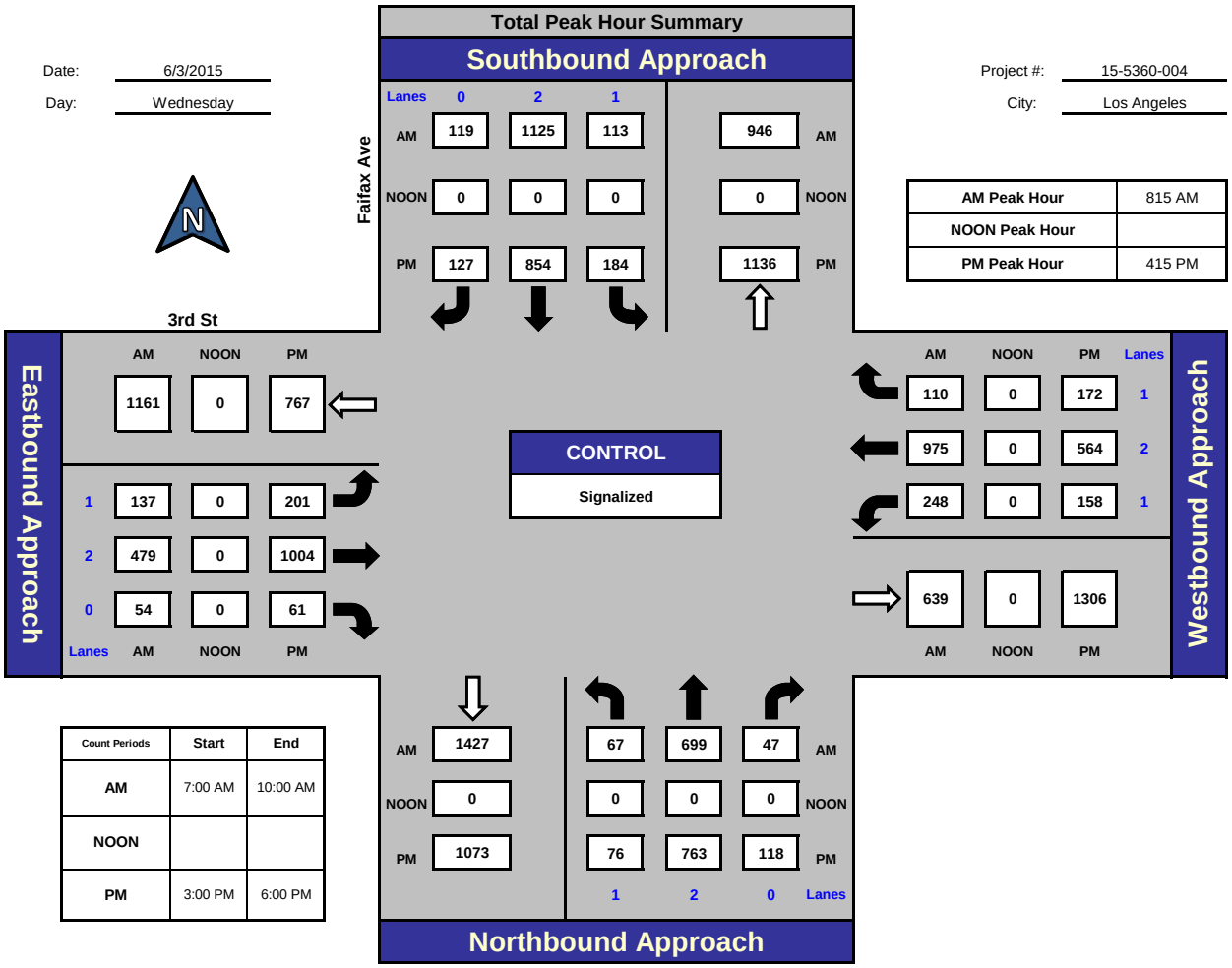
Date: 6/3/2015

Day: Wednesday

Project #: 15-5360-004

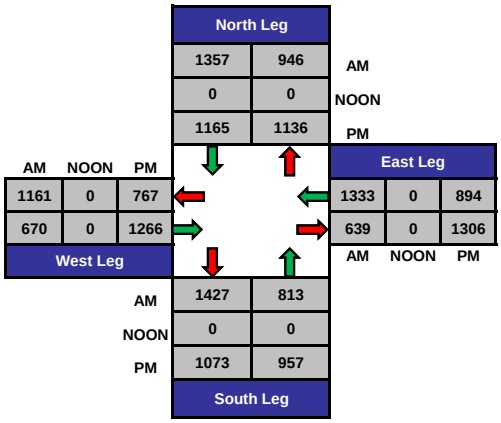
City: Los Angeles

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	415 PM

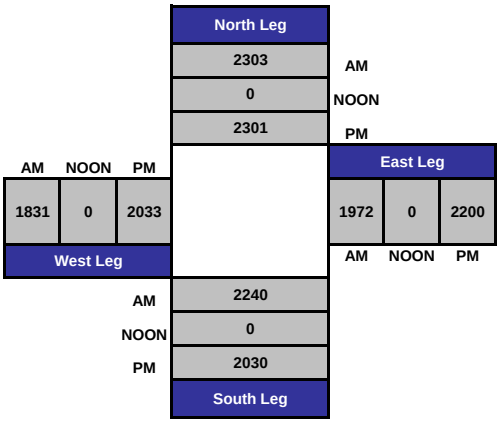


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
7:00 AM	11	109	9	24	199	12	15	71	11	32	150	13	656
7:15 AM	23	147	10	21	232	16	20	72	5	32	202	27	807
7:30 AM	12	188	15	15	251	28	22	99	6	35	234	34	939
7:45 AM	16	210	16	25	234	21	19	112	11	50	251	34	999
8:00 AM	24	208	32	33	267	43	26	120	13	36	236	31	1069
8:15 AM	18	166	12	26	263	26	44	109	15	61	250	24	1014
8:30 AM	17	189	14	30	286	21	38	130	10	58	237	20	1050
8:45 AM	17	159	9	22	292	40	28	126	12	63	240	28	1036
9:00 AM	15	185	12	35	284	32	27	114	17	66	248	38	1073
9:15 AM	25	160	9	30	239	33	38	130	14	54	233	27	992
9:30 AM	20	193	23	27	265	23	41	123	12	44	235	29	1035
9:45 AM	22	183	15	40	239	25	44	114	13	46	224	30	995
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	220	2097	176	328	3051	320	362	1320	139	577	2740	335	11665
APPROACH %'s :	8.82%	84.12%	7.06%	8.87%	82.48%	8.65%	19.88%	72.49%	7.63%	15.80%	75.03%	9.17%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	67	699	47	113	1125	119	137	479	54	248	975	110	4173
PEAK HR FACTOR :		0.924			0.958			0.941			0.947		0.972

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

TOTALS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
3:00 PM	19	188	26	42	208	43	51	211	14	35	144	45	1026
3:15 PM	19	196	30	48	194	37	44	217	16	36	149	44	1030
3:30 PM	16	210	32	39	221	24	44	217	16	34	150	40	1043
3:45 PM	19	207	29	44	186	48	42	217	13	37	138	43	1023
4:00 PM	17	187	43	56	218	33	46	225	17	29	128	32	1031
4:15 PM	25	178	42	50	204	34	40	251	14	35	137	43	1053
4:30 PM	18	200	25	41	217	38	53	260	17	38	151	40	1098
4:45 PM	18	186	24	48	215	27	61	240	15	46	154	49	1083
5:00 PM	15	199	27	45	218	28	47	253	15	39	122	40	1048
5:15 PM	14	216	20	41	178	31	36	265	9	29	174	35	1048
5:30 PM	23	194	28	35	177	30	34	219	10	44	140	57	991
5:45 PM	20	231	28	50	183	29	38	268	13	32	151	58	1101
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	223	2392	354	539	2419	402	536	2843	169	434	1738	526	12575
APPROACH %'s :	7.51%	80.57%	11.92%	16.04%	71.99%	11.96%	15.11%	80.13%	4.76%	16.09%	64.42%	19.50%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	76	763	118	184	854	127	201	1004	61	158	564	172	4282
PEAK HR FACTOR :		0.977			0.984			0.959			0.898		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

CARS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
7:00 AM	10	103	9	22	196	11	15	64	11	31	147	13	632
7:15 AM	23	141	8	20	227	15	18	66	5	32	195	23	773
7:30 AM	12	178	14	14	247	26	22	96	6	35	227	34	911
7:45 AM	14	207	15	21	226	21	18	109	11	48	246	31	967
8:00 AM	24	200	31	33	266	41	25	115	13	36	230	30	1044
8:15 AM	17	162	11	24	258	26	42	105	15	60	246	23	989
8:30 AM	17	187	14	29	284	19	35	124	9	58	231	19	1026
8:45 AM	17	154	9	20	288	38	27	124	11	62	235	27	1012
9:00 AM	15	182	11	34	275	28	24	110	17	66	246	37	1045
9:15 AM	25	150	9	28	233	33	38	127	14	53	228	26	964
9:30 AM	19	185	20	24	260	21	39	119	11	43	227	27	995
9:45 AM	22	173	15	39	234	24	43	110	12	45	220	30	967
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	215	2022	166	308	2994	303	346	1269	135	569	2678	320	11325
APPROACH %'s :	8.95%	84.14%	6.91%	8.54%	83.05%	8.40%	19.77%	72.51%	7.71%	15.95%	75.08%	8.97%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	66	685	45	107	1105	111	128	463	52	246	958	106	4072
PEAK HR FACTOR :		0.913			0.956			0.957			0.938		0.974

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

CARS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
3:00 PM	19	185	26	41	204	43	49	208	14	33	143	45	1010
3:15 PM	19	194	30	47	191	34	43	215	15	36	146	43	1013
3:30 PM	16	204	32	39	214	23	42	215	15	32	146	39	1017
3:45 PM	19	201	27	42	182	46	40	213	13	37	134	43	997
4:00 PM	17	182	43	55	215	32	46	220	15	29	127	29	1010
4:15 PM	25	174	42	49	199	34	39	247	13	34	133	42	1031
4:30 PM	18	197	25	40	213	38	52	255	16	37	149	39	1079
4:45 PM	18	179	24	47	211	26	60	235	15	45	150	49	1059
5:00 PM	15	193	27	43	213	27	47	250	15	38	120	40	1028
5:15 PM	14	213	20	39	174	31	35	264	9	29	172	35	1035
5:30 PM	23	190	28	34	174	30	33	216	10	44	135	55	972
5:45 PM	20	225	28	50	177	29	36	266	13	31	148	57	1080
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	223	2337	352	526	2367	393	522	2804	163	425	1703	516	12331
APPROACH %'s :	7.66%	80.25%	12.09%	16.01%	72.03%	11.96%	14.96%	80.37%	4.67%	16.07%	64.41%	19.52%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	76	743	118	179	836	125	198	987	59	154	552	170	4197
PEAK HR FACTOR :		0.972			0.979			0.963			0.898		0.972

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 15-5360-004
N/S Street: Faifax Ave
E/W Street: 3rd St
DATE: 6/3/2015 DAY: Wednesday
CITY: Los Angeles

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	8	4	5	13	3	17	4	3
7:15 AM	7	12	10	7	12	14	3	6
7:30 AM	7	11	6	10	6	12	5	4
7:45 AM	12	13	8	6	13	9	4	8
8:00 AM	9	22	7	7	15	17	4	11
8:15 AM	16	20	11	7	14	23	6	7
8:30 AM	14	15	11	14	24	15	9	7
8:45 AM	16	22	9	12	12	24	5	10
9:00 AM	10	17	16	5	21	12	9	10
9:15 AM	8	14	8	9	10	21	8	12
9:30 AM	18	20	17	8	22	14	4	11
9:45 AM	26	6	12	14	19	25	19	3
TOTALS	**151**	**176**	**120**	**112**	**171**	**203**	**80**	**92**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	1	0	0	0
8:15 AM	1	0	0	0	0	1	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	1	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**1**	**2**	**0**	**0**	**1**	**2**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	24	37	27	19	44	62	16	19
3:15 PM	35	26	44	22	42	58	14	17
3:30 PM	36	42	27	11	42	56	26	24
3:45 PM	47	16	17	13	45	55	16	22
4:00 PM	65	16	31	18	45	68	27	26
4:15 PM	30	43	35	36	50	68	22	34
4:30 PM	21	28	39	25	71	42	34	24
4:45 PM	16	15	28	22	51	61	21	24
5:00 PM	41	20	19	23	37	44	32	26
5:15 PM	22	27	15	22	11	32	14	13
5:30 PM	19	17	24	26	35	41	16	23
5:45 PM	17	16	27	24	37	33	14	21
TOTALS	**373**	**303**	**333**	**261**	**510**	**620**	**252**	**273**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	2	0	0	0	0	0	0	0
3:15 PM	0	2	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0
3:45 PM	1	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	5	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**3**	**2**	**0**	**0**	**5**	**1**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
7:00 AM	0	2	0	0	0	0	1	0	0	0	0	0	3
7:15 AM	1	1	0	0	1	0	0	0	0	0	1	0	4
7:30 AM	0	1	0	1	0	0	0	0	0	1	0	0	3
7:45 AM	1	1	0	0	0	0	0	0	1	0	2	1	6
8:00 AM	0	1	0	0	0	0	0	2	0	1	1	0	5
8:15 AM	0	3	0	0	1	1	1	0	0	0	1	0	7
8:30 AM	0	0	1	0	0	0	0	0	0	0	3	0	4
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
9:15 AM	0	0	1	0	2	0	0	1	0	1	1	0	6
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	10	2	1	5	1	2	3	1	3	12	1	43
APPROACH %'s :	14.29%	71.43%	14.29%	14.29%	71.43%	14.29%	33.33%	50.00%	16.67%	18.75%	75.00%	6.25%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	3	1	0	2	1	1	0	0	0	5	0	13
PEAK HR FACTOR :		0.333			0.375			0.250			0.417		0.464

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

BIKES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
3:00 PM	1	0	0	0	1	0	0	0	1	0	3	0	6
3:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
3:30 PM	0	2	0	2	5	0	0	0	0	0	2	0	11
3:45 PM	0	2	0	0	1	0	0	2	0	1	1	0	7
4:00 PM	0	1	0	1	4	0	0	2	0	0	1	1	10
4:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	3	0	0	0	0	0	0	0	0	5	0	8
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
5:30 PM	0	3	0	0	1	0	1	0	0	1	4	0	10
5:45 PM	0	2	0	0	2	0	0	2	0	1	1	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	17	0	3	16	0	1	9	2	3	20	1	73
APPROACH %'s :	5.56%	94.44%	0.00%	15.79%	84.21%	0.00%	8.33%	75.00%	16.67%	12.50%	83.33%	4.17%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	5	0	0	0	0	0	3	1	0	6	0	15
PEAK HR FACTOR :	0.417			0.000			0.333			0.300			0.469

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
7:00 AM	0	4	0	0	3	1	0	5	0	0	3	0	16
7:15 AM	0	2	0	1	3	0	2	6	0	0	5	4	23
7:30 AM	0	3	1	1	2	1	0	3	0	0	4	0	15
7:45 AM	0	3	1	1	4	0	0	3	0	0	3	2	17
8:00 AM	0	5	0	0	0	1	0	4	0	0	2	0	12
8:15 AM	0	2	0	1	3	0	1	4	0	0	2	0	13
8:30 AM	0	2	0	1	1	2	2	2	0	0	4	0	14
8:45 AM	0	3	0	1	2	0	1	2	0	0	5	0	14
9:00 AM	0	3	0	0	2	1	0	2	0	0	2	0	10
9:15 AM	0	3	0	1	3	0	0	1	0	0	3	0	11
9:30 AM	0	1	0	1	1	1	1	1	0	0	2	1	9
9:45 AM	0	5	0	1	3	0	1	3	0	0	1	0	14
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	36	2	9	27	7	8	36	0	0	36	7	168
APPROACH %'s :	0.00%	94.74%	5.26%	20.93%	62.79%	16.28%	18.18%	81.82%	0.00%	0.00%	83.72%	16.28%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	0	10	0	3	8	3	4	10	0	0	13	0	51
PEAK HR FACTOR :		0.833			0.875			0.700			0.650		0.911

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

BUSES

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
3:00 PM	0	3	0	0	1	0	1	2	0	1	1	0	9
3:15 PM	0	2	0	1	3	1	1	1	0	0	3	0	12
3:30 PM	0	5	0	0	5	0	0	1	0	0	4	1	16
3:45 PM	0	3	1	1	3	0	1	4	0	0	4	0	17
4:00 PM	0	2	0	0	1	1	0	5	0	0	1	3	13
4:15 PM	0	4	0	1	3	0	0	4	0	1	4	0	17
4:30 PM	0	3	0	0	4	0	1	5	0	1	2	1	17
4:45 PM	0	5	0	1	4	0	1	5	0	0	4	0	20
5:00 PM	0	6	0	1	1	1	0	3	0	0	2	0	14
5:15 PM	0	2	0	0	3	0	1	1	0	0	2	0	9
5:30 PM	0	4	0	1	3	0	1	3	0	0	4	1	17
5:45 PM	0	4	0	0	4	0	1	2	0	0	3	1	15
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	43	1	6	35	3	8	36	0	3	34	7	176
APPROACH %'s :	0.00%	97.73%	2.27%	13.64%	79.55%	6.82%	18.18%	81.82%	0.00%	6.82%	77.27%	15.91%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	18	0	3	12	1	2	17	0	2	12	1	68
PEAK HR FACTOR :		0.750			0.800			0.792			0.750		0.850

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

AM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
7:00 AM	1	2	0	2	0	0	0	2	0	1	0	0	8
7:15 AM	0	4	2	0	2	1	0	0	0	0	2	0	11
7:30 AM	0	7	0	0	2	1	0	0	0	0	3	0	13
7:45 AM	2	0	0	3	4	0	1	0	0	2	2	1	15
8:00 AM	0	3	1	0	1	1	1	1	0	0	4	1	13
8:15 AM	1	2	1	1	2	0	1	0	0	1	2	1	12
8:30 AM	0	0	0	0	1	0	1	4	1	0	2	1	10
8:45 AM	0	2	0	1	2	2	0	0	1	1	0	1	10
9:00 AM	0	0	1	1	7	3	3	2	0	0	0	1	18
9:15 AM	0	7	0	1	3	0	0	2	0	1	2	1	17
9:30 AM	1	7	3	2	4	1	1	3	1	1	6	1	31
9:45 AM	0	5	0	0	2	1	0	1	1	1	3	0	14
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	39	8	11	30	10	8	15	4	8	26	8	172
APPROACH %'s :	9.62%	75.00%	15.38%	21.57%	58.82%	19.61%	29.63%	55.56%	14.81%	19.05%	61.90%	19.05%	
PEAK HR START TIME :	815 AM												TOTAL
PEAK HR VOL :	1	4	2	3	12	5	5	6	2	2	4	4	50
PEAK HR FACTOR :	0.438			0.455			0.542			0.625			0.694

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5360-004

Day: Wednesday

HEAVY TRUCKS

City: Los Angeles

Date: 6/3/2015

PM

NS/EW Streets:	Faifax Ave			Faifax Ave			3rd St			3rd St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	
3:00 PM	0	0	0	1	3	0	1	1	0	1	0	0	7
3:15 PM	0	0	0	0	0	2	0	1	1	0	0	1	5
3:30 PM	0	1	0	0	2	1	2	1	1	2	0	0	10
3:45 PM	0	3	1	1	1	2	1	0	0	0	0	0	9
4:00 PM	0	3	0	1	2	0	0	0	2	0	0	0	8
4:15 PM	0	0	0	0	2	0	1	0	1	0	0	1	5
4:30 PM	0	0	0	1	0	0	0	0	1	0	0	0	2
4:45 PM	0	2	0	0	0	1	0	0	0	1	0	0	4
5:00 PM	0	0	0	1	4	0	0	0	0	1	0	0	6
5:15 PM	0	1	0	2	1	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2
5:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	12	1	7	17	6	6	3	6	6	1	3	68
APPROACH %'s :	0.00%	92.31%	7.69%	23.33%	56.67%	20.00%	40.00%	20.00%	40.00%	60.00%	10.00%	30.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	2	0	2	6	1	1	0	2	2	0	1	17
PEAK HR FACTOR :		0.250			0.450			0.375			0.750		0.708

CONTROL : Signalized

APPENDIX F

RELATED PROJECT TRIP GENERATION

RELATED PROJECT LIST

8000 Beverly Boulevard

#	Project	Size		Location	Daily Traffic	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hours In	PM Peak Hours Out	PM Peak Hours Total
1	Hotel	371	rooms	8500 W Sunset Bl	5412	177	177	354	217	217	434
	Restaurant/Retail	34,000	sf								
	Theater	7,000	sf								
	Restaurant	2,500	sf								
2	Apartments	175	units	5500 W Wilshire Bl	842	12	49	61	52	28	80
3	Apartments	60	units	5863 W 3rd St	492	2	25	27	34	13	47
	Retail	5,350	sf								
4	Condominiums	140	units	300 S Wetherly Dr	270	3	17	20	16	6	22
5	Office	88,750	sf	936 N La Brea Av	911	24	5	29	14	37	51
	Office	-59,750	sf								
	Retail	19,923	sf								
6	Bank, apt., condos, coffee			6245 W Wilshire Bl	1,181	29	74	103	32	2	34
7	Nursing Facility	205	beds	1022 S La Cienega Bl	(289)	(4)	(15)	(19)	(14)	(8)	(22)
	Apartments(to be removed)	-36	units								
8	Apartments	22	units	6535 Wilshire Bl	786	61	17	78	20	63	83
	Office	62,000	sf								
	Retail	5,603	sf								
9	Improve Shopping Ctr	303,440	sf	100 N La Cienega Bl	1,663	(11)	15	4	88	77	165
	Restaurant	28,000	sf								
	General office	7,000	sf								
	Fitness studio	7,100	sf								

RELATED PROJECT LIST

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
10	Pre-K	120	students	7002 W Clinton St	155	20	18	38	11	12	23
	Nursery school	60	students								
11	Condominiums	300	units	6298 W 3rd St	(655)	(8)	56	48	(24)	(53)	(77)
12	Self Storage	171,225	sf	111 S The Grove Dr	409	13	11	24	22	22	44
13	Apartments	71	units	7901 W Beverly Bl	493	7	29	36	30	16	46
	Retail	11,454	sf								
14	Apartments	179	units	915 N La Brea Ave	2,615	5	86	91	158	90	248
	Supermarket	33,500	sf								
	Apartments	179	units								
15	Apartments	125	units	375 N La Cienga Bl	168	8	47	55	34	11	45
	Retail	17,400	sf								
16	Kindergarden	38	students	1055 S La Cienega Bl	423	75	58	133	46	54	100
	Pre School	120	students								
17	Apartments	45	units	316 N La Cienega Bl	602	41	53	94	31	22	53
	Restaurant	800	sf								
	Retail	3,800	sf								
18	Shopping Center	15,265	sf	925 N La Brea Av	735	58	11	69	24	61	85
	Office	46,527	sf								
19	Apartments	169	units	904 N La Brea Av	2,072	25	68	93	83	103	186
	Office	40,000	sf								
20	Office	265,000	sf	5757 W Wilshire Bl	1798	228	57	285	55	220	275
21	Apartments	149	units	910 S Fairfax Av	1,057	45	73	118	58	35	93
	School	63	students								
	Retail	4,640	sf								

RELATED PROJECT LIST

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
22	Apartments	49	units	5889 W Olympic Bl	402	9	21	30	21	17	38
	Retail	4,000	sf								
23	Museum	5,000	guests	6067 W Wilshire Bl	2,693	26	6	32	56	261	317
		135	employees								
	Retail	5,000	sf								
	Restaurant	4,000	sf								
24	Apartments	162	units	333 S La Cienega Bl	2,020	35	71	106	114	77	191
	Supermarket	27,000	sf								
	Restaurant	3,560	sf								
25	Apartments	40	units	7000 W Melrose Av	334	4	17	21	20	12	32
	Retail	7,565	sf								
26	Apartments	49	units	5891 W Olympic Bl	326	5	20	25	20	10	30
27	Apartments	90	units	1056 S La Cienega Bl	477	0	32	32	30	12	42
28	Retail	12,685	sf	8001 W Beverly Bl	2,110	84	66	150	97	71	168
	Restaurant	15,245	sf								
29	Single Family Homes	8	homes	750 N Edinburgh Av	23	1	1	2	2	1	3
30	Mixed Use	334,000	sf	8150 Sunset Bl	7,229	105	148	153	324	309	643
	Apartments/Condos	249	units								
31	2nd Story Commercial	930	sf	8457 Melrose Av	325	6	3	9	13	14	27
32	Center for Early Education			563 Alfred St	438	42	38	80	38	43	81
33	Multi Family Home	34	units	826 Kings Road	226	3	14	17	14	7	21
34	Multi Family Home	17	units	8328 Willoughby	113	2	7	9	7	4	11

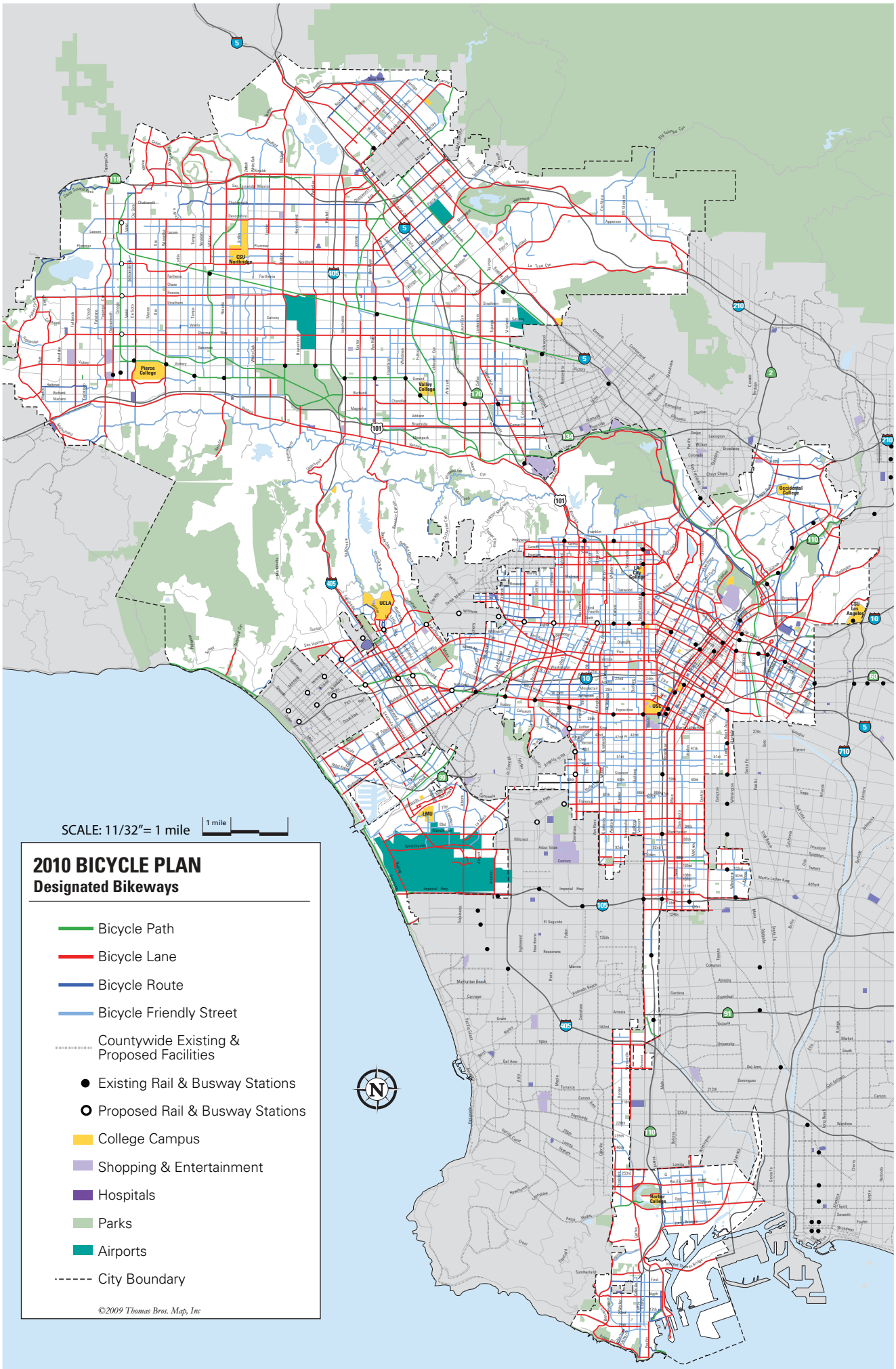
RELATED PROJECT LIST

8000 Beverly Boulevard

					Daily	AM Peak Hour			PM Peak Hours		
					Traffic	In	Out	Total	In	Out	Total
35	Design Showroom	4,392	sf	605 West Knolls Dr	188	3	2	5	8	8	16
36	Retail/Restaurant	9,545	sf	8583 Melrose Av	408	6	3	9	17	18	35
37	Commercial addition	3,070	sf	8611 Melrose Av	131	2	1	3	5	6	11
38	Mixed Use	42,000	sf	8713 Beverly Bl	1,793	25	15	40	75	81	156
39	Hotel	251	units	645 Robertson Bl	2,239	98	71	169	86	90	176
40	Retail Addition	5,504	sf	8800 Melrose Av	235	3	2	5	10	11	21
41	Memory Care	20	beds	8070 Beverly Bl	335	33	22	11	12	30	42
	Assisted Living	40	beds								
	Independent Living	40	units								
	Medical Clinic	11,251	sf								
	Synagogue	5,061	sf								
42	Office	28,341	sf	320 N Fairfax	276	28	9	37	4	21	25
43	Hotel	176	rooms	6399 Wilshire	377	(63)	19	(45)	22	(48)	(26)

APPENDIX G

BICYCLE MASTER PLANS



Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

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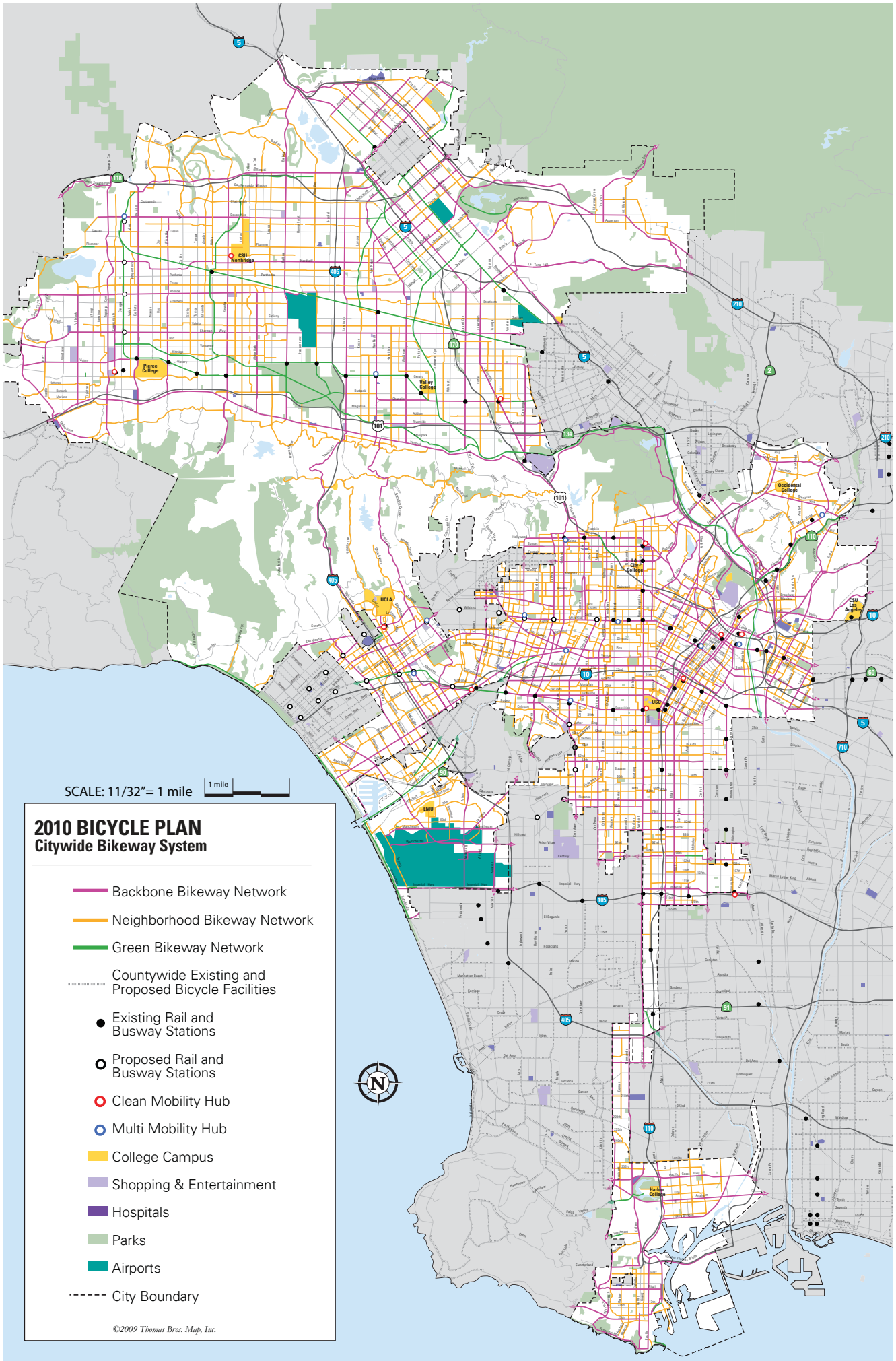

Prepared by City of Los Angeles Planning Department • Graphics Section • March 2011

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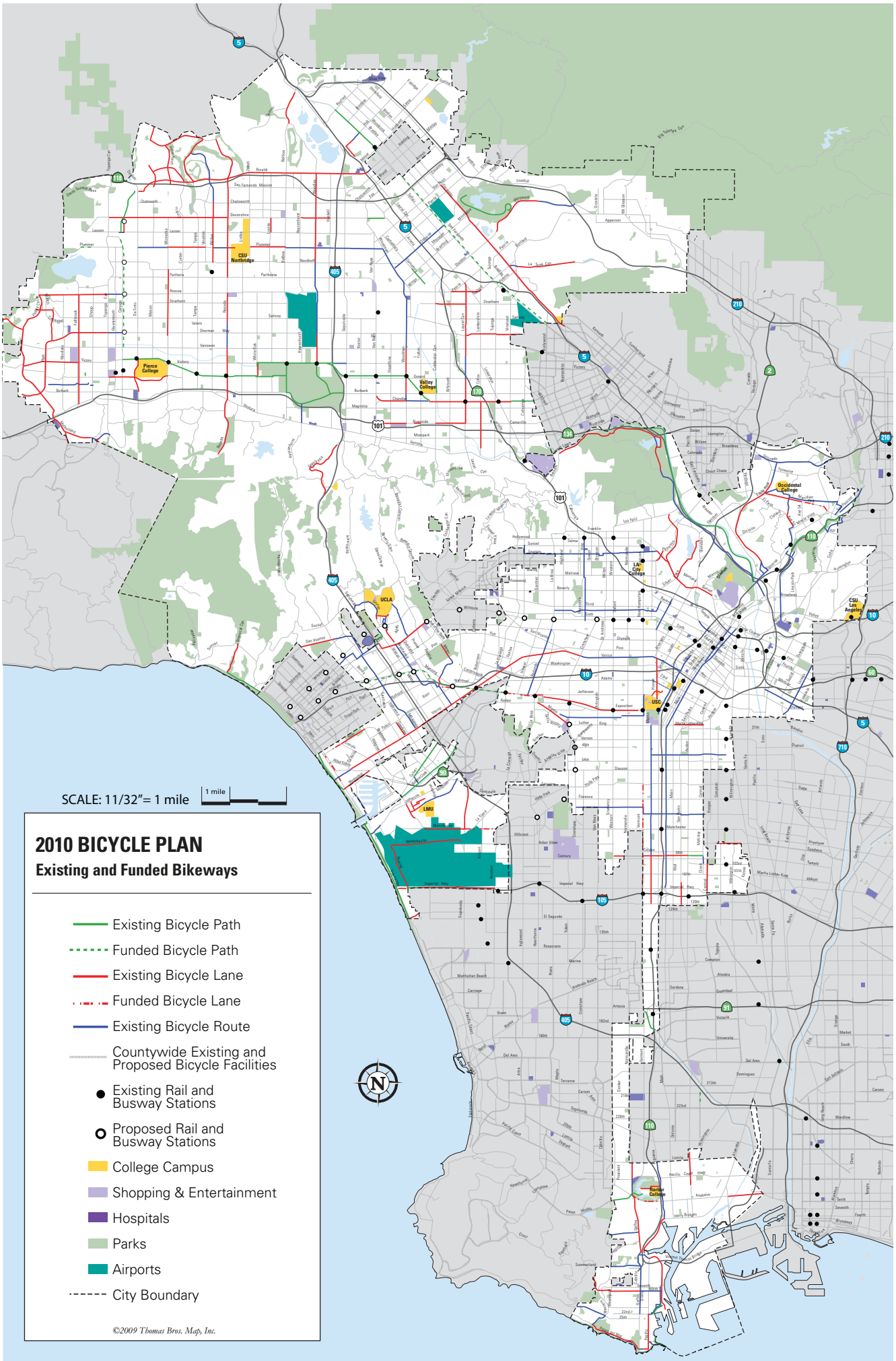

Prepared by City of Los Angeles Planning Department • Graphics Section • March, 2011

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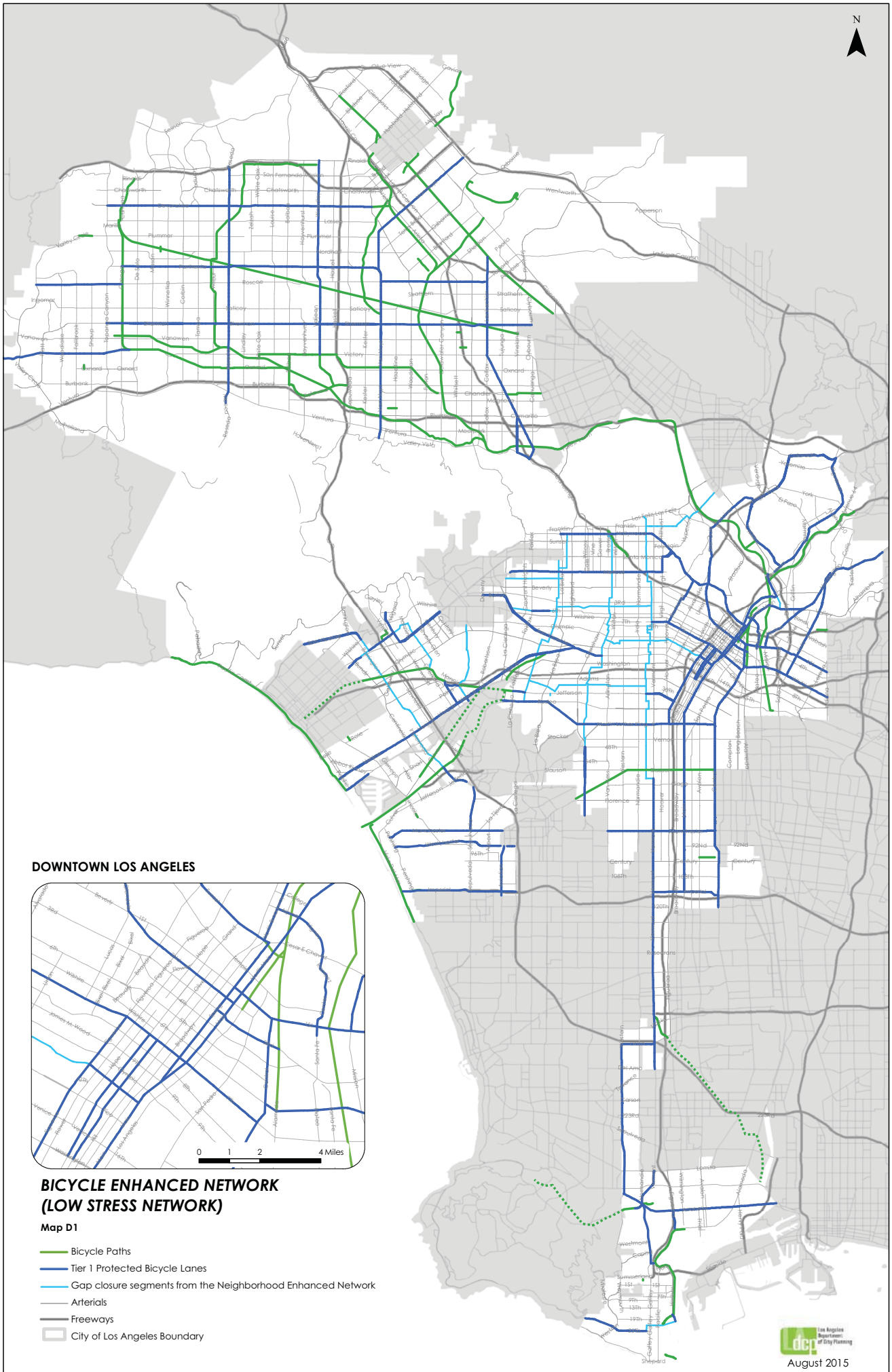

N
DOWNTOWN LOS ANGELES
0 1 2 4 Miles
BICYCLE ENHANCED NETWORK
(LOW STRESS NETWORK)
Map D1
Bicycle Paths
Tier 1 Protected Bicycle Lanes
Gap closure segments from the Neighborhood Enhanced Network
Arterials
Freeways
City of Los Angeles Boundary
0 3 6 9 Miles
August 2015

APPENDIX H

LEVEL OF SERVICE WORKSHEETS

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BI	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	12/19/2016
1	East-West Street:	BEVERLY BI	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB--	3
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	76	1	76	4	80	80	17	95	1	95	4	99	1	99	0	99	1	99
Left-Through		0							0				0				0	
Through	835	2	**418**	4	839	**420**	40	900	2	**450**	4	904	2	**452**	0	904	2	**452**
Through-Right		0							0				0				0	
Right	240	1	60	1	241	61	12	259	1	66	1	260	1	67	0	260	1	67
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	77	1	**77**	2	79	**79**	18	97	1	**97**	2	99	1	**99**	0	99	1	**99**
Left-Through		0							0				0				0	
Through	1003	2	410	0	1003	410	43	1076	2	439	0	1076	2	439	0	1076	2	439
Through-Right		1							1				1				1	
Right	228	0	228	0	228	228	5	240	0	240	0	240	0	240	0	240	0	240
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	117	2	**64**	0	117	**64**	4	125	2	**69**	0	125	2	**69**	0	125	2	**69**
Left-Through		0							0				0				0	
Through	607	2	304	2	609	305	10	635	2	318	2	637	2	319	0	637	2	319
Through-Right		0							0				0				0	
Right	74	1	0	0	74	0	18	94	1	0	0	94	1	0	0	94	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	328	2	180	0	328	180	13	351	2	193	0	351	2	193	0	351	2	193
Left-Through		0							0				0				0	
Through	1074	2	**537**	0	1074	**537**	13	1120	2	**560**	0	1120	2	**560**	0	1120	2	**560**
Through-Right		0							0				0				0	
Right	102	1	25	0	102	23	20	125	1	28	0	125	1	26	0	125	1	26
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		495	North-South:		499	North-South:			547	North-South:			551	North-South:			551
	East-West:		601	East-West:		601	East-West:			629	East-West:			629	East-West:			629
	SUM:		1096	SUM:		1100	SUM:			1176	SUM:			1180	SUM:			1180
VOLUME/CAPACITY (*V/C*) RATIO:			0.797			0.800				0.855				0.858				0.858
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.727			0.730				0.785				0.788				0.788
LEVEL OF SERVICE (LOS):			C			C				C				C				C

REMARKS: capcity reduced due to upstream delay

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 Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	LA CIENEGA BI	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	12/19/2016
1	East-West Street:	BEVERLY BI	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB-- 0	NB--	3	SB--	0
	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB-- 3	EB--	3	WB--	3
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	91	1	91	2	93	93	32	126	1	126	2	128	1	128	0	128	1	128
Left-Through		0							0				0				0	
Through	931	2	**466**	2	933	**467**	60	1019	2	**510**	2	1021	2	**511**	0	1021	2	**511**
Through-Right		0							0				0				0	
Right	370	1	229	2	372	231	20	401	1	246	2	403	1	248	0	403	1	248
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	121	1	**121**	4	125	**125**	24	149	1	**149**	4	153	1	**153**	0	153	1	**153**
Left-Through		0							0				0				0	
Through	875	2	338	0	875	338	46	948	2	366	0	948	2	366	0	948	2	366
Through-Right		1							1				1				1	
Right	138	0	138	0	138	138	8	150	0	150	0	150	0	150	0	150	0	150
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	391	2	215	0	391	215	8	411	2	226	0	411	2	226	0	411	2	226
Left-Through		0							0				0				0	
Through	1143	2	**572**	4	1147	**574**	18	1196	2	**598**	4	1200	2	**600**	0	1200	2	**600**
Through-Right		0							0				0				0	
Right	115	1	24	0	115	22	17	135	1	9	0	135	1	7	0	135	1	7
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	256	2	**141**	0	256	**141**	17	281	2	**155**	0	281	2	**155**	0	281	2	**155**
Left-Through		0							0				0				0	
Through	773	2	387	0	773	387	15	811	2	406	0	811	2	406	0	811	2	406
Through-Right		0							0				0				0	
Right	159	1	38	0	159	34	21	185	1	36	0	185	1	32	0	185	1	32
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		587	*North-South:*		592	*North-South:*			659	*North-South:*			664	*North-South:*			664
	East-West:		713	*East-West:*		715	*East-West:*			753	*East-West:*			755	*East-West:*			755
	SUM:		1300	*SUM:*		1307	*SUM:*			1412	*SUM:*			1419	*SUM:*			1419
VOLUME/CAPACITY *(V/C)* RATIO:			0.945			0.951				1.027				1.032				1.032
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.875**			**0.881**				**0.957**				**0.962**				**0.962**
LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS: Capacity reduced due to high ped volume

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:	CRESCENT HEIGHTS BI	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	11/5/2016
2	East-West Street:	MELROSE AVE	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	58	1	**58**	2	60	**60**	4	64	1	**64**	2	66	1	**66**	0	66	1	**66**
Left-Through		0							0				0				0	
Through	412	1	237	2	414	240	35	459	1	267	2	461	1	270	0	461	1	270
Through-Right		1							1				1				1	
Right	62	0	62	4	66	66	10	74	0	74	4	78	0	78	0	78	0	78
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	79	1	79	0	79	79	17	98	1	98	0	98	1	98	0	98	1	98
Left-Through		0							0				0				0	
Through	978	1	**613**	1	979	**614**	35	1043	1	**652**	1	1044	1	**652**	0	1044	1	**652**
Through-Right		1							1				1				1	
Right	248	0	248	0	248	248	4	260	0	260	0	260	0	260	0	260	0	260
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	68	1	**68**	0	68	**68**	6	76	1	**76**	0	76	1	**76**	0	76	1	**76**
Left-Through		0							0				0				0	
Through	736	1	390	0	736	391	15	773	1	410	0	773	1	411	0	773	1	411
Through-Right		1							1				1				1	
Right	44	0	44	1	45	45	2	47	0	47	1	48	0	48	0	48	0	48
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	133	1	133	2	135	135	11	148	1	148	2	150	1	150	0	150	1	150
Left-Through		0							0				0				0	
Through	1519	1	**772**	0	1519	**772**	19	1584	1	**815**	0	1584	1	**815**	0	1584	1	**815**
Through-Right		1							1				1				1	
Right	24	0	24	0	24	24	21	46	0	46	0	46	0	46	0	46	0	46
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		671	North-South:		674	North-South:			716	North-South:			718	North-South:			718
	East-West:		840	East-West:		840	East-West:			891	East-West:			891	East-West:			891
	SUM:		1511	SUM:		1514	SUM:			1607	SUM:			1609	SUM:			1609
VOLUME/CAPACITY (*V/C*) RATIO:			1.007			1.009				1.071				1.073				1.073
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.907			0.909				0.971				0.973				0.973
LEVEL OF SERVICE (LOS):			E			E				E				E				E

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:	CRESCENT HEIGHTS BI	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	11/5/2016
2	East-West Street:	MELROSE AVE	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	107	1	107	1	108	108	2	112	1	112	1	113	1	113	0	113	1	113
Left-Through		0							0				0				0	
Through	968	1	**528**	1	969	**530**	52	1049	1	**578**	1	1050	1	**580**	0	1050	1	**580**
Through-Right		1							1				1				1	
Right	88	0	88	2	90	90	16	107	0	107	2	109	0	109	0	109	0	109
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	77	1	**77**	0	77	**77**	26	105	1	**105**	0	105	1	**105**	0	105	1	**105**
Left-Through		0							0				0				0	
Through	571	1	336	2	573	337	39	627	1	369	2	629	1	370	0	629	1	370
Through-Right		1							1				1				1	
Right	101	0	101	0	101	101	7	111	0	111	0	111	0	111	0	111	0	111
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	133	1	133	0	133	133	5	142	1	142	0	142	1	142	0	142	1	142
Left-Through		0							0				0				0	
Through	1238	1	**642**	0	1238	**643**	27	1303	1	**676**	0	1303	1	**677**	0	1303	1	**677**
Through-Right		1							1				1				1	
Right	45	0	45	2	47	47	3	49	0	49	2	51	0	51	0	51	0	51
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
Left	71	1	**71**	4	75	**72**	16	89	1	**89**	4	93	1	**90**	0	93	1	**90**
Left-Through		0							0				0				0	
Through	930	1	485	0	930	487	28	986	1	526	0	986	1	528	0	986	1	528
Through-Right		1							1				1				1	
Right	40	0	40	0	40	42	24	65	0	65	0	65	0	67	0	65	0	67
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		605	North-South:		607	North-South:			683	North-South:			685	North-South:			685
	East-West:		713	East-West:		715	East-West:			765	East-West:			767	East-West:			767
	SUM:		1318	SUM:		1322	SUM:			1448	SUM:			1452	SUM:			1452
VOLUME/CAPACITY (V/C) RATIO:			0.879			0.881				0.965				0.968				0.968
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.779			0.781				0.865				0.868				0.868
LEVEL OF SERVICE (LOS):			C			C				D				D				D

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:	CRESCENT HEIGHTS BI	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RC	Date:	12/19/2016
3	East-West Street:	BEVERLY BI	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
Left-Through		1							1				1				1	
Through	463	0	275	9	472	279	29	506	0	300	9	515	0	304	0	515	0	304
Through-Right		1							1				1				1	
Right	44	0	275	0	44	279	6	51	0	300	0	51	0	304	0	51	0	304
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
Left-Through		1							1				1				1	
Through	890	0	**516**	5	895	**519**	55	972	0	**567**	5	977	0	**569**	0	977	0	**569**
Through-Right		1							1				1				1	
Right	124	0	516	0	124	519	15	143	0	567	0	143	0	569	0	143	0	569
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	55	1	**55**	0	55	**55**	8	65	1	**65**	0	65	1	**65**	0	65	1	**65**
Left-Through		0							0				0				0	
Through	742	1	391	7	749	395	34	798	1	420	7	805	1	423	0	805	1	423
Through-Right		1							1				1				1	
Right	40	0	40	0	40	40	0	41	0	41	0	41	0	41	0	41	0	41
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	114	1	114	0	114	114	4	121	1	121	0	121	1	121	0	121	1	121
Left-Through		0							0				0				0	
Through	1466	1	**747**	0	1466	**747**	32	1542	1	**792**	0	1542	1	**792**	0	1542	1	**792**
Through-Right		1							1				1				1	
Right	27	0	27	0	27	27	13	41	0	41	0	41	0	41	0	41	0	41
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		523	North-South:		526	North-South:			574	North-South:			576	North-South:			576
	East-West:		802	East-West:		802	East-West:			857	East-West:			857	East-West:			857
	SUM:		1325	SUM:		1328	SUM:			1431	SUM:			1433	SUM:			1433
VOLUME/CAPACITY (*V/C*) RATIO:			0.883			0.885				0.954				0.955				0.955
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.783**			**0.785**				**0.854**				**0.855**				**0.855**
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	CRESCENT HEIGHTS BI	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	RC	Date:	12/19/2016
3	East-West Street:	BEVERLY BI	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	4	0	4	0	4	4	0	4	0	4	0	4	0	4	0	4	0	4
Left-Through		1							1				1				1	
Through	1008	0	**535**	4	1012	**537**	50	1089	0	**583**	4	1093	0	**585**	0	1093	0	**585**
Through-Right		1							1				1				1	
Right	45	0	535	0	45	537	15	61	0	583	0	61	0	585	0	61	0	585
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	8	0	**8**	0	8	**8**	0	8	0	**8**	0	8	0	**8**	0	8	0	**8**
Left-Through		1							1				1				1	
Through	565	0	357	10	575	362	45	627	0	394	10	637	0	399	0	637	0	399
Through-Right		1							1				1				1	
Right	100	0	357	0	100	362	10	113	0	394	0	113	0	399	0	113	0	399
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	108	1	**108**	0	108	108	14	125	1	**125**	0	125	1	**125**	0	125	1	**125**
Left-Through		0							0				0				0	
Through	1218	1	634	12	1230	**640**	3	1258	1	655	12	1270	1	661	0	1270	1	661
Through-Right		1							1				1				1	
Right	50	0	50	0	50	50	0	52	0	52	0	52	0	52	0	52	0	52
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	50	1	50	0	50	**50**	8	60	1	60	0	60	1	60	0	60	1	60
Left-Through		0							0				0				0	
Through	1104	1	**581**	0	1104	581	46	1183	1	**630**	0	1183	1	**630**	0	1183	1	**630**
Through-Right		1							1				1				1	
Right	58	0	58	0	58	58	16	76	0	76	0	76	0	76	0	76	0	76
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	543		*North-South:*	545		*North-South:*		591		*North-South:*		593		*North-South:*		593
		East-West:	689		*East-West:*	690		*East-West:*		755		*East-West:*		755		*East-West:*		755
		SUM:	1232		*SUM:*	1235		*SUM:*		1346		*SUM:*		1348		*SUM:*		1348
VOLUME/CAPACITY *(V/C)* RATIO:			0.821			0.823				0.897				0.899				0.899
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.721			0.723				0.797				0.799				0.799
LEVEL OF SERVICE (LOS):			C			C				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:	EDINBURGH	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	12/19/2016
4	East-West Street:	3rd STREET	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	29	0	29	0	29	**29**	0	30	0	30	0	30	0	**30**	0	30	0	**30**
	Left-Through		0							0				0				0	
	Through	68	0	**187**	2	70	189	0	70	0	**193**	1	71	0	194	0	71	0	194
	Through-Right		0							0				0				0	
	Right	90	0	0	0	90	0	0	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	37	0	**37**	0	37	37	3	41	0	**41**	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	97	0	185	4	101	**200**	0	100	0	198	4	104	0	**213**	0	104	0	**213**
	Through-Right		0							0				0				0	
	Right	51	0	0	11	62	0	4	57	0	0	11	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	13	0	**13**	1	14	**14**	0	13	0	**13**	1	14	0	**14**	0	14	0	**14**
	Left-Through		1							1				1				1	
	Through	582	0	340	0	582	343	45	645	0	372	0	645	0	375	0	645	0	375
	Through-Right		1							1				1				1	
	Right	20	0	340	0	20	343	0	21	0	372	0	21	0	375	0	21	0	375
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	1104	0	**619**	0	1104	**621**	57	1194	0	**668**	0	1194	0	**670**	0	1194	0	**670**
	Through-Right		1							1				1				1	
	Right	30	0	619	4	34	621	2	33	0	668	4	37	0	670	0	37	0	670
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		224	*North-South:*		229	*North-South:*			234	*North-South:*			243	*North-South:*			243
		East-West:		632	*East-West:*		635	*East-West:*			681	*East-West:*			684	*East-West:*			684
		SUM:		856	*SUM:*		864	*SUM:*			915	*SUM:*			927	*SUM:*			927
VOLUME/CAPACITY *(V/C)* RATIO:				0.571			0.576				0.610				0.618				0.618
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.471**			**0.476**				**0.510**				**0.518**				**0.518**
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:	0.008	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	EDINBURGH	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	12/19/2016
4	East-West Street:	3rd STREET	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	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	188	0	**381**	4	192	**385**	0	194	0	**393**	4	198	0	**397**	0	198	0	**397**
	Through-Right		0							0				0				0	
	Right	168	0	0	0	168	0	0	173	0	0	0	173	0	0	0	173	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	0	**45**	0	45	**45**	4	50	0	**50**	0	50	0	**50**	0	50	0	**50**
	Left-Through		0							0				0				0	
	Through	81	0	148	2	83	155	0	83	0	164	2	85	0	171	0	85	0	171
	Through-Right		0							0				0				0	
	Right	22	0	0	5	27	0	8	31	0	0	5	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1							1				1				1	
	Through	1039	0	**547**	2	1041	**548**	64	1134	0	**595**	2	1136	0	**596**	0	1136	0	**596**
	Through-Right		1							1				1				1	
	Right	35	0	547	0	35	548	0	36	0	595	0	36	0	596	0	36	0	596
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
	Left-Through		1							1				1				1	
	Through	744	0	432	0	744	436	76	843	0	483	0	843	0	487	0	843	0	487
	Through-Right		1							1				1				1	
	Right	59	0	432	8	67	436	1	62	0	483	8	70	0	487	0	70	0	487
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		426	*North-South:*		430	*North-South:*			443	*North-South:*			447	*North-South:*			447
		East-West:		557	*East-West:*		558	*East-West:*			605	*East-West:*			606	*East-West:*			606
		SUM:		983	*SUM:*		988	*SUM:*			1048	*SUM:*			1053	*SUM:*			1053
VOLUME/CAPACITY *(V/C)* RATIO:				0.655			0.659				0.699				0.702				0.702
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.555**			**0.559**				**0.599**				**0.602**				**0.602**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

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 Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	FAIRFAX AVE	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	11/5/2016
5	East-West Street:	BEVERLY BI	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	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
	No. of Phases			4			4			4				4					4
	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	
		EB-- 3 WB--		3	EB-- 3 WB--		3	EB-- 3 WB--		3		EB-- 3 WB--		3		EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	95	1	**95**	0	95	**95**	16	114	1	**114**	0	114	1	**114**	0	114	1	**114**
	Left-Through		0							0				0				0	
	Through	647	1	394	0	647	394	56	723	1	442	0	723	1	442	0	723	1	442
	Through-Right		1							1				1				1	
	Right	140	0	140	0	140	140	16	160	0	160	0	160	0	160	0	160	0	160
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	106	1	106	0	106	106	8	117	1	117	0	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	1096	1	**628**	0	1096	**629**	72	1201	1	**688**	0	1201	1	**689**	0	1201	1	**689**
	Through-Right		1							1				1				1	
	Right	160	0	160	2	162	162	9	174	0	174	2	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	63	1	**63**	4	67	**67**	10	75	1	**75**	4	79	1	**79**	0	79	1	**79**
	Left-Through		0							0				0				0	
	Through	736	2	368	3	739	370	18	776	2	388	3	779	2	390	0	779	2	390
	Through-Right		0							0				0				0	
	Right	86	1	0	7	93	0	21	110	1	0	7	117	1	3	0	117	1	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	222	1	222	0	222	222	22	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	1511	2	**756**	3	1514	**757**	19	1576	2	**788**	3	1579	2	**790**	0	1579	2	**790**
	Through-Right		0							0				0				0	
	Right	79	1	0	0	79	0	8	89	1	0	0	89	1	0	0	89	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		723	North-South:		724	North-South:			802	North-South:			803	North-South:			803
		East-West:		819	East-West:		824	East-West:			863	East-West:			869	East-West:			869
		SUM:		1542	SUM:		1548	SUM:			1665	SUM:			1672	SUM:			1672
	VOLUME/CAPACITY (*V/C*) RATIO:			1.121			1.126				1.211				1.216				1.216
	V/C LESS ATSAC/ATCS ADJUSTMENT:			1.021			1.026				1.111				1.116				1.116
	LEVEL OF SERVICE (LOS):			F			F				F				F				F

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:	FAIRFAX AVE	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	12/19/2016
5	East-West Street:	BEVERLY BI	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	
	EB-- 3	WB--	3	EB-- 3	WB--	3	EB-- 3	WB--	3		EB-- 3	WB--	3		EB-- 3	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1					1
Override Capacity			0			0			0				0					0

MOVEMENT		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	152	1	152	2	154	154	25	182	1	182	2	184	1	184	0	184	1	184
	Left-Through		0							0				0				0	
	Through	823	1	**544**	0	823	**544**	115	963	1	**635**	0	963	1	**635**	0	963	1	**635**
	Through-Right		1							1				1				1	
	Right	264	0	264	0	264	264	35	307	0	307	0	307	0	307	0	307	0	307
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	144	1	**144**	0	144	**144**	9	157	1	**157**	0	157	1	**157**	0	157	1	**157**
	Left-Through		0							0				0				0	
	Through	893	1	508	0	893	510	98	1018	1	580	0	1018	1	582	0	1018	1	582
	Through-Right		1							1				1				1	
	Right	122	0	122	4	126	126	16	142	0	142	4	146	0	146	0	146	0	146
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	102	1	102	2	104	104	30	135	1	135	2	137	1	137	0	137	1	137
	Left-Through		0							0				0				0	
	Through	1030	2	**515**	2	1032	**516**	27	1088	2	**544**	2	1090	2	**545**	0	1090	2	**545**
	Through-Right		0							0				0				0	
	Right	119	1	0	3	122	0	23	146	1	0	3	149	1	0	0	149	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	201	1	**201**	0	201	**201**	24	231	1	**231**	0	231	1	**231**	0	231	1	**231**
	Left-Through		0							0				0				0	
	Through	1033	2	517	5	1038	519	20	1084	2	542	5	1089	2	545	0	1089	2	545
	Through-Right		0							0				0				0	
	Right	131	1	0	0	131	0	9	144	1	0	0	144	1	0	0	144	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		688	North-South:		688	North-South:			792	North-South:			792	North-South:			792
		East-West:		716	East-West:		717	East-West:			775	East-West:			776	East-West:			776
		SUM:		1404	SUM:		1405	SUM:			1567	SUM:			1568	SUM:			1568
VOLUME/CAPACITY (*V/C*) RATIO:				1.021			1.022				1.140				1.140				1.140
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.951			0.952				1.070				1.070				1.070
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS: Capacity reduced due to high ped volume

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	FAIRFAX AVE	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	11/5/2016
6	East-West Street:	3rd STREET	Projection Year:	2019	Peak Hour:	AM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			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	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3		EB-- 0	WB--	3		EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1				1	
Override Capacity			0			0			0				0				0	

	MOVEMENT	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	68	1	**68**	2	70	**70**	16	86	1	**86**	2	88	1	**88**	0	88	1	**88**
	Left-Through		0							0				0				0	
	Through	706	1	377	0	706	377	63	790	1	426	0	790	1	426	0	790	1	426
	Through-Right		1							1				1				1	
	Right	47	0	47	0	47	47	13	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	114	1	114	4	118	118	15	132	1	132	4	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	1136	1	**628**	3	1139	**630**	83	1253	1	**697**	3	1256	1	**699**	0	1256	1	**699**
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	17	141	0	141	0	141	0	141	0	141	0	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	**138**	0	138	**138**	15	157	1	**157**	0	157	1	**157**	0	157	1	**157**
	Left-Through		0							0				0				0	
	Through	484	1	270	0	484	270	14	513	1	295	0	513	1	295	0	513	1	295
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	19	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	250	1	250	0	250	250	24	282	1	282	0	282	1	282	0	282	1	282
	Left-Through		0							0				0				0	
	Through	985	2	**493**	2	987	**494**	26	1041	2	**521**	2	1043	2	**522**	0	1043	2	**522**
	Through-Right		0							0				0				0	
	Right	111	1	0	0	111	0	13	127	1	0	0	127	1	0	0	127	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		696	North-South:		700	North-South:			783	North-South:			787	North-South:			787
		East-West:		631	East-West:		632	East-West:			678	East-West:			679	East-West:			679
		SUM:		1327	SUM:		1332	SUM:			1461	SUM:			1466	SUM:			1466
VOLUME/CAPACITY (*V/C*) RATIO:				0.965			0.969				1.063				1.066				1.066
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.895**			**0.899**				**0.993**				**0.996**				**0.996**
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS: Capacity reduced due to high ped volume

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:	FAIRFAX AVE	Year of Count:	2016	Ambient Growth: (%):	1	Conducted by:	LF	Date:	12/19/2016
6	East-West Street:	3rd STREET	Projection Year:	2019	Peak Hour:	PM	Reviewed by:		Project:	8000 BEVERLY

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4			4				4			4
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	
	EB-- 0	WB--	3	EB-- 0	WB--	3	EB-- 0	WB--	3		EB-- 0	WB--	3		EB-- 0	WB--	3	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1				1			1
Override Capacity			0			0			0				0			0

MOVEMENT	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	77	1	77	4	81	81	27	106	1	106	4	110	1	110	0	110	1	110
Left-Through		0							0				0				0	
Through	771	1	**445**	0	771	**445**	131	925	1	**540**	0	925	1	**540**	0	925	1	**540**
Through-Right		1							1				1				1	
Right	119	0	119	0	119	119	32	155	0	155	0	155	0	155	0	155	0	155
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	186	1	**186**	2	188	**188**	20	212	1	**212**	2	214	1	**214**	0	214	1	**214**
Left-Through		0							0				0				0	
Through	863	1	496	1	864	496	100	989	1	578	1	990	1	578	0	990	1	578
Through-Right		1							1				1				1	
Right	128	0	128	0	128	128	34	166	0	166	0	166	0	166	0	166	0	166
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	203	1	203	2	205	205	32	241	1	241	2	243	1	243	0	243	1	243
Left-Through		0							0				0				0	
Through	1014	1	**538**	0	1014	**538**	20	1065	1	**579**	0	1065	1	**579**	0	1065	1	**579**
Through-Right		1							1				1				1	
Right	62	0	62	0	62	62	28	92	0	92	0	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	160	1	**160**	0	160	**160**	15	180	1	**180**	0	180	1	**180**	0	180	1	**180**
Left-Through		0							0				0				0	
Through	570	2	285	4	574	287	18	605	2	303	4	609	2	305	0	609	2	305
Through-Right		0							0				0				0	
Right	174	1	0	0	174	0	19	198	1	0	0	198	1	0	0	198	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		631	*North-South:*		633	*North-South:*			752	*North-South:*			754	*North-South:*			754
	East-West:		698	*East-West:*		698	*East-West:*			759	*East-West:*			759	*East-West:*			759
	SUM:		1329	*SUM:*		1331	*SUM:*			1511	*SUM:*			1513	*SUM:*			1513
VOLUME/CAPACITY *(V/C)* RATIO:			0.967			0.968				1.099				1.100				1.100
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.897**			**0.898**				**1.029**				**1.030**				**1.030**
LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

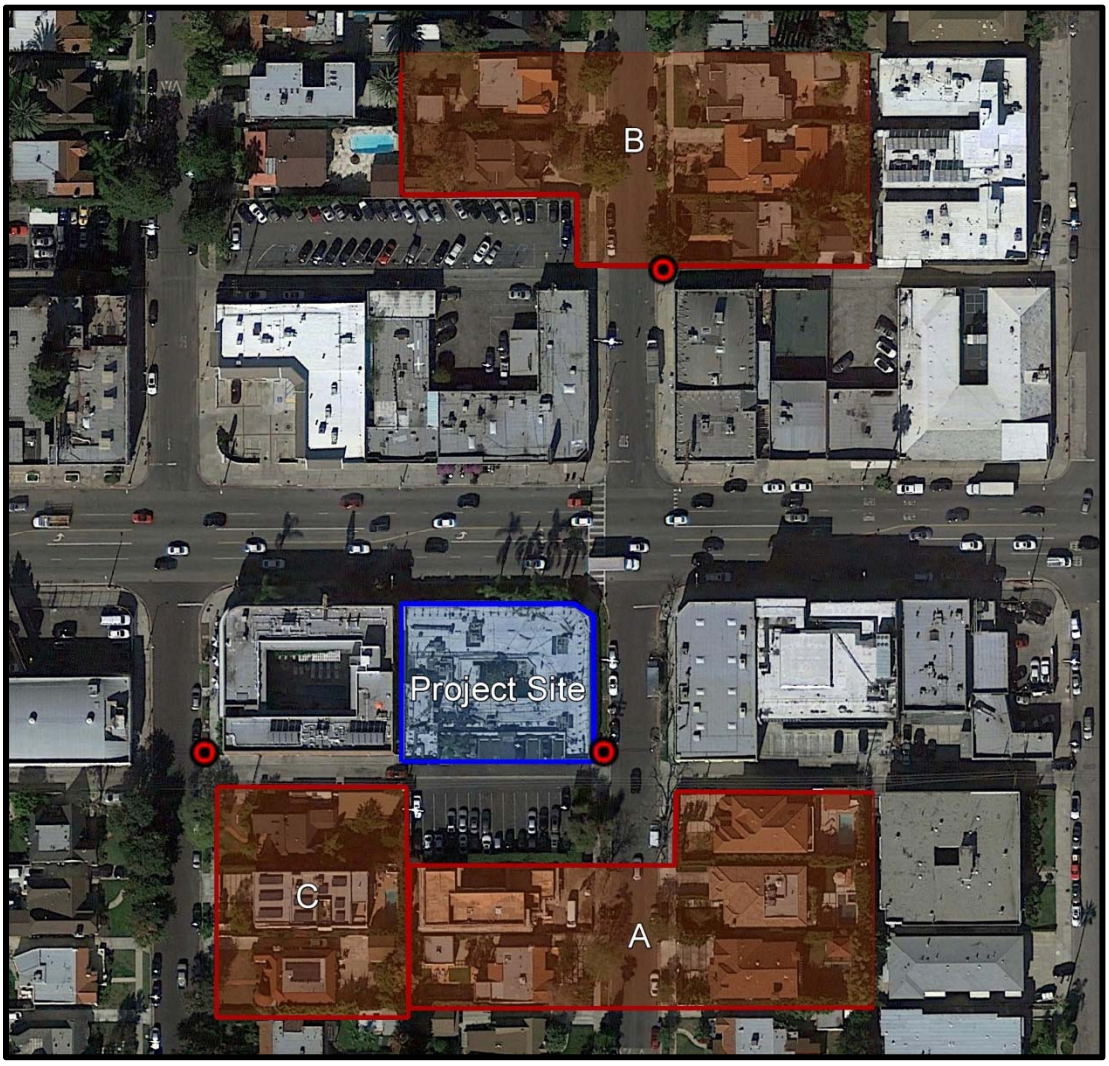
REMARKS: Capacity reduced due to high ped volume

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

8000 Beverly – Noise Receptor Map



***Red markers indicate monitoring locations**

A. Edinburgh Avenue Residences, S of Beverly

B. Edinburgh Avenue Residences, N of Beverly

C. Laurel Avenue Residences

Imagery via Google Earth

DKA Planning

Edinburgh Ave., S of Beverly Blvd.

12/16/2016

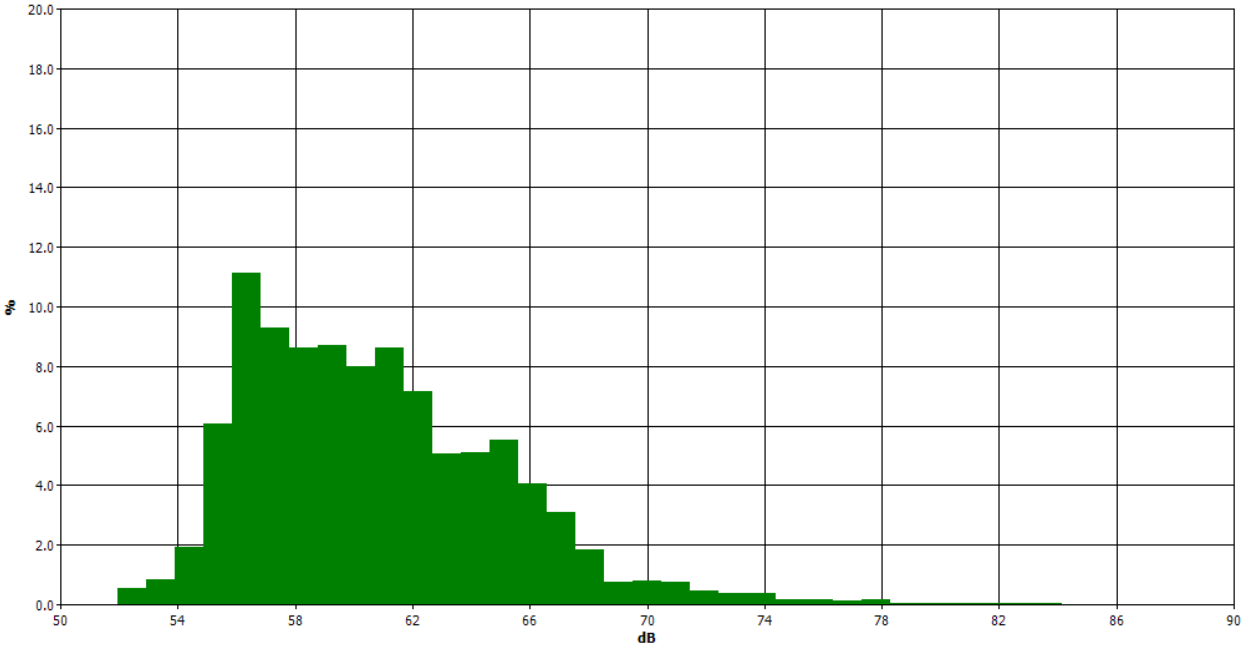
Information Panel

Name	S390_BIJ050019_18122016_002131
Start Time	Friday, December 16, 2016, 2:58pm
Stop Time	Friday, December 16, 2016, 3:13pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.3dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

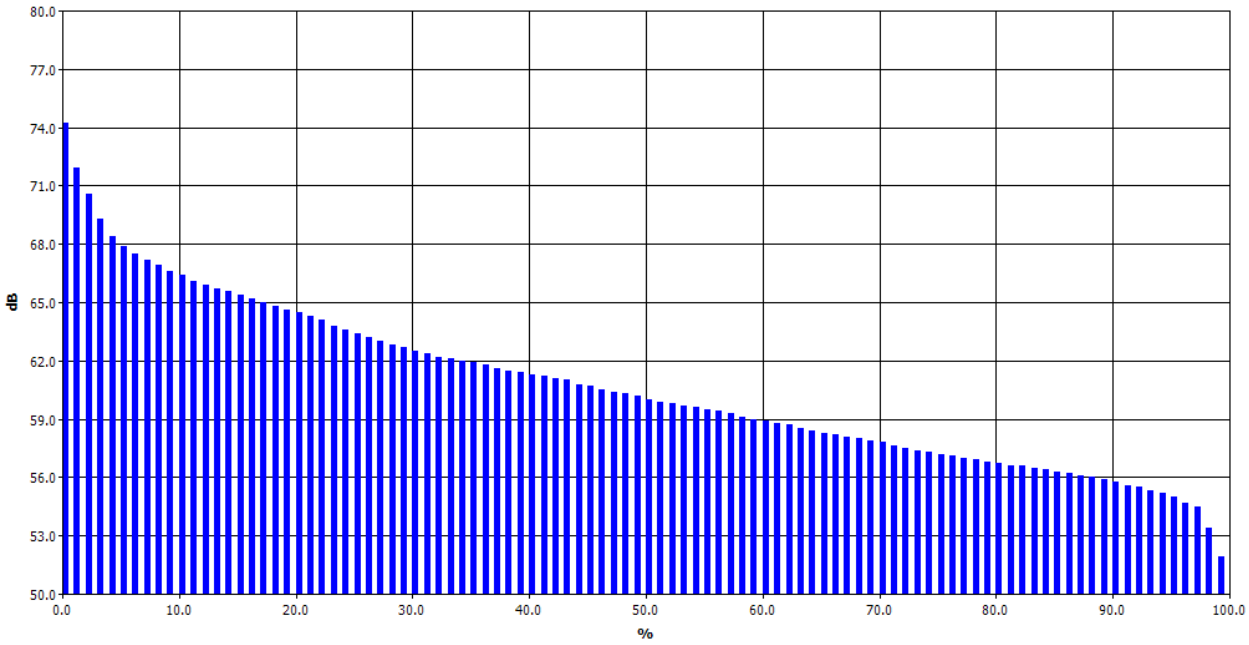
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
52	0.03	0.03	0.01	0.04	0.07	0.08	0.06	0.06	0.06	0.12	0.56
53	0.11	0.09	0.05	0.10	0.07	0.16	0.11	0.07	0.04	0.05	0.85
54	0.04	0.06	0.09	0.13	0.11	0.12	0.21	0.34	0.49	0.33	1.93
55	0.44	0.56	0.39	0.53	0.89	0.78	0.67	0.58	0.56	0.64	6.05
56	0.83	1.14	1.13	1.23	1.14	1.10	0.96	1.12	1.28	1.23	11.15
57	1.13	1.11	0.71	1.05	0.97	0.93	0.81	0.84	0.86	0.89	9.30
58	0.96	0.86	1.24	0.97	0.86	0.78	0.63	0.79	0.81	0.74	8.63
59	0.75	0.79	1.00	0.89	0.90	0.79	0.90	0.87	0.90	0.93	8.72
60	1.06	0.88	0.74	0.84	0.85	0.85	0.77	0.63	0.66	0.74	8.01
61	0.78	0.81	0.91	0.98	1.04	0.88	0.76	0.83	0.80	0.84	8.63
62	0.75	0.75	0.85	0.91	0.69	0.63	0.63	0.64	0.71	0.62	7.17
63	0.65	0.66	0.40	0.47	0.53	0.54	0.57	0.44	0.42	0.41	5.08
64	0.44	0.47	0.45	0.46	0.47	0.51	0.57	0.61	0.59	0.52	5.09
65	0.44	0.48	0.49	0.51	0.52	0.59	0.57	0.73	0.65	0.52	5.50
66	0.45	0.52	0.37	0.50	0.38	0.39	0.38	0.37	0.33	0.37	4.05
67	0.40	0.37	0.37	0.39	0.43	0.29	0.24	0.17	0.19	0.23	3.09
68	0.25	0.26	0.34	0.15	0.13	0.19	0.17	0.15	0.10	0.09	1.82
69	0.10	0.09	0.07	0.08	0.07	0.07	0.08	0.07	0.07	0.08	0.77
70	0.10	0.08	0.07	0.10	0.08	0.06	0.07	0.08	0.08	0.07	0.80
71	0.08	0.05	0.08	0.06	0.10	0.12	0.10	0.05	0.05	0.05	0.74
72	0.06	0.06	0.06	0.02	0.04	0.06	0.06	0.03	0.04	0.03	0.47
73	0.03	0.07	0.03	0.03	0.04	0.03	0.04	0.05	0.02	0.02	0.36
74	0.03	0.05	0.09	0.06	0.04	0.03	0.03	0.02	0.03	0.02	0.39
75	0.01	0.03	0.03	0.01	0.02	0.02	0.01	0.01	0.01	0.01	0.18
76	0.01	0.02	0.02	0.02	0.02	0.03	0.02	0.02	0.02	0.02	0.19
77	0.02	0.02	0.01	0.02	0.02	0.01	0.01	0.01	0.01	0.01	0.13
78	0.02	0.02	0.02	0.02	0.03	0.01	0.01	0.02	0.00	0.00	0.16
79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
81	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
84	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	0.01	0.04
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

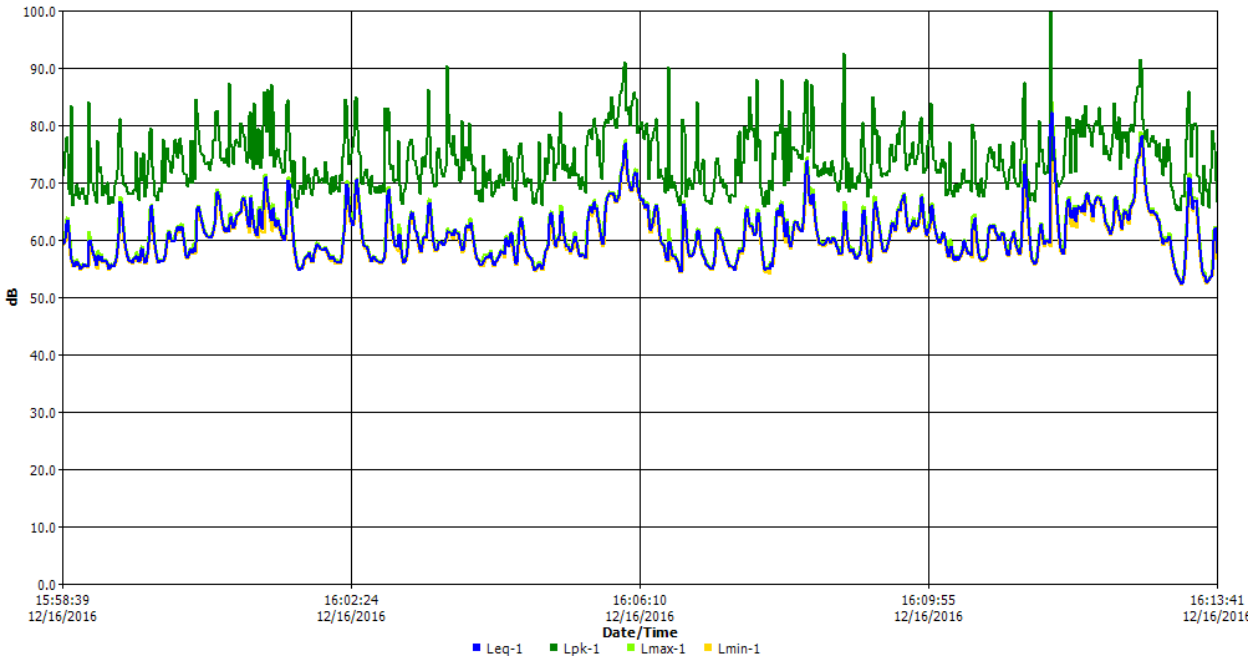
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		74.2	71.9	70.6	69.3	68.4	67.9	67.5	67.2	66.9
10%	66.6	66.4	66.1	65.9	65.7	65.6	65.4	65.2	65	64.8
20%	64.6	64.5	64.3	64.1	63.8	63.6	63.4	63.2	63	62.8
30%	62.7	62.5	62.4	62.2	62.1	62	61.9	61.8	61.6	61.5
40%	61.4	61.3	61.2	61.1	61	60.8	60.7	60.5	60.4	60.3
50%	60.2	60	59.9	59.8	59.7	59.6	59.5	59.4	59.3	59.1
60%	59	58.9	58.8	58.7	58.5	58.4	58.3	58.2	58.1	58
70%	57.9	57.8	57.6	57.5	57.4	57.3	57.2	57.1	57	56.9
80%	56.8	56.7	56.6	56.6	56.5	56.4	56.3	56.2	56.1	56
90%	55.9	55.8	55.6	55.5	55.3	55.2	55	54.7	54.5	53.4
100%	51.9									

Logged Data Chart



Edinburgh Ave., N of Beverly Blvd.

12/16/2016

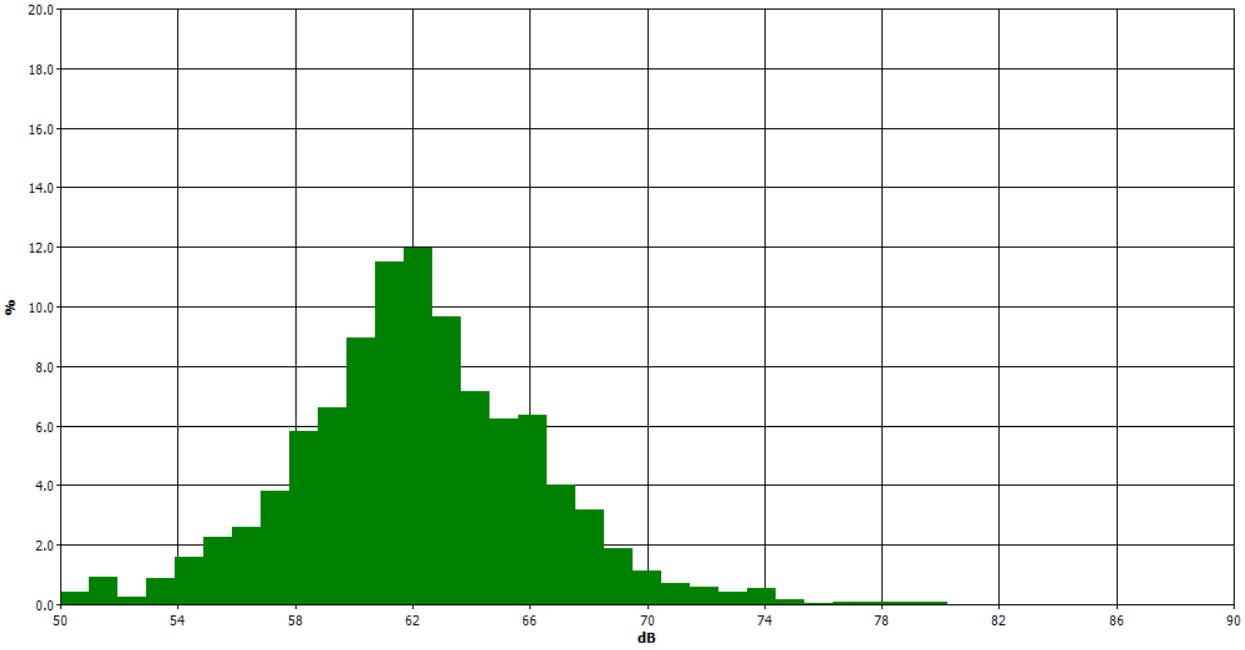
Information Panel

Name	S391_BIJ050019_18122016_002131
Start Time	Friday, December 16, 2016, 3:15pm
Stop Time	Friday, December 16, 2016, 3:30pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	64.8dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

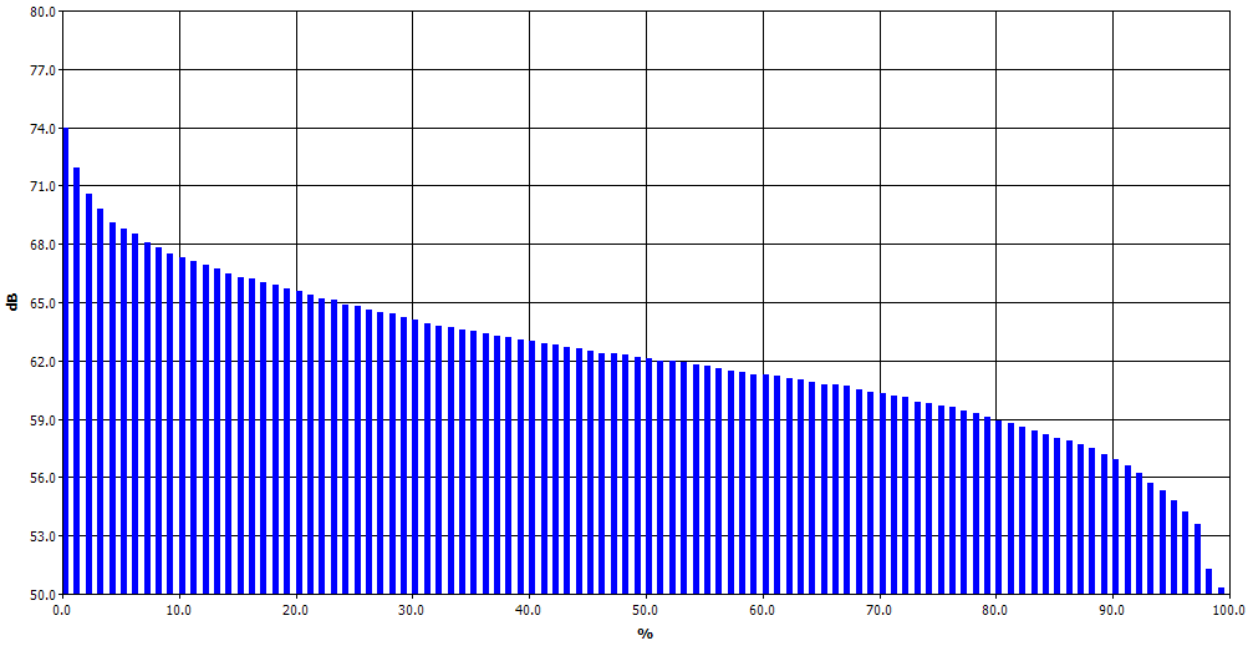
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
50	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.07	0.13	0.17	0.43
51	0.22	0.14	0.06	0.13	0.14	0.05	0.03	0.05	0.03	0.05	0.91
52	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.24
53	0.02	0.02	0.02	0.02	0.09	0.08	0.15	0.22	0.15	0.13	0.89
54	0.22	0.14	0.08	0.11	0.17	0.22	0.20	0.19	0.13	0.12	1.57
55	0.12	0.12	0.22	0.33	0.27	0.36	0.24	0.19	0.19	0.25	2.27
56	0.24	0.23	0.21	0.23	0.19	0.19	0.28	0.44	0.36	0.24	2.60
57	0.34	0.29	0.21	0.31	0.34	0.36	0.32	0.42	0.51	0.72	3.82
58	0.63	0.68	0.56	0.45	0.60	0.56	0.55	0.59	0.62	0.60	5.83
59	0.46	0.54	0.46	0.65	0.62	0.77	0.87	0.86	0.64	0.75	6.62
60	0.87	0.84	0.57	0.77	0.86	1.15	0.81	0.88	0.89	1.31	8.94
61	1.21	1.16	1.19	1.20	1.20	1.19	1.18	0.95	1.12	1.11	11.50
62	1.24	1.28	1.30	1.32	1.20	1.16	1.24	1.12	1.09	1.03	11.98
63	1.09	1.21	0.81	1.02	1.03	0.83	0.93	0.97	0.86	0.92	9.66
64	0.86	0.75	0.77	0.63	0.67	0.74	0.72	0.82	0.62	0.55	7.14
65	0.75	0.58	0.64	0.67	0.64	0.56	0.58	0.65	0.59	0.57	6.23
66	0.70	0.81	0.51	0.68	0.69	0.78	0.70	0.49	0.52	0.48	6.36
67	0.48	0.47	0.42	0.48	0.44	0.38	0.40	0.31	0.28	0.37	4.03
68	0.38	0.30	0.42	0.28	0.21	0.28	0.30	0.29	0.43	0.30	3.18
69	0.36	0.24	0.27	0.14	0.13	0.15	0.14	0.16	0.15	0.16	1.89
70	0.16	0.17	0.11	0.14	0.12	0.09	0.11	0.07	0.07	0.09	1.14
71	0.10	0.08	0.09	0.07	0.05	0.07	0.05	0.06	0.07	0.07	0.72
72	0.06	0.07	0.06	0.07	0.05	0.07	0.06	0.04	0.05	0.05	0.58
73	0.04	0.05	0.04	0.06	0.05	0.04	0.03	0.04	0.04	0.03	0.43
74	0.04	0.04	0.05	0.06	0.08	0.07	0.07	0.04	0.04	0.05	0.54
75	0.02	0.02	0.02	0.01	0.02	0.04	0.01	0.01	0.01	0.01	0.16
76	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.06
77	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.06
78	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.07
79	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.07
80	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.09
81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

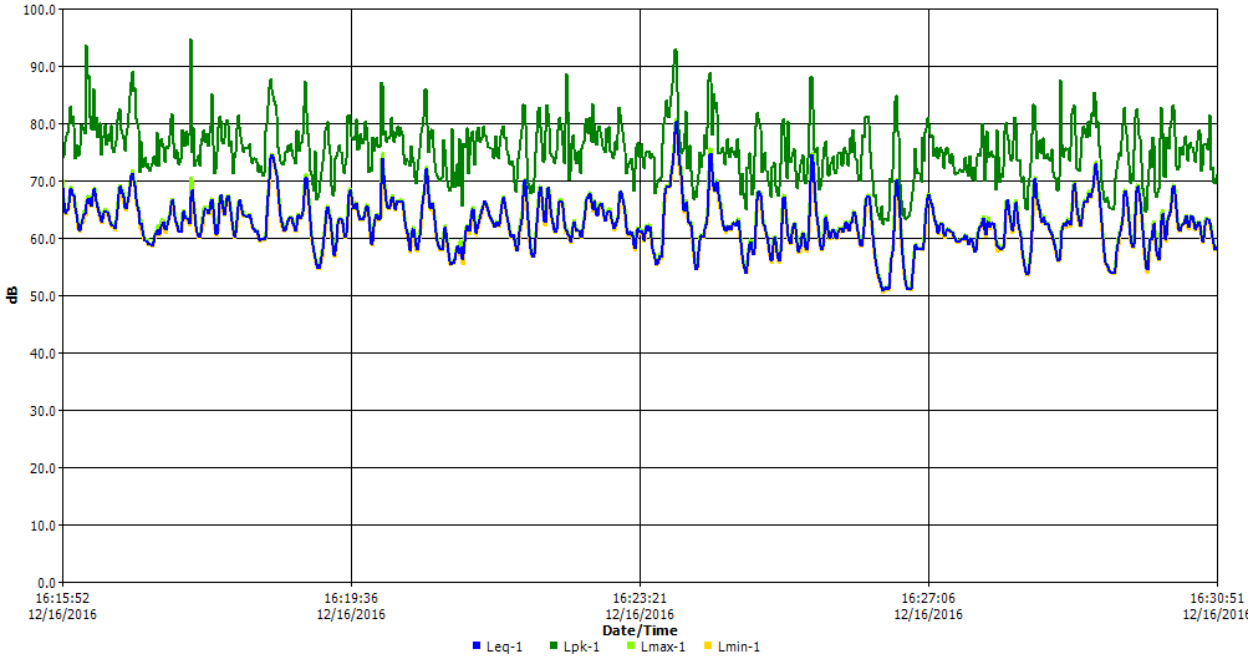
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		74	71.9	70.6	69.8	69.1	68.8	68.5	68.1	67.8
10%	67.5	67.3	67.1	66.9	66.7	66.5	66.3	66.2	66	65.9
20%	65.7	65.6	65.4	65.2	65.1	64.9	64.8	64.6	64.5	64.4
30%	64.2	64.1	63.9	63.8	63.7	63.6	63.5	63.4	63.3	63.2
40%	63.1	63	62.9	62.8	62.7	62.6	62.5	62.4	62.4	62.3
50%	62.2	62.1	62	62	61.9	61.8	61.7	61.6	61.5	61.4
60%	61.3	61.3	61.2	61.1	61	60.9	60.8	60.8	60.7	60.5
70%	60.4	60.3	60.2	60.1	59.9	59.8	59.7	59.6	59.4	59.3
80%	59.1	58.9	58.8	58.6	58.4	58.2	58	57.9	57.7	57.5
90%	57.2	56.9	56.6	56.2	55.7	55.3	54.8	54.2	53.6	51.3
100%	50.3									

Logged Data Chart



Laurel Ave., S of Beverly Blvd.

12/16/2016

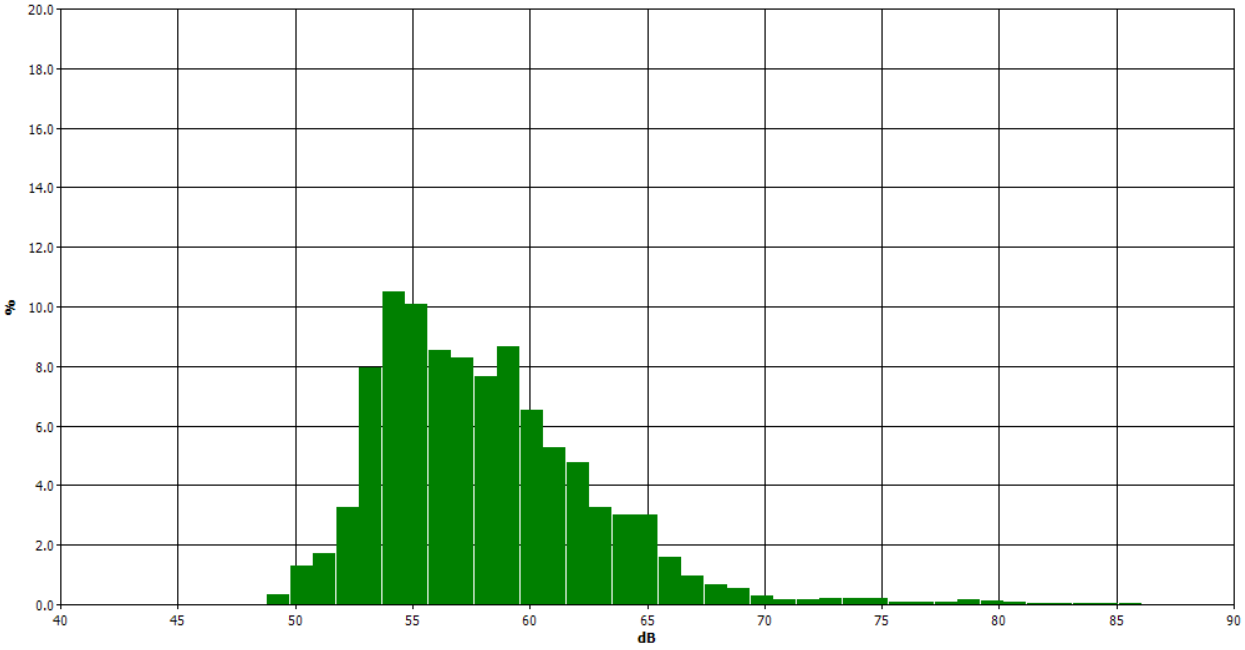
Information Panel

Name	S392_BIJ050019_18122016_002131
Start Time	Friday, December 16, 2016, 3:33pm
Stop Time	Friday, December 16, 2016, 3:48pm
Device Model Type	SoundPro DL

General Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	63.7dB	Exchange Rate	1	3dB
Weighting	1	A	Response	1	SLOW
Bandwidth	1	OFF	Exchange Rate	2	3dB
Weighting	2	C	Response	2	SLOW

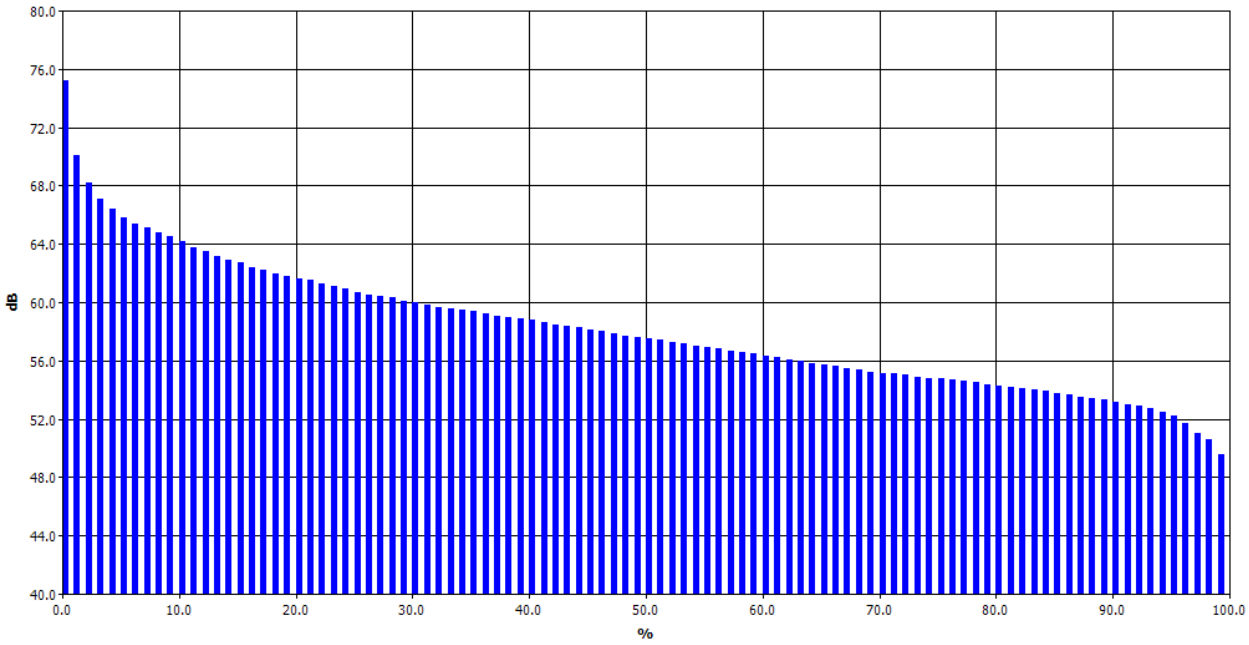
Statistics Chart



Statistics Table

dB	0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	%
40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.18	0.09	0.32
50	0.06	0.10	0.07	0.07	0.06	0.16	0.15	0.15	0.25	0.22	1.28
51	0.19	0.43	0.08	0.20	0.07	0.15	0.13	0.14	0.16	0.16	1.70
52	0.29	0.22	0.15	0.17	0.25	0.32	0.40	0.43	0.61	0.44	3.28
53	0.60	0.87	0.75	0.59	0.81	1.12	0.78	0.76	0.73	0.92	7.93
54	0.94	1.08	0.74	1.35	1.33	0.93	0.98	0.84	1.04	1.29	10.52
55	1.29	1.52	1.35	0.89	0.88	0.78	0.96	0.90	0.75	0.77	10.09
56	0.83	0.68	0.68	0.87	0.87	0.83	1.03	0.88	0.92	0.94	8.53
57	0.76	0.83	0.60	0.89	0.77	1.02	0.88	0.94	0.81	0.77	8.27
58	0.63	0.69	0.85	0.69	0.78	0.86	0.90	0.72	0.79	0.77	7.68
59	0.75	0.75	0.98	0.99	0.87	0.76	0.75	0.81	0.99	1.00	8.66
60	0.70	0.68	0.47	0.72	0.71	0.80	0.69	0.64	0.61	0.52	6.54
61	0.54	0.55	0.58	0.49	0.46	0.53	0.55	0.61	0.43	0.52	5.27
62	0.48	0.47	0.46	0.53	0.50	0.49	0.38	0.45	0.51	0.49	4.76
63	0.30	0.35	0.26	0.36	0.36	0.34	0.37	0.33	0.32	0.29	3.28
64	0.25	0.32	0.27	0.32	0.32	0.32	0.28	0.35	0.29	0.29	3.01
65	0.36	0.32	0.21	0.33	0.43	0.27	0.30	0.27	0.26	0.24	3.00
66	0.18	0.17	0.10	0.15	0.15	0.14	0.16	0.18	0.18	0.20	1.61
67	0.14	0.13	0.07	0.08	0.10	0.06	0.05	0.07	0.06	0.17	0.95
68	0.18	0.07	0.09	0.07	0.05	0.04	0.05	0.04	0.04	0.05	0.68
69	0.05	0.06	0.05	0.04	0.04	0.04	0.07	0.08	0.05	0.05	0.53
70	0.06	0.03	0.04	0.06	0.02	0.01	0.02	0.02	0.02	0.02	0.31
71	0.02	0.02	0.01	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.18
72	0.02	0.02	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.01	0.18
73	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.03	0.19
74	0.02	0.01	0.02	0.02	0.03	0.02	0.02	0.02	0.02	0.02	0.20
75	0.02	0.02	0.02	0.01	0.02	0.03	0.03	0.05	0.01	0.01	0.22
76	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
77	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.09
78	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.10
79	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.03	0.02	0.17
80	0.02	0.02	0.01	0.02	0.01	0.01	0.01	0.01	0.02	0.02	0.13
81	0.02	0.03	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
82	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.03
83	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.03
84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.03
85	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.01	0.03
86	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.01	0.00	0.04
87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

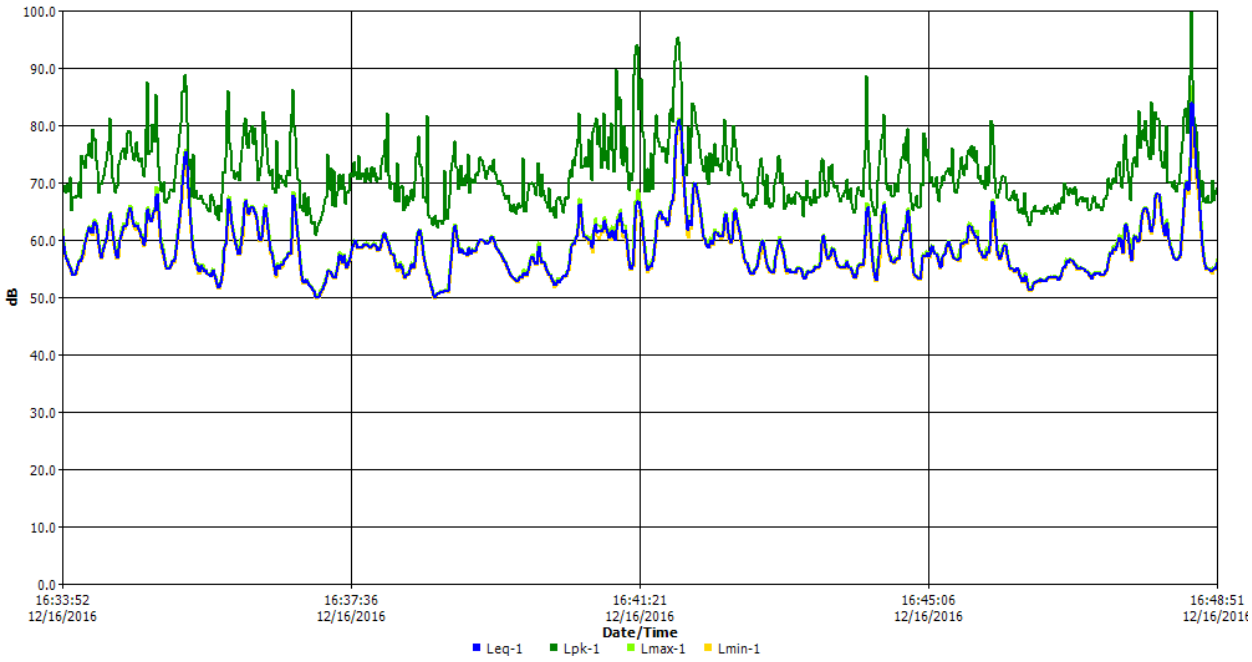
Exceedance Chart



Exceedance Table

	0%	1%	2%	3%	4%	5%	6%	7%	8%	9%
0%		75.2	70.1	68.2	67.1	66.4	65.8	65.4	65.1	64.8
10%	64.5	64.2	63.8	63.5	63.2	62.9	62.7	62.4	62.2	62
20%	61.8	61.6	61.5	61.3	61.1	60.9	60.7	60.5	60.4	60.3
30%	60.1	60	59.8	59.7	59.6	59.5	59.4	59.2	59.1	59
40%	58.9	58.8	58.6	58.5	58.4	58.3	58.1	58	57.9	57.7
50%	57.6	57.5	57.4	57.3	57.2	57	56.9	56.8	56.7	56.6
60%	56.5	56.3	56.2	56.1	56	55.8	55.7	55.6	55.5	55.4
70%	55.2	55.1	55.1	55	54.9	54.8	54.8	54.7	54.6	54.5
80%	54.4	54.3	54.2	54.1	54	53.9	53.8	53.7	53.5	53.4
90%	53.3	53.2	53	52.9	52.7	52.5	52.2	51.7	51	50.6
100%	49.6									

Logged Data Chart



Edinburgh Ave. Residences, S of Beverly Blvd.: DEMO. AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	81	0.4	74.0
Loader	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(buildings)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(buildings)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(buildings)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	**0**

Edinburgh Ave. Residences, S of Beverly Blvd.: DEMO. AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Temporary Noise Barriers	10
G	0
D	70
Unmitigated Construction Noise	**64.6**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	64.6
Existing Ambient Noise	64.3
Unmitigated Ambient Noise	67.5
Unmitigated Increase	**3.2**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Edinburgh Ave. Residences, N of Beverly Blvd.: DEMO. AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	81	0.4	74.0
Loader	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(buildings)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	1	*number of rows of houses between source and receiver
A(buildings)	**3**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(buildings)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	3
A(trees)	0
A(cumulative)	**3**

Edinburgh Ave. Residences, N of Beverly Blvd.: DEMO. AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Temporary Noise Barriers	10
Existing Buildings	3
D	260
Unmitigated Construction Noise	**50.2**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	50.2
Existing Ambient Noise	64.8
Unmitigated Ambient Noise	64.9
Unmitigated Increase	**0.1**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

Laurel Ave. Residences: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA (w/ mufflers)
Excavator	81	0.4	74.0
Loader	79	0.4	75.0
		Combined dBA	**77.6**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(buildings)	**0**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(buildings)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(buildings)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Axxx	0
Axxx	0
Axxx	0
A(buildings)	0
A(buildings)	0
A(trees)	0
A(cumulative)	**0**

Laurel Ave. Residences: DEMOLITION AND GRADING

Unmitigated Construction Noise Level

Total Equipment Noise Level	77.6
Temporary Noise Barriers	10
G	0
D	55
Unmitigated Construction Noise	**66.7**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	66.7
Existing Ambient Noise	63.7
Unmitigated Ambient Noise	68.5
Unmitigated Increase	**4.8**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook* , August 2006

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment* , May 2006

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* , September 2013

8000 Beverly Project

Construction Vibration - PPV

Receptor: 133 N Edinburgh Avenue Residence
Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	70
Unmitigated Vibration Level (in/sec)	**0.032**

Receptor: 138 N Edinburgh Avenue Residence
Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	90
Unmitigated Vibration Level (in/sec)	**0.025**

Receptor: 7970 Beverly Boulevard - Commercial
Columbus Avenue Residences
Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	55
Unmitigated Vibration Level (in/sec)	**0.040**

Receptor: 8018 Beverly Boulevard - Hotel/Commercial
Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	5
Unmitigated Vibration Level (in/sec)	**0.445**

8000 Beverly Project

Receptor: 138 N Laurel Avenue Residence

Equipment: Large Bulldozer

Source PPV (in/sec)	0.089
Reference Distance (ft)	25
Ground Factor (N)	1
Distance (ft)	55
Unmitigated Vibration Level (in/sec)	**0.040**

Sources

California Department of Transportation (Caltrans), *Transportation and Construction Vibration Guidance Manual*, September 2013.
Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006

Cumulative Construction Noise Impact Analysis

Receptor: Edinburgh Ave. Residences, S of Beverly Blvd.

Project	Distance (ft)	Construction Noise Level
8000 Beverly Project (Proposed)	70	64.6
8001 Beverly Project	280	49.6

Ambient Noise Level:	64.3
Cumulative Noise Level:	67.5
Increase:	3.2

Receptor: Edinburgh Ave. Residences, N of Beverly Blvd.

Project	Distance (ft)	Construction Noise Level
8000 Beverly Project (Proposed)	260	50.2
8001 Beverly Project	70	66.1

Ambient Noise Level:	64.8
Cumulative Noise Level:	68.6
Increase:	3.8

Receptor: Laurel Avenue Residences

Project	Distance (ft)	Construction Noise Level
8000 Beverly Project (Proposed)	55	66.7
8001 Beverly Project	260	51.7

Ambient Noise Level:	63.7
Cumulative Noise Level:	68.6
Increase:	4.9

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: PM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: PM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: PM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: PM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 8000 Beverly
RUN: X5: AM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: AM Future + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: AM Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X5: AM Existing + Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski
16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 8000 Beverly
RUN: X4: PM Future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
NB Edinburgh N of 3rd	1	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
SB Edinburgh N of 3rd	2	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

DKA Planning
Noah Tanski

16 January 2018
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 8000 Beverly
RUN: X3: PM future
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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RUN: X3: PM Existing + Project
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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
EB Beverly W of Edinburgh	2	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
WB Beverly W of Edinburgh	3	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

8000 Beverly Boulevard Existing

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	11.25	1000sqft	0.33	11,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2016
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 - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2016, includes transit reduction factor

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.26	0.33
tblProjectCharacteristics	OperationalYear	2018	2016
tblVehicleTrips	WD_TR	11.03	9.38

2.0 Emissions Summary

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	0.2514	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4600e-003	2.4600e-003	1.0000e-005		2.6400e-003
Energy	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9291	37.9291	7.3000e-004	7.0000e-004	38.1545
Mobile	0.3261	1.3441	4.3888	0.0103	0.7230	0.0157	0.7387	0.1936	0.0148	0.2085		1,044.4582	1,044.4582	0.0721		1,046.2594
Total	**0.5811**	**1.3757**	**4.4165**	**0.0105**	**0.7230**	**0.0181**	**0.7411**	**0.1936**	**0.0172**	**0.2109**		**1,082.3898**	**1,082.3898**	**0.0728**	**7.0000e-004**	**1,084.4165**

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	0.2514	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4600e-003	2.4600e-003	1.0000e-005		2.6400e-003
Energy	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9291	37.9291	7.3000e-004	7.0000e-004	38.1545
Mobile	0.3261	1.3441	4.3888	0.0103	0.7230	0.0157	0.7387	0.1936	0.0148	0.2085		1,044.4582	1,044.4582	0.0721		1,046.2594
Total	**0.5811**	**1.3757**	**4.4165**	**0.0105**	**0.7230**	**0.0181**	**0.7411**	**0.1936**	**0.0172**	**0.2109**		**1,082.3898**	**1,082.3898**	**0.0728**	**7.0000e-004**	**1,084.4165**

	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**

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	0.3261	1.3441	4.3888	0.0103	0.7230	0.0157	0.7387	0.1936	0.0148	0.2085		1,044.4582	1,044.4582	0.0721		1,046.2594
Unmitigated	0.3261	1.3441	4.3888	0.0103	0.7230	0.0157	0.7387	0.1936	0.0148	0.2085		1,044.4582	1,044.4582	0.0721		1,046.2594

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	105.47	27.68	11.81	260,874	260,874
Total	105.47	27.68	11.81	260,874	260,874

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546581	0.047315	0.196959	0.128768	0.019038	0.005774	0.017712	0.026513	0.002264	0.002897	0.004538	0.000646	0.000994

5.0 Energy Detail

Historical Energy Use: N

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	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9291	37.9291	7.3000e-004	7.0000e-004	38.1545
NaturalGas Unmitigated	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9291	37.9291	7.3000e-004	7.0000e-004	38.1545

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					
General Office Building	322.397	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9291	37.9291	7.3000e-004	7.0000e-004	38.1545
Total		**3.4800e-003**	**0.0316**	**0.0266**	**1.9000e-004**		**2.4000e-003**	**2.4000e-003**		**2.4000e-003**	**2.4000e-003**		**37.9291**	**37.9291**	**7.3000e-004**	**7.0000e-004**	**38.1545**

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					

General Office Building	0.322397	3.4800e-003	0.0316	0.0266	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003		37.9291	37.9291	7.3000e-004	7.0000e-004	38.1545
Total		**3.4800e-003**	**0.0316**	**0.0266**	**1.9000e-004**		**2.4000e-003**	**2.4000e-003**		**2.4000e-003**	**2.4000e-003**		**37.9291**	**37.9291**	**7.3000e-004**	**7.0000e-004**	**38.1545**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.2514	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4600e-003	2.4600e-003	1.0000e-005		2.6400e-003
Unmitigated	0.2514	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4600e-003	2.4600e-003	1.0000e-005		2.6400e-003

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	0.0286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2228					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4600e-003	2.4600e-003	1.0000e-005		2.6400e-003

Total	**0.2514**	**1.0000e-005**	**1.1800e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.4600e-003**	**2.4600e-003**	**1.0000e-005**		**2.6400e-003**

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	0.0286					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2228					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1800e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.4600e-003	2.4600e-003	1.0000e-005		2.6400e-003
Total	**0.2514**	**1.0000e-005**	**1.1800e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.4600e-003**	**2.4600e-003**	**1.0000e-005**		**2.6400e-003**

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

8000 Beverly Boulevard 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
General Office Building	11.25	1000sqft	0.33	11,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2016
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 - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2016, includes transit reduction factor

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.26	0.33
tblProjectCharacteristics	OperationalYear	2018	2016
tblVehicleTrips	WD_TR	11.03	9.38

2.0 Emissions Summary

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	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Energy	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	89.7403	89.7403	2.0900e-003	5.2000e-004	89.9484
Mobile	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772
Waste						0.0000	0.0000		0.0000	0.0000	2.1233	0.0000	2.1233	0.1255	0.0000	5.2604
Water						0.0000	0.0000		0.0000	0.0000	0.6344	22.0840	22.7184	0.0657	1.6500e-003	24.8509
Total	**0.0902**	**0.2041**	**0.6000**	**1.4200e-003**	**0.0991**	**2.6400e-003**	**0.1017**	**0.0266**	**2.5200e-003**	**0.0291**	**2.7576**	**239.4756**	**242.2332**	**0.2023**	**2.1700e-003**	**247.9371**

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	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Energy	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	89.7403	89.7403	2.0900e-003	5.2000e-004	89.9484
Mobile	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772
Waste						0.0000	0.0000		0.0000	0.0000	2.1233	0.0000	2.1233	0.1255	0.0000	5.2604
Water						0.0000	0.0000		0.0000	0.0000	0.6344	22.0840	22.7184	0.0657	1.6500e-003	24.8509

Total	0.0902	0.2041	0.6000	1.4200e-003	0.0991	2.6400e-003	0.1017	0.0266	2.5200e-003	0.0291	2.7576	239.4756	242.2332	0.2023	2.1700e-003	247.9371

	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

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	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772
Unmitigated	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	105.47	27.68	11.81	260,874	260,874
Total	105.47	27.68	11.81	260,874	260,874

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546581	0.047315	0.196959	0.128768	0.019038	0.005774	0.017712	0.026513	0.002264	0.002897	0.004538	0.000646	0.000994

5.0 Energy Detail

Historical Energy Use: N

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	83.4607	83.4607	1.9700e-003	4.1000e-004	83.6315
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.4607	83.4607	1.9700e-003	4.1000e-004	83.6315
NaturalGas Mitigated	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169
NaturalGas Unmitigated	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169

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					
General Office Building	117675	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169

Total		**6.3000e-004**	**5.7700e-003**	**4.8500e-003**	**3.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.2796**	**6.2796**	**1.2000e-004**	**1.2000e-004**	**6.3169**

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					
General Office Building	117675	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169
Total		**6.3000e-004**	**5.7700e-003**	**4.8500e-003**	**3.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.2796**	**6.2796**	**1.2000e-004**	**1.2000e-004**	**6.3169**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	149850	83.4607	1.9700e-003	4.1000e-004	83.6315
Total		**83.4607**	**1.9700e-003**	**4.1000e-004**	**83.6315**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	149850	83.4607	1.9700e-003	4.1000e-004	83.6315
Total		**83.4607**	**1.9700e-003**	**4.1000e-004**	**83.6315**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Unmitigated	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004

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	5.2100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Total	**0.0459**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0000**	**0.0000**	**3.0000e-004**

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	5.2100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Total	**0.0459**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0000**	**0.0000**	**3.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e

Category	MT/yr			
Mitigated	22.7184	0.0657	1.6500e-003	24.8509
Unmitigated	22.7184	0.0657	1.6500e-003	24.8509

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.9995 / 1.2255	22.7184	0.0657	1.6500e-003	24.8509
Total		**22.7184**	**0.0657**	**1.6500e-003**	**24.8509**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.9995 / 1.2255	22.7184	0.0657	1.6500e-003	24.8509
Total		**22.7184**	**0.0657**	**1.6500e-003**	**24.8509**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.1233	0.1255	0.0000	5.2604
Unmitigated	2.1233	0.1255	0.0000	5.2604

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	10.46	2.1233	0.1255	0.0000	5.2604
Total		**2.1233**	**0.1255**	**0.0000**	**5.2604**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	10.46	2.1233	0.1255	0.0000	5.2604
Total		**2.1233**	**0.1255**	**0.0000**	**5.2604**

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

8000 Beverly Boulevard Future

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	35.34	1000sqft	0.33	35,340.00	0
High Turnover (Sit Down Restaurant)	5.50	1000sqft	0.02	5,500.00	0
Apartments Mid Rise	58.00	Dwelling Unit	0.30	42,280.00	166
Strip Mall	1.90	1000sqft	0.01	1,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
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 - Devleoper information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Trips and VMT - Developer information. 32 mile haul to Azusa Land Reclamation

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2017, includes transit, mixed-use, pass by reduction factors

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	35.00
tblConstructionPhase	NumDays	100.00	329.00
tblConstructionPhase	NumDays	10.00	17.00
tblConstructionPhase	NumDays	2.00	44.00
tblFireplaces	NumberGas	49.30	0.00
tblFireplaces	NumberNoFireplace	5.80	58.00
tblFireplaces	NumberWood	2.90	0.00
tblGrading	AcresOfGrading	33.00	0.33
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	BuildingSpaceSquareFeet	58,000.00	42,280.00
tblLandUse	LandUseSquareFeet	58,000.00	42,280.00
tblLandUse	LotAcreage	0.81	0.33
tblLandUse	LotAcreage	0.13	0.02
tblLandUse	LotAcreage	1.53	0.30
tblLandUse	LotAcreage	0.04	0.01
tblOffRoadEquipment	HorsePower	63.00	46.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	212.00	81.00
tblOffRoadEquipment	HorsePower	212.00	247.00
tblOffRoadEquipment	HorsePower	203.00	247.00

tblOffRoadEquipment	LoadFactor	0.31	0.45
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.43	0.73
tblOffRoadEquipment	LoadFactor	0.43	0.40
tblOffRoadEquipment	LoadFactor	0.36	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	6.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	1.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblProjectCharacteristics	OperationalYear	2018	2020
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripNumber	51.00	1,112.00
tblTripsAndVMT	HaulingTripNumber	2,500.00	2,000.00
tblTripsAndVMT	VendorTripNumber	13.00	12.00
tblTripsAndVMT	WorkerTripNumber	20.00	5.00
tblTripsAndVMT	WorkerTripNumber	48.00	10.00
tblTripsAndVMT	WorkerTripNumber	60.00	30.00
tblTripsAndVMT	WorkerTripNumber	12.00	10.00
tblVehicleTrips	ST_TR	6.39	5.65
tblVehicleTrips	ST_TR	158.37	82.14
tblVehicleTrips	ST_TR	42.04	27.46
tblVehicleTrips	SU_TR	5.86	5.65
tblVehicleTrips	SU_TR	131.84	82.14
tblVehicleTrips	WD_TR	6.65	5.65

tblVehicleTrips	WD_TR	127.15	82.14
tblVehicleTrips	WD_TR	44.32	27.46
tblWoodstoves	NumberCatalytic	2.90	0.00
tblWoodstoves	NumberNoncatalytic	2.90	0.00

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	0.2201	2.5752	1.3016	4.1900e-003	0.1567	0.0985	0.2552	0.0695	0.0932	0.1626	0.0000	387.2797	387.2797	0.0577	0.0000	388.7212
2019	0.6184	4.9270	4.5446	8.1100e-003	0.0528	0.2714	0.3242	0.0142	0.2638	0.2780	0.0000	692.3733	692.3733	0.1073	0.0000	695.0550
2020	0.2720	0.8027	0.7944	1.4400e-003	0.0108	0.0421	0.0529	2.9100e-003	0.0410	0.0439	0.0000	121.9298	121.9298	0.0179	0.0000	122.3776
Maximum	**0.6184**	**4.9270**	**4.5446**	**8.1100e-003**	**0.1567**	**0.2714**	**0.3242**	**0.0695**	**0.2638**	**0.2780**	**0.0000**	**692.3733**	**692.3733**	**0.1073**	**0.0000**	**695.0550**

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	0.2201	2.5752	1.3016	4.1900e-003	0.0724	0.0985	0.1709	0.0302	0.0932	0.1233	0.0000	387.2794	387.2794	0.0577	0.0000	388.7210
2019	0.6184	4.9270	4.5446	8.1100e-003	0.0329	0.2714	0.3043	9.3600e-003	0.2638	0.2731	0.0000	692.3726	692.3726	0.1073	0.0000	695.0543

2020	0.2720	0.8027	0.7944	1.4400e-003	6.7100e-003	0.0421	0.0488	1.9000e-003	0.0410	0.0429	0.0000	121.9297	121.9297	0.0179	0.0000	122.3775
Maximum	**0.6184**	**4.9270**	**4.5446**	**8.1100e-003**	**0.0724**	**0.2714**	**0.3043**	**0.0302**	**0.2638**	**0.2731**	**0.0000**	**692.3726**	**692.3726**	**0.1073**	**0.0000**	**695.0543**

	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**	**49.15**	**0.00**	**17.12**	**52.19**	**0.00**	**9.33**	**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	9-3-2018	12-2-2018	2.2937	2.2937
2	12-3-2018	3-2-2019	1.4028	1.4028
3	3-3-2019	6-2-2019	1.3951	1.3951
4	6-3-2019	9-2-2019	1.3947	1.3947
5	9-3-2019	12-2-2019	1.3803	1.3803
6	12-3-2019	3-2-2020	1.3134	1.3134
7	3-3-2020	6-2-2020	0.1982	0.1982
		Highest	2.2937	2.2937

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	0.2173	6.9500e-003	0.6007	3.0000e-005		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	0.9781	0.9781	9.6000e-004	0.0000	1.0020
Energy	0.0104	0.0923	0.0651	5.6000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	523.1145	523.1145	0.0119	3.9300e-003	524.5844
Mobile	0.2513	1.2055	2.9735	9.1000e-003	0.6950	9.5100e-003	0.7045	0.1863	8.9100e-003	0.1952	0.0000	839.3239	839.3239	0.0492	0.0000	840.5549
Waste						0.0000	0.0000		0.0000	0.0000	19.1055	0.0000	19.1055	1.1291	0.0000	47.3331
Water						0.0000	0.0000		0.0000	0.0000	1.7732	56.4682	58.2413	0.1835	4.5800e-003	64.1914

Total	**0.4790**	**1.3047**	**3.6393**	**9.6900e-003**	**0.6950**	**0.0200**	**0.7150**	**0.1863**	**0.0194**	**0.2057**	**20.8787**	**1,419.8846**	**1,440.7633**	**1.3747**	**8.5100e-003**	**1,477.6658**

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	0.2173	6.9500e-003	0.6007	3.0000e-005		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	0.9781	0.9781	9.6000e-004	0.0000	1.0020
Energy	0.0104	0.0923	0.0651	5.6000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	523.1145	523.1145	0.0119	3.9300e-003	524.5844
Mobile	0.2513	1.2055	2.9735	9.1000e-003	0.6950	9.5100e-003	0.7045	0.1863	8.9100e-003	0.1952	0.0000	839.3239	839.3239	0.0492	0.0000	840.5549
Waste						0.0000	0.0000		0.0000	0.0000	19.1055	0.0000	19.1055	1.1291	0.0000	47.3331
Water						0.0000	0.0000		0.0000	0.0000	1.7732	56.4682	58.2413	0.1835	4.5800e-003	64.1914
Total	**0.4790**	**1.3047**	**3.6393**	**9.6900e-003**	**0.6950**	**0.0200**	**0.7150**	**0.1863**	**0.0194**	**0.2057**	**20.8787**	**1,419.8846**	**1,440.7633**	**1.3747**	**8.5100e-003**	**1,477.6658**

	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**

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	9/3/2018	9/25/2018	5	17	
2	Grading	Grading	9/27/2018	11/27/2018	5	44	
3	Building Construction	Building Construction	11/28/2018	3/2/2020	5	329	
4	Architectural Coating	Architectural Coating	3/16/2020	5/1/2020	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.329

Acres of Paving: 0.33

Residential Indoor: 85,617; Residential Outdoor: 28,539; Non-Residential Indoor: 11,100; Non-Residential Outdoor: 3,700; Striped Parking Area: 2,120

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	Crawler Tractors	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	247	0.40
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Crawler Tractors	1	6.00	247	0.40
Grading	Dumpers/Tenders	10	8.00	16	0.38
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Aerial Lifts	2	8.00	46	0.45
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	2	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Dumpers/Tenders	2	8.00	16	0.38

Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Plate Compactors	2	8.00	8	0.43
Building Construction	Pressure Washers	2	8.00	13	0.30
Building Construction	Skid Steer Loaders	2	8.00	65	0.37
Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
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	8	5.00	0.00	1,112.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Grading	19	10.00	0.00	2,000.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Building Construction	23	30.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

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					5.5400e-003	0.0000	5.5400e-003	8.4000e-004	0.0000	8.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0343	0.3385	0.1940	3.3000e-004		0.0201	0.0201		0.0187	0.0187	0.0000	30.1376	30.1376	8.3100e-003	0.0000	30.3454
Total	**0.0343**	**0.3385**	**0.1940**	**3.3000e-004**	**5.5400e-003**	**0.0201**	**0.0257**	**8.4000e-004**	**0.0187**	**0.0195**	**0.0000**	**30.1376**	**30.1376**	**8.3100e-003**	**0.0000**	**30.3454**

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	8.2100e-003	0.2634	0.0559	6.8000e-004	0.0153	1.0700e-003	0.0164	4.2000e-003	1.0300e-003	5.2200e-003	0.0000	66.8613	66.8613	4.3500e-003	0.0000	66.9700
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	2.4000e-004	2.0000e-004	2.1700e-003	1.0000e-005	4.7000e-004	0.0000	4.7000e-004	1.2000e-004	0.0000	1.3000e-004	0.0000	0.4627	0.4627	2.0000e-005	0.0000	0.4632
Total	**8.4500e-003**	**0.2636**	**0.0581**	**6.9000e-004**	**0.0158**	**1.0700e-003**	**0.0168**	**4.3200e-003**	**1.0300e-003**	**5.3500e-003**	**0.0000**	**67.3240**	**67.3240**	**4.3700e-003**	**0.0000**	**67.4332**

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					2.0500e-003	0.0000	2.0500e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0343	0.3385	0.1940	3.3000e-004		0.0201	0.0201		0.0187	0.0187	0.0000	30.1375	30.1375	8.3100e-003	0.0000	30.3454
Total	**0.0343**	**0.3385**	**0.1940**	**3.3000e-004**	**2.0500e-003**	**0.0201**	**0.0222**	**3.1000e-004**	**0.0187**	**0.0190**	**0.0000**	**30.1375**	**30.1375**	**8.3100e-003**	**0.0000**	**30.3454**

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	8.2100e-003	0.2634	0.0559	6.8000e-004	0.0101	1.0700e-003	0.0112	2.9300e-003	1.0300e-003	3.9500e-003	0.0000	66.8613	66.8613	4.3500e-003	0.0000	66.9700
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	2.4000e-004	2.0000e-004	2.1700e-003	1.0000e-005	2.8000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.4627	0.4627	2.0000e-005	0.0000	0.4632
Total	**8.4500e-003**	**0.2636**	**0.0581**	**6.9000e-004**	**0.0104**	**1.0700e-003**	**0.0115**	**3.0100e-003**	**1.0300e-003**	**4.0300e-003**	**0.0000**	**67.3240**	**67.3240**	**4.3700e-003**	**0.0000**	**67.4332**

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					0.1007	0.0000	0.1007	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0981	1.0083	0.5120	1.1700e-003		0.0466	0.0466		0.0437	0.0437	0.0000	103.0122	103.0122	0.0268	0.0000	103.6828
Total	**0.0981**	**1.0083**	**0.5120**	**1.1700e-003**	**0.1007**	**0.0466**	**0.1473**	**0.0548**	**0.0437**	**0.0985**	**0.0000**	**103.0122**	**103.0122**	**0.0268**	**0.0000**	**103.6828**

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	0.0148	0.4738	0.1006	1.2300e-003	0.0275	1.9300e-003	0.0294	7.5500e-003	1.8500e-003	9.3900e-003	0.0000	120.2541	120.2541	7.8300e-003	0.0000	120.4497
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	1.2200e-003	1.0400e-003	0.0112	3.0000e-005	2.4100e-003	2.0000e-005	2.4300e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.3954	2.3954	9.0000e-005	0.0000	2.3976
Total	**0.0160**	**0.4749**	**0.1118**	**1.2600e-003**	**0.0299**	**1.9500e-003**	**0.0319**	**8.1900e-003**	**1.8700e-003**	**0.0101**	**0.0000**	**122.6494**	**122.6494**	**7.9200e-003**	**0.0000**	**122.8473**

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					0.0373	0.0000	0.0373	0.0203	0.0000	0.0203	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0981	1.0083	0.5120	1.1700e-003		0.0466	0.0466		0.0437	0.0437	0.0000	103.0121	103.0121	0.0268	0.0000	103.6826
Total	**0.0981**	**1.0083**	**0.5120**	**1.1700e-003**	**0.0373**	**0.0466**	**0.0839**	**0.0203**	**0.0437**	**0.0640**	**0.0000**	**103.0121**	**103.0121**	**0.0268**	**0.0000**	**103.6826**

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	0.0148	0.4738	0.1006	1.2300e-003	0.0182	1.9300e-003	0.0201	5.2600e-003	1.8500e-003	7.1100e-003	0.0000	120.2541	120.2541	7.8300e-003	0.0000	120.4497
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	1.2200e-003	1.0400e-003	0.0112	3.0000e-005	1.4700e-003	2.0000e-005	1.4900e-003	4.1000e-004	2.0000e-005	4.3000e-004	0.0000	2.3954	2.3954	9.0000e-005	0.0000	2.3976
Total	**0.0160**	**0.4749**	**0.1118**	**1.2600e-003**	**0.0197**	**1.9500e-003**	**0.0216**	**5.6700e-003**	**1.8700e-003**	**7.5400e-003**	**0.0000**	**122.6494**	**122.6494**	**7.9200e-003**	**0.0000**	**122.8473**

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	0.0606	0.4702	0.4022	6.7000e-004		0.0285	0.0285		0.0277	0.0277	0.0000	56.5984	56.5984	9.8400e-003	0.0000	56.8445
Total	**0.0606**	**0.4702**	**0.4022**	**6.7000e-004**		**0.0285**	**0.0285**		**0.0277**	**0.0277**	**0.0000**	**56.5984**	**56.5984**	**9.8400e-003**	**0.0000**	**56.8445**

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	6.7000e-004	0.0180	5.0700e-003	4.0000e-005	9.1000e-004	1.3000e-004	1.0300e-003	2.6000e-004	1.2000e-004	3.8000e-004	0.0000	3.6384	3.6384	2.5000e-004	0.0000	3.6446
Worker	1.9900e-003	1.7100e-003	0.0184	4.0000e-005	3.9400e-003	4.0000e-005	3.9800e-003	1.0500e-003	3.0000e-005	1.0800e-003	0.0000	3.9197	3.9197	1.5000e-004	0.0000	3.9234
Total	**2.6600e-003**	**0.0197**	**0.0234**	**8.0000e-005**	**4.8500e-003**	**1.7000e-004**	**5.0100e-003**	**1.3100e-003**	**1.5000e-004**	**1.4600e-003**	**0.0000**	**7.5581**	**7.5581**	**4.0000e-004**	**0.0000**	**7.5680**

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	0.0606	0.4702	0.4022	6.7000e-004		0.0285	0.0285		0.0277	0.0277	0.0000	56.5984	56.5984	9.8400e-003	0.0000	56.8445
Total	**0.0606**	**0.4702**	**0.4022**	**6.7000e-004**		**0.0285**	**0.0285**		**0.0277**	**0.0277**	**0.0000**	**56.5984**	**56.5984**	**9.8400e-003**	**0.0000**	**56.8445**

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	6.7000e-004	0.0180	5.0700e-003	4.0000e-005	6.2000e-004	1.3000e-004	7.4000e-004	1.9000e-004	1.2000e-004	3.1000e-004	0.0000	3.6384	3.6384	2.5000e-004	0.0000	3.6446
Worker	1.9900e-003	1.7100e-003	0.0184	4.0000e-005	2.4100e-003	4.0000e-005	2.4400e-003	6.7000e-004	3.0000e-005	7.0000e-004	0.0000	3.9197	3.9197	1.5000e-004	0.0000	3.9234
Total	**2.6600e-003**	**0.0197**	**0.0234**	**8.0000e-005**	**3.0300e-003**	**1.7000e-004**	**3.1800e-003**	**8.6000e-004**	**1.5000e-004**	**1.0100e-003**	**0.0000**	**7.5581**	**7.5581**	**4.0000e-004**	**0.0000**	**7.5680**

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	0.5921	4.7257	4.3163	7.2500e-003		0.2699	0.2699		0.2623	0.2623	0.0000	611.9743	611.9743	0.1032	0.0000	614.5552
Total	**0.5921**	**4.7257**	**4.3163**	**7.2500e-003**		**0.2699**	**0.2699**		**0.2623**	**0.2623**	**0.0000**	**611.9743**	**611.9743**	**0.1032**	**0.0000**	**614.5552**

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	6.6300e-003	0.1850	0.0506	4.0000e-004	9.8600e-003	1.1600e-003	0.0110	2.8500e-003	1.1100e-003	3.9600e-003	0.0000	39.1601	39.1601	2.6100e-003	0.0000	39.2255
Worker	0.0196	0.0163	0.1777	4.6000e-004	0.0429	3.8000e-004	0.0433	0.0114	3.5000e-004	0.0117	0.0000	41.2389	41.2389	1.4200e-003	0.0000	41.2744
Total	**0.0262**	**0.2013**	**0.2283**	**8.6000e-004**	**0.0528**	**1.5400e-003**	**0.0543**	**0.0142**	**1.4600e-003**	**0.0157**	**0.0000**	**80.3990**	**80.3990**	**4.0300e-003**	**0.0000**	**80.4998**

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	0.5921	4.7257	4.3163	7.2500e-003		0.2699	0.2699		0.2623	0.2623	0.0000	611.9735	611.9735	0.1032	0.0000	614.5544
Total	**0.5921**	**4.7257**	**4.3163**	**7.2500e-003**		**0.2699**	**0.2699**		**0.2623**	**0.2623**	**0.0000**	**611.9735**	**611.9735**	**0.1032**	**0.0000**	**614.5544**

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	6.6300e-003	0.1850	0.0506	4.0000e-004	6.7200e-003	1.1600e-003	7.8900e-003	2.0800e-003	1.1100e-003	3.1900e-003	0.0000	39.1601	39.1601	2.6100e-003	0.0000	39.2255
Worker	0.0196	0.0163	0.1777	4.6000e-004	0.0262	3.8000e-004	0.0266	7.2900e-003	3.5000e-004	7.6300e-003	0.0000	41.2389	41.2389	1.4200e-003	0.0000	41.2744
Total	**0.0262**	**0.2013**	**0.2283**	**8.6000e-004**	**0.0329**	**1.5400e-003**	**0.0344**	**9.3700e-003**	**1.4600e-003**	**0.0108**	**0.0000**	**80.3990**	**80.3990**	**4.0300e-003**	**0.0000**	**80.4998**

3.4 Building Construction - 2020

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	0.0914	0.7415	0.7202	1.2200e-003		0.0399	0.0399		0.0388	0.0388	0.0000	102.3749	102.3749	0.0169	0.0000	102.7969
Total	**0.0914**	**0.7415**	**0.7202**	**1.2200e-003**		**0.0399**	**0.0399**		**0.0388**	**0.0388**	**0.0000**	**102.3749**	**102.3749**	**0.0169**	**0.0000**	**102.7969**

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	9.6000e-004	0.0286	7.7400e-003	7.0000e-005	1.6600e-003	1.3000e-004	1.8000e-003	4.8000e-004	1.3000e-004	6.1000e-004	0.0000	6.5585	6.5585	4.2000e-004	0.0000	6.5689
Worker	3.0500e-003	2.4600e-003	0.0272	7.0000e-005	7.2300e-003	6.0000e-005	7.2900e-003	1.9200e-003	6.0000e-005	1.9800e-003	0.0000	6.7409	6.7409	2.1000e-004	0.0000	6.7462
Total	**4.0100e-003**	**0.0311**	**0.0349**	**1.4000e-004**	**8.8900e-003**	**1.9000e-004**	**9.0900e-003**	**2.4000e-003**	**1.9000e-004**	**2.5900e-003**	**0.0000**	**13.2994**	**13.2994**	**6.3000e-004**	**0.0000**	**13.3151**

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	0.0914	0.7415	0.7202	1.2200e-003		0.0399	0.0399		0.0388	0.0388	0.0000	102.3748	102.3748	0.0169	0.0000	102.7968
Total	**0.0914**	**0.7415**	**0.7202**	**1.2200e-003**		**0.0399**	**0.0399**		**0.0388**	**0.0388**	**0.0000**	**102.3748**	**102.3748**	**0.0169**	**0.0000**	**102.7968**

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	9.6000e-004	0.0286	7.7400e-003	7.0000e-005	1.1300e-003	1.3000e-004	1.2700e-003	3.5000e-004	1.3000e-004	4.8000e-004	0.0000	6.5585	6.5585	4.2000e-004	0.0000	6.5689

Worker	3.0500e-003	2.4600e-003	0.0272	7.0000e-005	4.4100e-003	6.0000e-005	4.4700e-003	1.2300e-003	6.0000e-005	1.2900e-003	0.0000	6.7409	6.7409	2.1000e-004	0.0000	6.7462
Total	**4.0100e-003**	**0.0311**	**0.0349**	**1.4000e-004**	**5.5400e-003**	**1.9000e-004**	**5.7400e-003**	**1.5800e-003**	**1.9000e-004**	**1.7700e-003**	**0.0000**	**13.2994**	**13.2994**	**6.3000e-004**	**0.0000**	**13.3151**

3.5 Architectural Coating - 2020

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	0.1715					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2400e-003	0.0295	0.0321	5.0000e-005		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	4.4682	4.4682	3.5000e-004	0.0000	4.4768
Total	**0.1757**	**0.0295**	**0.0321**	**5.0000e-005**		**1.9400e-003**	**1.9400e-003**		**1.9400e-003**	**1.9400e-003**	**0.0000**	**4.4682**	**4.4682**	**3.5000e-004**	**0.0000**	**4.4768**

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	8.1000e-004	6.5000e-004	7.2000e-003	2.0000e-005	1.9200e-003	2.0000e-005	1.9300e-003	5.1000e-004	2.0000e-005	5.2000e-004	0.0000	1.7874	1.7874	6.0000e-005	0.0000	1.7888
Total	**8.1000e-004**	**6.5000e-004**	**7.2000e-003**	**2.0000e-005**	**1.9200e-003**	**2.0000e-005**	**1.9300e-003**	**5.1000e-004**	**2.0000e-005**	**5.2000e-004**	**0.0000**	**1.7874**	**1.7874**	**6.0000e-005**	**0.0000**	**1.7888**

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	0.1715					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2400e-003	0.0295	0.0321	5.0000e-005		1.9400e-003	1.9400e-003		1.9400e-003	1.9400e-003	0.0000	4.4682	4.4682	3.5000e-004	0.0000	4.4768
Total	**0.1757**	**0.0295**	**0.0321**	**5.0000e-005**		**1.9400e-003**	**1.9400e-003**		**1.9400e-003**	**1.9400e-003**	**0.0000**	**4.4682**	**4.4682**	**3.5000e-004**	**0.0000**	**4.4768**

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	8.1000e-004	6.5000e-004	7.2000e-003	2.0000e-005	1.1700e-003	2.0000e-005	1.1900e-003	3.3000e-004	2.0000e-005	3.4000e-004	0.0000	1.7874	1.7874	6.0000e-005	0.0000	1.7888
Total	**8.1000e-004**	**6.5000e-004**	**7.2000e-003**	**2.0000e-005**	**1.1700e-003**	**2.0000e-005**	**1.1900e-003**	**3.3000e-004**	**2.0000e-005**	**3.4000e-004**	**0.0000**	**1.7874**	**1.7874**	**6.0000e-005**	**0.0000**	**1.7888**

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	0.2513	1.2055	2.9735	9.1000e-003	0.6950	9.5100e-003	0.7045	0.1863	8.9100e-003	0.1952	0.0000	839.3239	839.3239	0.0492	0.0000	840.5549
Unmitigated	0.2513	1.2055	2.9735	9.1000e-003	0.6950	9.5100e-003	0.7045	0.1863	8.9100e-003	0.1952	0.0000	839.3239	839.3239	0.0492	0.0000	840.5549

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	327.70	327.70	327.70	1,119,801	1,119,801
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	451.77	451.77	451.77	615,686	615,686
Strip Mall	52.17	52.17	38.82	95,636	95,636
Total	831.64	831.64	818.29	1,831,122	1,831,122

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
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
High Turnover (Sit Down Restaurant)	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

Apartments Mid Rise	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Strip Mall	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

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	420.6162	420.6162	9.9300e-003	2.0600e-003	421.4770
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	420.6162	420.6162	9.9300e-003	2.0600e-003	421.4770
NaturalGas Mitigated	0.0104	0.0923	0.0651	5.6000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	102.4983	102.4983	1.9600e-003	1.8800e-003	103.1074
NaturalGas Unmitigated	0.0104	0.0923	0.0651	5.6000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	102.4983	102.4983	1.9600e-003	1.8800e-003	103.1074

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	647275	3.4900e-003	0.0298	0.0127	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	34.5411	34.5411	6.6000e-004	6.3000e-004	34.7463
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

High Turnover (Sit Down Restaurant)	1.27034e+006	6.8500e-003	0.0623	0.0523	3.7000e-004		4.7300e-003	4.7300e-003		4.7300e-003	4.7300e-003	0.0000	67.7899	67.7899	1.3000e-003	1.2400e-003	68.1928
Strip Mall	3135	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1673	0.1673	0.0000	0.0000	0.1683
Total		**0.0104**	**0.0923**	**0.0651**	**5.6000e-004**		**7.1500e-003**	**7.1500e-003**		**7.1500e-003**	**7.1500e-003**	**0.0000**	**102.4983**	**102.4983**	**1.9600e-003**	**1.8700e-003**	**103.1074**

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	647275	3.4900e-003	0.0298	0.0127	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003	0.0000	34.5411	34.5411	6.6000e-004	6.3000e-004	34.7463
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
High Turnover (Sit Down Restaurant)	1.27034e+006	6.8500e-003	0.0623	0.0523	3.7000e-004		4.7300e-003	4.7300e-003		4.7300e-003	4.7300e-003	0.0000	67.7899	67.7899	1.3000e-003	1.2400e-003	68.1928
Strip Mall	3135	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1673	0.1673	0.0000	0.0000	0.1683
Total		**0.0104**	**0.0923**	**0.0651**	**5.6000e-004**		**7.1500e-003**	**7.1500e-003**		**7.1500e-003**	**7.1500e-003**	**0.0000**	**102.4983**	**102.4983**	**1.9600e-003**	**1.8700e-003**	**103.1074**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	244327	136.0809	3.2100e-003	6.6000e-004	136.3594
Enclosed Parking with Elevator	238192	132.6636	3.1300e-003	6.5000e-004	132.9351
High Turnover (Sit Down Restaurant)	246345	137.2047	3.2400e-003	6.7000e-004	137.4855

Strip Mall	26334	14.6670	3.5000e-004	7.0000e-005	14.6970
Total		**420.6162**	**9.9300e-003**	**2.0500e-003**	**421.4770**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	244327	136.0809	3.2100e-003	6.6000e-004	136.3594
Enclosed Parking with Elevator	238192	132.6636	3.1300e-003	6.5000e-004	132.9351
High Turnover (Sit Down Restaurant)	246345	137.2047	3.2400e-003	6.7000e-004	137.4855
Strip Mall	26334	14.6670	3.5000e-004	7.0000e-005	14.6970
Total		**420.6162**	**9.9300e-003**	**2.0500e-003**	**421.4770**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.2173	6.9500e-003	0.6007	3.0000e-005		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	0.9781	0.9781	9.6000e-004	0.0000	1.0020

Unmitigated	0.2173	6.9500e-003	0.6007	3.0000e-005		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	0.9781	0.9781	9.6000e-004	0.0000	1.0020

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	0.0172					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0183	6.9500e-003	0.6007	3.0000e-005		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	0.9781	0.9781	9.6000e-004	0.0000	1.0020
Total	**0.2173**	**6.9500e-003**	**0.6007**	**3.0000e-005**		**3.3000e-003**	**3.3000e-003**		**3.3000e-003**	**3.3000e-003**	**0.0000**	**0.9781**	**0.9781**	**9.6000e-004**	**0.0000**	**1.0020**

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	0.0172					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0183	6.9500e-003	0.6007	3.0000e-005		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	0.9781	0.9781	9.6000e-004	0.0000	1.0020

Total	**0.2173**	**6.9500e-003**	**0.6007**	**3.0000e-005**		**3.3000e-003**	**3.3000e-003**		**3.3000e-003**	**3.3000e-003**	**0.0000**	**0.9781**	**0.9781**	**9.6000e-004**	**0.0000**	**1.0020**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	58.2413	0.1835	4.5800e-003	64.1914
Unmitigated	58.2413	0.1835	4.5800e-003	64.1914

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.77893 / 2.38237	43.3462	0.1241	3.1100e-003	47.3773
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.66944 / 0.10656	13.2961	0.0547	1.3500e-003	15.0650
Strip Mall	0.140738 / 0.0862586	1.5991	4.6200e-003	1.2000e-004	1.7492
Total		**58.2413**	**0.1835**	**4.5800e-003**	**64.1914**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.77893 / 2.38237	43.3462	0.1241	3.1100e-003	47.3773
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	1.66944 / 0.10656	13.2961	0.0547	1.3500e-003	15.0650
Strip Mall	0.140738 / 0.0862586	1.5991	4.6200e-003	1.2000e-004	1.7492
Total		**58.2413**	**0.1835**	**4.5800e-003**	**64.1914**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.1055	1.1291	0.0000	47.3331
Unmitigated	19.1055	1.1291	0.0000	47.3331

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	26.68	5.4158	0.3201	0.0000	13.4174
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	65.45	13.2858	0.7852	0.0000	32.9149
Strip Mall	1.99	0.4040	0.0239	0.0000	1.0008
Total		**19.1055**	**1.1291**	**0.0000**	**47.3331**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	26.68	5.4158	0.3201	0.0000	13.4174
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	65.45	13.2858	0.7852	0.0000	32.9149
Strip Mall	1.99	0.4040	0.0239	0.0000	1.0008
Total		**19.1055**	**1.1291**	**0.0000**	**47.3331**

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

8000 Beverly Boulevard Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	35.34	1000sqft	0.33	35,340.00	0
High Turnover (Sit Down Restaurant)	5.50	1000sqft	0.02	5,500.00	0
Apartments Mid Rise	58.00	Dwelling Unit	0.30	42,280.00	166
Strip Mall	1.90	1000sqft	0.01	1,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
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 - Devleoper information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Trips and VMT - Developer information. 32 mile haul to Azusa Land Reclamation

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2017, includes transit, mixed-use, pass by reduction factors

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	35.00
tblConstructionPhase	NumDays	100.00	329.00
tblConstructionPhase	NumDays	10.00	17.00
tblConstructionPhase	NumDays	2.00	44.00
tblFireplaces	NumberGas	49.30	0.00
tblFireplaces	NumberNoFireplace	5.80	58.00
tblFireplaces	NumberWood	2.90	0.00
tblGrading	AcresOfGrading	33.00	0.33
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	BuildingSpaceSquareFeet	58,000.00	42,280.00
tblLandUse	LandUseSquareFeet	58,000.00	42,280.00
tblLandUse	LotAcreage	0.81	0.33
tblLandUse	LotAcreage	0.13	0.02
tblLandUse	LotAcreage	1.53	0.30
tblLandUse	LotAcreage	0.04	0.01
tblOffRoadEquipment	HorsePower	63.00	46.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	212.00	81.00
tblOffRoadEquipment	HorsePower	212.00	247.00
tblOffRoadEquipment	HorsePower	203.00	247.00
tblOffRoadEquipment	LoadFactor	0.31	0.45
tblOffRoadEquipment	LoadFactor	0.50	0.41

tblOffRoadEquipment	LoadFactor	0.43	0.73
tblOffRoadEquipment	LoadFactor	0.43	0.40
tblOffRoadEquipment	LoadFactor	0.36	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	6.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	1.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblProjectCharacteristics	OperationalYear	2018	2020
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripNumber	51.00	1,112.00
tblTripsAndVMT	HaulingTripNumber	2,500.00	2,000.00
tblTripsAndVMT	VendorTripNumber	13.00	12.00
tblTripsAndVMT	WorkerTripNumber	20.00	5.00
tblTripsAndVMT	WorkerTripNumber	48.00	10.00
tblTripsAndVMT	WorkerTripNumber	60.00	30.00
tblTripsAndVMT	WorkerTripNumber	12.00	10.00
tblVehicleTrips	ST_TR	6.39	5.65
tblVehicleTrips	ST_TR	158.37	82.14
tblVehicleTrips	ST_TR	42.04	27.46
tblVehicleTrips	SU_TR	5.86	5.65
tblVehicleTrips	SU_TR	131.84	82.14
tblVehicleTrips	WD_TR	6.65	5.65
tblVehicleTrips	WD_TR	127.15	82.14
tblVehicleTrips	WD_TR	44.32	27.46

tblWoodstoves	NumberCatalytic	2.90	0.00
tblWoodstoves	NumberNoncatalytic	2.90	0.00

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	5.2715	69.6295	35.5399	0.1204	5.9586	2.4923	8.1663	2.8693	2.3237	4.9394	0.0000	12,682.1002	12,682.1002	1.7361	0.0000	12,723.0516
2019	4.7371	37.7111	34.8902	0.0624	0.4122	2.0799	2.4920	0.1111	2.0212	2.1323	0.0000	5,867.7059	5,867.7059	0.9060	0.0000	5,890.3549
2020	10.0877	35.0788	34.3838	0.0622	0.4122	1.8242	2.2363	0.1111	1.7725	1.8835	0.0000	5,814.7626	5,814.7626	0.8772	0.0000	5,836.6934
Maximum	**10.0877**	**69.6295**	**35.5399**	**0.1204**	**5.9586**	**2.4923**	**8.1663**	**2.8693**	**2.3237**	**4.9394**	**0.0000**	**12,682.1002**	**12,682.1002**	**1.7361**	**0.0000**	**12,723.0516**

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	5.2715	69.6295	35.5399	0.1204	2.6017	2.4923	4.8093	1.1841	2.3237	3.2542	0.0000	12,682.1002	12,682.1002	1.7361	0.0000	12,723.0516
2019	4.7371	37.7111	34.8902	0.0624	0.2563	2.0799	2.3362	0.0728	2.0212	2.0940	0.0000	5,867.7059	5,867.7059	0.9060	0.0000	5,890.3549
2020	10.0877	35.0788	34.3838	0.0622	0.2563	1.8242	2.0805	0.0728	1.7725	1.8453	0.0000	5,814.7626	5,814.7626	0.8772	0.0000	5,836.6934
Maximum	**10.0877**	**69.6295**	**35.5399**	**0.1204**	**2.6017**	**2.4923**	**4.8093**	**1.1841**	**2.3237**	**3.2542**	**0.0000**	**12,682.1002**	**12,682.1002**	**1.7361**	**0.0000**	**12,723.0516**

	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**	**54.09**	**0.00**	**28.45**	**56.99**	**0.00**	**19.67**	**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	1.2368	0.0556	4.8054	2.5000e-004		0.0264	0.0264		0.0264	0.0264	0.0000	8.6254	8.6254	8.4300e-003	0.0000	8.8361
Energy	0.0568	0.5055	0.3569	3.1000e-003		0.0392	0.0392		0.0392	0.0392		619.0958	619.0958	0.0119	0.0114	622.7748
Mobile	1.4648	6.3916	16.7458	0.0520	3.9016	0.0523	3.9538	1.0442	0.0490	1.0932		5,280.7183	5,280.7183	0.2997		5,288.2096
Total	**2.7583**	**6.9526**	**21.9081**	**0.0553**	**3.9016**	**0.1179**	**4.0194**	**1.0442**	**0.1146**	**1.1588**	**0.0000**	**5,908.4395**	**5,908.4395**	**0.3200**	**0.0114**	**5,919.8204**

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	1.2368	0.0556	4.8054	2.5000e-004		0.0264	0.0264		0.0264	0.0264	0.0000	8.6254	8.6254	8.4300e-003	0.0000	8.8361
Energy	0.0568	0.5055	0.3569	3.1000e-003		0.0392	0.0392		0.0392	0.0392		619.0958	619.0958	0.0119	0.0114	622.7748
Mobile	1.4648	6.3916	16.7458	0.0520	3.9016	0.0523	3.9538	1.0442	0.0490	1.0932		5,280.7183	5,280.7183	0.2997		5,288.2096
Total	**2.7583**	**6.9526**	**21.9081**	**0.0553**	**3.9016**	**0.1179**	**4.0194**	**1.0442**	**0.1146**	**1.1588**	**0.0000**	**5,908.4395**	**5,908.4395**	**0.3200**	**0.0114**	**5,919.8204**

	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

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	9/3/2018	9/25/2018	5	17	
2	Grading	Grading	9/27/2018	11/27/2018	5	44	
3	Building Construction	Building Construction	11/28/2018	3/2/2020	5	329	
4	Architectural Coating	Architectural Coating	3/16/2020	5/1/2020	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.329

Acres of Paving: 0.33

Residential Indoor: 85,617; Residential Outdoor: 28,539; Non-Residential Indoor: 11,100; Non-Residential Outdoor: 3,700; Striped Parking Area: 2,120

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	Crawler Tractors	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	247	0.40
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Crawler Tractors	1	6.00	247	0.40
Grading	Dumpers/Tenders	10	8.00	16	0.38

Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Aerial Lifts	2	8.00	46	0.45
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	2	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Dumpers/Tenders	2	8.00	16	0.38
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Plate Compactors	2	8.00	8	0.43
Building Construction	Pressure Washers	2	8.00	13	0.30
Building Construction	Skid Steer Loaders	2	8.00	65	0.37
Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
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	8	5.00	0.00	1,112.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Grading	19	10.00	0.00	2,000.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Building Construction	23	30.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

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					0.6514	0.0000	0.6514	0.0986	0.0000	0.0986			0.0000			0.0000
Off-Road	4.0337	39.8240	22.8278	0.0392		2.3660	2.3660		2.1981	2.1981		3,908.3501	3,908.3501	1.0781		3,935.3027
Total	**4.0337**	**39.8240**	**22.8278**	**0.0392**	**0.6514**	**2.3660**	**3.0174**	**0.0986**	**2.1981**	**2.2967**		**3,908.3501**	**3,908.3501**	**1.0781**		**3,935.3027**

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	0.9591	29.7847	6.4591	0.0806	1.8289	0.1258	1.9547	0.5013	0.1203	0.6216		8,711.0657	8,711.0657	0.5576		8,725.0057
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	0.0276	0.0209	0.2700	6.3000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		62.6845	62.6845	2.3500e-003		62.7433
Total	**0.9867**	**29.8055**	**6.7292**	**0.0813**	**1.8848**	**0.1263**	**2.0111**	**0.5161**	**0.1208**	**0.6369**		**8,773.7502**	**8,773.7502**	**0.5600**		**8,787.7490**

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					0.2414	0.0000	0.2414	0.0365	0.0000	0.0365			0.0000			0.0000
Off-Road	4.0337	39.8240	22.8278	0.0392		2.3660	2.3660		2.1981	2.1981	0.0000	3,908.3501	3,908.3501	1.0781		3,935.3027
Total	**4.0337**	**39.8240**	**22.8278**	**0.0392**	**0.2414**	**2.3660**	**2.6074**	**0.0365**	**2.1981**	**2.2346**	**0.0000**	**3,908.3501**	**3,908.3501**	**1.0781**		**3,935.3027**

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	0.9591	29.7847	6.4591	0.0806	1.2063	0.1258	1.3320	0.3484	0.1203	0.4687		8,711.0657	8,711.0657	0.5576		8,725.0057
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	0.0276	0.0209	0.2700	6.3000e-004	0.0340	5.0000e-004	0.0345	9.4600e-003	4.6000e-004	9.9100e-003		62.6845	62.6845	2.3500e-003		62.7433
Total	**0.9867**	**29.8055**	**6.7292**	**0.0813**	**1.2403**	**0.1263**	**1.3666**	**0.3579**	**0.1208**	**0.4787**		**8,773.7502**	**8,773.7502**	**0.5600**		**8,787.7490**

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					4.5759	0.0000	4.5759	2.4913	0.0000	2.4913			0.0000			0.0000
Off-Road	4.4596	45.8303	23.2714	0.0531		2.1193	2.1193		1.9856	1.9856		5,161.4328	5,161.4328	1.3439		5,195.0304
Total	**4.4596**	**45.8303**	**23.2714**	**0.0531**	**4.5759**	**2.1193**	**6.6952**	**2.4913**	**1.9856**	**4.4769**		**5,161.4328**	**5,161.4328**	**1.3439**		**5,195.0304**

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	0.6665	20.6973	4.4884	0.0560	1.2709	0.0874	1.3583	0.3483	0.0836	0.4319		6,053.3076	6,053.3076	0.3875		6,062.9945
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	0.0553	0.0417	0.5401	1.2600e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		125.3690	125.3690	4.7000e-003		125.4865
Total	**0.7217**	**20.7390**	**5.0285**	**0.0573**	**1.3827**	**0.0884**	**1.4711**	**0.3780**	**0.0845**	**0.4625**		**6,178.6766**	**6,178.6766**	**0.3922**		**6,188.4810**

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					1.6954	0.0000	1.6954	0.9230	0.0000	0.9230			0.0000			0.0000
Off-Road	4.4596	45.8303	23.2714	0.0531		2.1193	2.1193		1.9856	1.9856	0.0000	5,161.4328	5,161.4328	1.3439		5,195.0304
Total	**4.4596**	**45.8303**	**23.2714**	**0.0531**	**1.6954**	**2.1193**	**3.8147**	**0.9230**	**1.9856**	**2.9086**	**0.0000**	**5,161.4328**	**5,161.4328**	**1.3439**		**5,195.0304**

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	0.6665	20.6973	4.4884	0.0560	0.8382	0.0874	0.9256	0.2421	0.0836	0.3257		6,053.3076	6,053.3076	0.3875		6,062.9945
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	0.0553	0.0417	0.5401	1.2600e-003	0.0681	1.0000e-003	0.0690	0.0189	9.2000e-004	0.0198		125.3690	125.3690	4.7000e-003		125.4865
Total	**0.7217**	**20.7390**	**5.0285**	**0.0573**	**0.9063**	**0.0884**	**0.9947**	**0.2610**	**0.0845**	**0.3456**		**6,178.6766**	**6,178.6766**	**0.3922**		**6,188.4810**

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	5.0505	39.1838	33.5175	0.0556		2.3779	2.3779		2.3110	2.3110		5,199.0911	5,199.0911	0.9043		5,221.6985
Total	**5.0505**	**39.1838**	**33.5175**	**0.0556**		**2.3779**	**2.3779**		**2.3110**	**2.3110**		**5,199.0911**	**5,199.0911**	**0.9043**		**5,221.6985**

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	0.0552	1.4707	0.4021	3.1700e-003	0.0768	0.0104	0.0872	0.0221	9.9100e-003	0.0320		338.0153	338.0153	0.0223		338.5717
Worker	0.1657	0.1251	1.6202	3.7800e-003	0.3353	2.9900e-003	0.3383	0.0889	2.7600e-003	0.0917		376.1070	376.1070	0.0141		376.4596
Total	**0.2210**	**1.5958**	**2.0223**	**6.9500e-003**	**0.4122**	**0.0134**	**0.4255**	**0.1111**	**0.0127**	**0.1237**		**714.1223**	**714.1223**	**0.0364**		**715.0313**

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	5.0505	39.1838	33.5175	0.0556		2.3779	2.3779		2.3110	2.3110	0.0000	5,199.0911	5,199.0911	0.9043		5,221.6984
Total	**5.0505**	**39.1838**	**33.5175**	**0.0556**		**2.3779**	**2.3779**		**2.3110**	**2.3110**	**0.0000**	**5,199.0911**	**5,199.0911**	**0.9043**		**5,221.6984**

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	0.0552	1.4707	0.4021	3.1700e-003	0.0522	0.0104	0.0626	0.0161	9.9100e-003	0.0260		338.0153	338.0153	0.0223		338.5717

Worker	0.1657	0.1251	1.6202	3.7800e-003	0.2041	2.9900e-003	0.2071	0.0567	2.7600e-003	0.0595		376.1070	376.1070	0.0141		376.4596
Total	**0.2210**	**1.5958**	**2.0223**	**6.9500e-003**	**0.2563**	**0.0134**	**0.2697**	**0.0728**	**0.0127**	**0.0855**		**714.1223**	**714.1223**	**0.0364**		**715.0313**

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	4.5374	36.2122	33.0752	0.0556		2.0681	2.0681		2.0101	2.0101		5,169.2425	5,169.2425	0.8720		5,191.0430
Total	**4.5374**	**36.2122**	**33.0752**	**0.0556**		**2.0681**	**2.0681**		**2.0101**	**2.0101**		**5,169.2425**	**5,169.2425**	**0.8720**		**5,191.0430**

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	0.0499	1.3888	0.3685	3.1400e-003	0.0768	8.8500e-003	0.0857	0.0221	8.4700e-003	0.0306		334.5775	334.5775	0.0214		335.1136
Worker	0.1499	0.1102	1.4465	3.6600e-003	0.3353	2.8900e-003	0.3382	0.0889	2.6600e-003	0.0916		363.8859	363.8859	0.0125		364.1983
Total	**0.1997**	**1.4989**	**1.8150**	**6.8000e-003**	**0.4122**	**0.0117**	**0.4239**	**0.1111**	**0.0111**	**0.1222**		**698.4634**	**698.4634**	**0.0339**		**699.3119**

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	4.5374	36.2122	33.0752	0.0556		2.0681	2.0681		2.0101	2.0101	0.0000	5,169.2425	5,169.2425	0.8720		5,191.0430
Total	**4.5374**	**36.2122**	**33.0752**	**0.0556**		**2.0681**	**2.0681**		**2.0101**	**2.0101**	**0.0000**	**5,169.2425**	**5,169.2425**	**0.8720**		**5,191.0430**

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	0.0499	1.3888	0.3685	3.1400e-003	0.0522	8.8500e-003	0.0611	0.0161	8.4700e-003	0.0245		334.5775	334.5775	0.0214		335.1136
Worker	0.1499	0.1102	1.4465	3.6600e-003	0.2041	2.8900e-003	0.2070	0.0567	2.6600e-003	0.0594		363.8859	363.8859	0.0125		364.1983
Total	**0.1997**	**1.4989**	**1.8150**	**6.8000e-003**	**0.2563**	**0.0117**	**0.2681**	**0.0728**	**0.0111**	**0.0839**		**698.4634**	**698.4634**	**0.0339**		**699.3119**

3.4 Building Construction - 2020

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	4.1562	33.7041	32.7358	0.0556		1.8154	1.8154		1.7641	1.7641		5,129.4992	5,129.4992	0.8458		5,150.6447
Total	**4.1562**	**33.7041**	**32.7358**	**0.0556**		**1.8154**	**1.8154**		**1.7641**	**1.7641**		**5,129.4992**	**5,129.4992**	**0.8458**		**5,150.6447**

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	0.0427	1.2765	0.3345	3.1100e-003	0.0768	6.0100e-003	0.0828	0.0221	5.7500e-003	0.0279		332.4296	332.4296	0.0203		332.9368
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		352.8339	352.8339	0.0111		353.1120
Total	**0.1807**	**1.3747**	**1.6480**	**6.6500e-003**	**0.4122**	**8.8100e-003**	**0.4210**	**0.1111**	**8.3300e-003**	**0.1194**		**685.2635**	**685.2635**	**0.0314**		**686.0487**

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	4.1562	33.7041	32.7358	0.0556		1.8154	1.8154		1.7641	1.7641	0.0000	5,129.4992	5,129.4992	0.8458		5,150.6447
Total	**4.1562**	**33.7041**	**32.7358**	**0.0556**		**1.8154**	**1.8154**		**1.7641**	**1.7641**	**0.0000**	**5,129.4992**	**5,129.4992**	**0.8458**		**5,150.6447**

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	0.0427	1.2765	0.3345	3.1100e-003	0.0522	6.0100e-003	0.0582	0.0161	5.7500e-003	0.0218		332.4296	332.4296	0.0203		332.9368
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.2041	2.8000e-003	0.2070	0.0567	2.5800e-003	0.0593		352.8339	352.8339	0.0111		353.1120
Total	**0.1807**	**1.3747**	**1.6480**	**6.6500e-003**	**0.2563**	**8.8100e-003**	**0.2652**	**0.0728**	**8.3300e-003**	**0.0811**		**685.2635**	**685.2635**	**0.0314**		**686.0487**

3.5 Architectural Coating - 2020

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	9.7995					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**10.0416**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0460**	**0.0327**	**0.4378**	**1.1800e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**117.6113**	**117.6113**	**3.7100e-003**		**117.7040**

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	9.7995					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**10.0416**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

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	0.0460	0.0327	0.4378	1.1800e-003	0.0681	9.3000e-004	0.0690	0.0189	8.6000e-004	0.0198		117.6113	117.6113	3.7100e-003		117.7040

Total	**0.0460**	**0.0327**	**0.4378**	**1.1800e-003**	**0.0681**	**9.3000e-004**	**0.0690**	**0.0189**	**8.6000e-004**	**0.0198**		**117.6113**	**117.6113**	**3.7100e-003**		**117.7040**

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	1.4648	6.3916	16.7458	0.0520	3.9016	0.0523	3.9538	1.0442	0.0490	1.0932		5,280.7183	5,280.7183	0.2997		5,288.2096
Unmitigated	1.4648	6.3916	16.7458	0.0520	3.9016	0.0523	3.9538	1.0442	0.0490	1.0932		5,280.7183	5,280.7183	0.2997		5,288.2096

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	327.70	327.70	327.70	1,119,801	1,119,801
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	451.77	451.77	451.77	615,686	615,686
Strip Mall	52.17	52.17	38.82	95,636	95,636
Total	831.64	831.64	818.29	1,831,122	1,831,122

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
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
High Turnover (Sit Down Restaurant)	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Apartments Mid Rise	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Strip Mall	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

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	0.0568	0.5055	0.3569	3.1000e-003		0.0392	0.0392		0.0392	0.0392		619.0958	619.0958	0.0119	0.0114	622.7748
NaturalGas Unmitigated	0.0568	0.5055	0.3569	3.1000e-003		0.0392	0.0392		0.0392	0.0392		619.0958	619.0958	0.0119	0.0114	622.7748

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	1773.36	0.0191	0.1634	0.0695	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.6301	208.6301	4.0000e-003	3.8200e-003	209.8699
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
High Turnover (Sit Down Restaurant)	3480.37	0.0375	0.3412	0.2866	2.0500e-003		0.0259	0.0259		0.0259	0.0259		409.4553	409.4553	7.8500e-003	7.5100e-003	411.8885
Strip Mall	8.58904	9.0000e-005	8.4000e-004	7.1000e-004	1.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		1.0105	1.0105	2.0000e-005	2.0000e-005	1.0165
Total		**0.0567**	**0.5055**	**0.3569**	**3.1000e-003**		**0.0392**	**0.0392**		**0.0392**	**0.0392**		**619.0958**	**619.0958**	**0.0119**	**0.0114**	**622.7748**

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	1.77336	0.0191	0.1634	0.0695	1.0400e-003		0.0132	0.0132		0.0132	0.0132		208.6301	208.6301	4.0000e-003	3.8200e-003	209.8699
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
High Turnover (Sit Down Restaurant)	3.48037	0.0375	0.3412	0.2866	2.0500e-003		0.0259	0.0259		0.0259	0.0259		409.4553	409.4553	7.8500e-003	7.5100e-003	411.8885
Strip Mall	0.00858904	9.0000e-005	8.4000e-004	7.1000e-004	1.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		1.0105	1.0105	2.0000e-005	2.0000e-005	1.0165
Total		**0.0567**	**0.5055**	**0.3569**	**3.1000e-003**		**0.0392**	**0.0392**		**0.0392**	**0.0392**		**619.0958**	**619.0958**	**0.0119**	**0.0114**	**622.7748**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	1.2368	0.0556	4.8054	2.5000e-004		0.0264	0.0264		0.0264	0.0264	0.0000	8.6254	8.6254	8.4300e-003	0.0000	8.8361
Unmitigated	1.2368	0.0556	4.8054	2.5000e-004		0.0264	0.0264		0.0264	0.0264	0.0000	8.6254	8.6254	8.4300e-003	0.0000	8.8361

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	0.0940					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.9962					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1466	0.0556	4.8054	2.5000e-004		0.0264	0.0264		0.0264	0.0264		8.6254	8.6254	8.4300e-003		8.8361
Total	**1.2368**	**0.0556**	**4.8054**	**2.5000e-004**		**0.0264**	**0.0264**		**0.0264**	**0.0264**	**0.0000**	**8.6254**	**8.6254**	**8.4300e-003**	**0.0000**	**8.8361**

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	0.0940					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Consumer Products	0.9962					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1466	0.0556	4.8054	2.5000e-004		0.0264	0.0264		0.0264	0.0264		8.6254	8.6254	8.4300e-003		8.8361
Total	**1.2368**	**0.0556**	**4.8054**	**2.5000e-004**		**0.0264**	**0.0264**		**0.0264**	**0.0264**	**0.0000**	**8.6254**	**8.6254**	**8.4300e-003**	**0.0000**	**8.8361**

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

8000 Beverly Boulevard 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
General Office Building	11.25	1000sqft	0.33	11,250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2016
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 - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2016, includes transit reduction factor

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.26	0.33
tblProjectCharacteristics	OperationalYear	2018	2016
tblVehicleTrips	WD_TR	11.03	9.38

2.0 Emissions Summary

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	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Energy	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	89.7403	89.7403	2.0900e-003	5.2000e-004	89.9484
Mobile	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772
Waste						0.0000	0.0000		0.0000	0.0000	2.1233	0.0000	2.1233	0.1255	0.0000	5.2604
Water						0.0000	0.0000		0.0000	0.0000	0.6344	22.0840	22.7184	0.0657	1.6500e-003	24.8509
Total	**0.0902**	**0.2041**	**0.6000**	**1.4200e-003**	**0.0991**	**2.6400e-003**	**0.1017**	**0.0266**	**2.5200e-003**	**0.0291**	**2.7576**	**239.4756**	**242.2332**	**0.2023**	**2.1700e-003**	**247.9371**

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	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Energy	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	89.7403	89.7403	2.0900e-003	5.2000e-004	89.9484
Mobile	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772
Waste						0.0000	0.0000		0.0000	0.0000	2.1233	0.0000	2.1233	0.1255	0.0000	5.2604
Water						0.0000	0.0000		0.0000	0.0000	0.6344	22.0840	22.7184	0.0657	1.6500e-003	24.8509

Total	0.0902	0.2041	0.6000	1.4200e-003	0.0991	2.6400e-003	0.1017	0.0266	2.5200e-003	0.0291	2.7576	239.4756	242.2332	0.2023	2.1700e-003	247.9371

	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

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	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772
Unmitigated	0.0437	0.1983	0.5950	1.3900e-003	0.0991	2.2000e-003	0.1013	0.0266	2.0800e-003	0.0287	0.0000	127.6510	127.6510	9.0500e-003	0.0000	127.8772

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	105.47	27.68	11.81	260,874	260,874
Total	105.47	27.68	11.81	260,874	260,874

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
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.546581	0.047315	0.196959	0.128768	0.019038	0.005774	0.017712	0.026513	0.002264	0.002897	0.004538	0.000646	0.000994

5.0 Energy Detail

Historical Energy Use: N

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	83.4607	83.4607	1.9700e-003	4.1000e-004	83.6315
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	83.4607	83.4607	1.9700e-003	4.1000e-004	83.6315
NaturalGas Mitigated	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169
NaturalGas Unmitigated	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169

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					
General Office Building	117675	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169

Total		**6.3000e-004**	**5.7700e-003**	**4.8500e-003**	**3.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.2796**	**6.2796**	**1.2000e-004**	**1.2000e-004**	**6.3169**

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					
General Office Building	117675	6.3000e-004	5.7700e-003	4.8500e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.2796	6.2796	1.2000e-004	1.2000e-004	6.3169
Total		**6.3000e-004**	**5.7700e-003**	**4.8500e-003**	**3.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.2796**	**6.2796**	**1.2000e-004**	**1.2000e-004**	**6.3169**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	149850	83.4607	1.9700e-003	4.1000e-004	83.6315
Total		**83.4607**	**1.9700e-003**	**4.1000e-004**	**83.6315**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	149850	83.4607	1.9700e-003	4.1000e-004	83.6315
Total		**83.4607**	**1.9700e-003**	**4.1000e-004**	**83.6315**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Unmitigated	0.0459	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004

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	5.2100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Total	**0.0459**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0000**	**0.0000**	**3.0000e-004**

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	5.2100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0407					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.8000e-004	2.8000e-004	0.0000	0.0000	3.0000e-004
Total	**0.0459**	**0.0000**	**1.5000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0000**	**0.0000**	**3.0000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e

Category	MT/yr			
Mitigated	22.7184	0.0657	1.6500e-003	24.8509
Unmitigated	22.7184	0.0657	1.6500e-003	24.8509

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.9995 / 1.2255	22.7184	0.0657	1.6500e-003	24.8509
Total		**22.7184**	**0.0657**	**1.6500e-003**	**24.8509**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	1.9995 / 1.2255	22.7184	0.0657	1.6500e-003	24.8509
Total		**22.7184**	**0.0657**	**1.6500e-003**	**24.8509**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.1233	0.1255	0.0000	5.2604
Unmitigated	2.1233	0.1255	0.0000	5.2604

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	10.46	2.1233	0.1255	0.0000	5.2604
Total		**2.1233**	**0.1255**	**0.0000**	**5.2604**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	10.46	2.1233	0.1255	0.0000	5.2604
Total		**2.1233**	**0.1255**	**0.0000**	**5.2604**

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

8000 Beverly Boulevard Future

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	35.34	1000sqft	0.33	35,340.00	0
High Turnover (Sit Down Restaurant)	7.40	1000sqft	0.03	7,400.00	0
Apartments Mid Rise	48.00	Dwelling Unit	0.30	48,000.00	137

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
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 - Devleoper information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Trips and VMT - Developer information. 32 mile haul to Azusa Land Reclamation

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2017, includes transit, mixed-use, pass by reduction factors

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	35.00
tblConstructionPhase	NumDays	100.00	330.00
tblConstructionPhase	NumDays	10.00	16.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	PhaseEndDate	6/16/2020	8/20/2021
tblConstructionPhase	PhaseEndDate	6/9/2020	7/2/2021
tblConstructionPhase	PhaseEndDate	1/17/2020	1/27/2020
tblConstructionPhase	PhaseEndDate	1/21/2020	3/27/2020
tblConstructionPhase	PhaseStartDate	6/10/2020	7/5/2021
tblConstructionPhase	PhaseStartDate	1/22/2020	3/30/2020
tblConstructionPhase	PhaseStartDate	1/18/2020	1/28/2020
tblFireplaces	NumberGas	40.80	0.00
tblFireplaces	NumberNoFireplace	4.80	48.00
tblFireplaces	NumberWood	2.40	0.00
tblGrading	AcresOfGrading	33.00	0.33
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	0.81	0.33
tblLandUse	LotAcreage	0.17	0.03
tblLandUse	LotAcreage	1.26	0.30
tblOffRoadEquipment	HorsePower	63.00	46.00
tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	212.00	81.00

tblOffRoadEquipment	HorsePower	212.00	247.00
tblOffRoadEquipment	HorsePower	203.00	247.00
tblOffRoadEquipment	LoadFactor	0.31	0.45
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.43	0.73
tblOffRoadEquipment	LoadFactor	0.43	0.40
tblOffRoadEquipment	LoadFactor	0.36	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	6.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	1.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblProjectCharacteristics	OperationalYear	2018	2022
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripNumber	51.00	1,112.00
tblTripsAndVMT	HaulingTripNumber	2,500.00	2,000.00
tblTripsAndVMT	WorkerTripNumber	20.00	5.00
tblTripsAndVMT	WorkerTripNumber	48.00	10.00
tblTripsAndVMT	WorkerTripNumber	53.00	30.00
tblTripsAndVMT	WorkerTripNumber	11.00	10.00
tblVehicleTrips	ST_TR	6.39	5.65
tblVehicleTrips	ST_TR	158.37	82.14
tblVehicleTrips	SU_TR	5.86	5.65
tblVehicleTrips	SU_TR	131.84	82.14
tblVehicleTrips	WD_TR	6.65	5.65

tblVehicleTrips	WD_TR	127.15	82.14
tblWoodstoves	NumberCatalytic	2.40	0.00
tblWoodstoves	NumberNoncatalytic	2.40	0.00

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					
2020	4.6417	62.4391	34.3838	0.1231	5.9587	2.0729	7.8159	2.8693	1.9266	4.6103	0.0000	12,877.6365	12,877.6365	1.7173	0.0000	12,918.8962
2021	10.8031	32.5053	33.9178	0.0621	0.4122	1.5756	1.9877	0.1111	1.5315	1.6426	0.0000	5,801.1067	5,801.1067	0.8518	0.0000	5,822.4009
Maximum	**10.8031**	**62.4391**	**34.3838**	**0.1231**	**5.9587**	**2.0729**	**7.8159**	**2.8693**	**1.9266**	**4.6103**	**0.0000**	**12,877.6365**	**12,877.6365**	**1.7173**	**0.0000**	**12,918.8962**

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					
2020	4.6417	62.4391	34.3838	0.1231	2.6018	2.0729	4.4589	1.1841	1.9266	2.9251	0.0000	12,877.6365	12,877.6365	1.7173	0.0000	12,918.8962
2021	10.8031	32.5053	33.9178	0.0621	0.2563	1.5756	1.8319	0.0728	1.5315	1.6043	0.0000	5,801.1067	5,801.1067	0.8518	0.0000	5,822.4009
Maximum	**10.8031**	**62.4391**	**34.3838**	**0.1231**	**2.6018**	**2.0729**	**4.4589**	**1.1841**	**1.9266**	**2.9251**	**0.0000**	**12,877.6365**	**12,877.6365**	**1.7173**	**0.0000**	**12,918.8962**

	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**	**55.14**	**0.00**	**35.83**	**57.83**	**0.00**	**27.56**	**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	1.3334	0.0458	3.9687	2.1000e-004		0.0219	0.0219		0.0219	0.0219	0.0000	7.1399	7.1399	6.9000e-003	0.0000	7.3125
Energy	0.0663	0.5943	0.4432	3.6200e-003		0.0458	0.0458		0.0458	0.0458		723.5628	723.5628	0.0139	0.0133	727.8626
Mobile	1.2847	5.7391	13.8624	0.0476	3.7321	0.0391	3.7712	0.9988	0.0365	1.0352		4,849.4678	4,849.4678	0.2570		4,855.8937
Total	**2.6844**	**6.3792**	**18.2743**	**0.0514**	**3.7321**	**0.1069**	**3.8390**	**0.9988**	**0.1042**	**1.1030**	**0.0000**	**5,580.1705**	**5,580.1705**	**0.2778**	**0.0133**	**5,591.0688**

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	1.3334	0.0458	3.9687	2.1000e-004		0.0219	0.0219		0.0219	0.0219	0.0000	7.1399	7.1399	6.9000e-003	0.0000	7.3125
Energy	0.0663	0.5943	0.4432	3.6200e-003		0.0458	0.0458		0.0458	0.0458		723.5628	723.5628	0.0139	0.0133	727.8626
Mobile	1.2847	5.7391	13.8624	0.0476	3.7321	0.0391	3.7712	0.9988	0.0365	1.0352		4,849.4678	4,849.4678	0.2570		4,855.8937
Total	**2.6844**	**6.3792**	**18.2743**	**0.0514**	**3.7321**	**0.1069**	**3.8390**	**0.9988**	**0.1042**	**1.1030**	**0.0000**	**5,580.1705**	**5,580.1705**	**0.2778**	**0.0133**	**5,591.0688**

	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

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	1/6/2020	1/27/2020	5	16	
2	Grading	Grading	1/28/2020	3/27/2020	5	44	
3	Building Construction	Building Construction	3/30/2020	7/2/2021	5	330	
4	Architectural Coating	Architectural Coating	7/5/2021	8/20/2021	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.33

Acres of Paving: 0.33

Residential Indoor: 97,200; Residential Outdoor: 32,400; Non-Residential Indoor: 11,100; Non-Residential Outdoor: 3,700; Striped Parking Area: 2,120

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	Crawler Tractors	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	247	0.40
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Crawler Tractors	1	6.00	247	0.40
Grading	Dumpers/Tenders	10	8.00	16	0.38

Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Aerial Lifts	2	8.00	46	0.45
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	2	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Dumpers/Tenders	2	8.00	16	0.38
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Plate Compactors	2	8.00	8	0.43
Building Construction	Pressure Washers	2	8.00	13	0.30
Building Construction	Skid Steer Loaders	2	8.00	65	0.37
Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
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	8	5.00	0.00	1,112.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Grading	19	10.00	0.00	2,000.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Building Construction	23	30.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

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					0.6921	0.0000	0.6921	0.1048	0.0000	0.1048			0.0000			0.0000
Off-Road	3.5178	34.4593	22.1835	0.0392		1.9722	1.9722		1.8302	1.8302		3,782.7819	3,782.7819	1.0693		3,809.5142
Total	**3.5178**	**34.4593**	**22.1835**	**0.0392**	**0.6921**	**1.9722**	**2.6643**	**0.1048**	**1.8302**	**1.9350**		**3,782.7819**	**3,782.7819**	**1.0693**		**3,809.5142**

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	0.9009	27.9635	6.5847	0.0834	1.9434	0.1003	2.0437	0.5326	0.0960	0.6286		9,036.0490	9,036.0490	0.5792		9,050.5301
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	0.0230	0.0164	0.2189	5.9000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.9239**	**27.9799**	**6.8036**	**0.0840**	**1.9993**	**0.1008**	**2.1001**	**0.5475**	**0.0964**	**0.6438**		**9,094.8546**	**9,094.8546**	**0.5811**		**9,109.3820**

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					0.2564	0.0000	0.2564	0.0388	0.0000	0.0388			0.0000			0.0000
Off-Road	3.5178	34.4593	22.1835	0.0392		1.9722	1.9722		1.8302	1.8302	0.0000	3,782.7819	3,782.7819	1.0693		3,809.5142
Total	**3.5178**	**34.4593**	**22.1835**	**0.0392**	**0.2564**	**1.9722**	**2.2286**	**0.0388**	**1.8302**	**1.8691**	**0.0000**	**3,782.7819**	**3,782.7819**	**1.0693**		**3,809.5142**

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	0.9009	27.9635	6.5847	0.0834	1.2818	0.1003	1.3821	0.3702	0.0960	0.4662		9,036.0490	9,036.0490	0.5792		9,050.5301
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	0.0230	0.0164	0.2189	5.9000e-004	0.0340	4.7000e-004	0.0345	9.4600e-003	4.3000e-004	9.8900e-003		58.8056	58.8056	1.8500e-003		58.8520
Total	**0.9239**	**27.9799**	**6.8036**	**0.0840**	**1.3158**	**0.1008**	**1.4166**	**0.3797**	**0.0964**	**0.4761**		**9,094.8546**	**9,094.8546**	**0.5811**		**9,109.3820**

3.3 Grading - 2020

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					4.5759	0.0000	4.5759	2.4913	0.0000	2.4913			0.0000			0.0000
Off-Road	4.0065	40.0699	22.6545	0.0531		1.7906	1.7906		1.6774	1.6774		5,010.7771	5,010.7771	1.3348		5,044.1463
Total	**4.0065**	**40.0699**	**22.6545**	**0.0531**	**4.5759**	**1.7906**	**6.3665**	**2.4913**	**1.6774**	**4.1687**		**5,010.7771**	**5,010.7771**	**1.3348**		**5,044.1463**

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	0.5892	18.2888	4.3065	0.0545	1.2710	0.0656	1.3366	0.3484	0.0628	0.4111		5,909.7770	5,909.7770	0.3788		5,919.2479
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	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.6352**	**18.3215**	**4.7444**	**0.0557**	**1.3828**	**0.0665**	**1.4493**	**0.3780**	**0.0636**	**0.4416**		**6,027.3883**	**6,027.3883**	**0.3826**		**6,036.9519**

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					1.6954	0.0000	1.6954	0.9230	0.0000	0.9230			0.0000			0.0000
Off-Road	4.0065	40.0699	22.6545	0.0531		1.7906	1.7906		1.6774	1.6774	0.0000	5,010.7771	5,010.7771	1.3348		5,044.1463
Total	**4.0065**	**40.0699**	**22.6545**	**0.0531**	**1.6954**	**1.7906**	**3.4860**	**0.9230**	**1.6774**	**2.6004**	**0.0000**	**5,010.7771**	**5,010.7771**	**1.3348**		**5,044.1463**

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	0.5892	18.2888	4.3065	0.0545	0.8383	0.0656	0.9039	0.2422	0.0628	0.3049		5,909.7770	5,909.7770	0.3788		5,919.2479
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	0.0460	0.0327	0.4378	1.1800e-003	0.0681	9.3000e-004	0.0690	0.0189	8.6000e-004	0.0198		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.6352**	**18.3215**	**4.7444**	**0.0557**	**0.9064**	**0.0665**	**0.9729**	**0.2611**	**0.0636**	**0.3247**		**6,027.3883**	**6,027.3883**	**0.3826**		**6,036.9519**

3.4 Building Construction - 2020

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	4.1562	33.7041	32.7358	0.0556		1.8154	1.8154		1.7641	1.7641		5,129.4992	5,129.4992	0.8458		5,150.6447
Total	**4.1562**	**33.7041**	**32.7358**	**0.0556**		**1.8154**	**1.8154**		**1.7641**	**1.7641**		**5,129.4992**	**5,129.4992**	**0.8458**		**5,150.6447**

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	0.0427	1.2765	0.3345	3.1100e-003	0.0768	6.0100e-003	0.0828	0.0221	5.7500e-003	0.0279		332.4296	332.4296	0.0203		332.9368
Worker	0.1381	0.0982	1.3135	3.5400e-003	0.3353	2.8000e-003	0.3381	0.0889	2.5800e-003	0.0915		352.8339	352.8339	0.0111		353.1120
Total	**0.1807**	**1.3747**	**1.6480**	**6.6500e-003**	**0.4122**	**8.8100e-003**	**0.4210**	**0.1111**	**8.3300e-003**	**0.1194**		**685.2635**	**685.2635**	**0.0314**		**686.0487**

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	4.1562	33.7041	32.7358	0.0556		1.8154	1.8154		1.7641	1.7641	0.0000	5,129.4992	5,129.4992	0.8458		5,150.6447
Total	**4.1562**	**33.7041**	**32.7358**	**0.0556**		**1.8154**	**1.8154**		**1.7641**	**1.7641**	**0.0000**	**5,129.4992**	**5,129.4992**	**0.8458**		**5,150.6447**

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	0.0427	1.2765	0.3345	3.1100e-003	0.0522	6.0100e-003	0.0582	0.0161	5.7500e-003	0.0218		332.4296	332.4296	0.0203		332.9368

Worker	0.1381	0.0982	1.3135	3.5400e-003	0.2041	2.8000e-003	0.2070	0.0567	2.5800e-003	0.0593		352.8339	352.8339	0.0111		353.1120
Total	**0.1807**	**1.3747**	**1.6480**	**6.6500e-003**	**0.2563**	**8.8100e-003**	**0.2652**	**0.0728**	**8.3300e-003**	**0.0811**		**685.2635**	**685.2635**	**0.0314**		**686.0487**

3.4 Building Construction - 2021

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	3.7950	31.2518	32.4049	0.0556		1.5705	1.5705		1.5268	1.5268		5,129.6190	5,129.6190	0.8223		5,150.1757
Total	**3.7950**	**31.2518**	**32.4049**	**0.0556**		**1.5705**	**1.5705**		**1.5268**	**1.5268**		**5,129.6190**	**5,129.6190**	**0.8223**		**5,150.1757**

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	0.0365	1.1651	0.3046	3.0900e-003	0.0768	2.3800e-003	0.0792	0.0221	2.2800e-003	0.0244		329.8568	329.8568	0.0194		330.3426
Worker	0.1286	0.0884	1.2083	3.4300e-003	0.3353	2.7100e-003	0.3380	0.0889	2.5000e-003	0.0914		341.6310	341.6310	0.0101		341.8826
Total	**0.1651**	**1.2535**	**1.5129**	**6.5200e-003**	**0.4122**	**5.0900e-003**	**0.4173**	**0.1111**	**4.7800e-003**	**0.1158**		**671.4877**	**671.4877**	**0.0295**		**672.2252**

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	3.7950	31.2518	32.4049	0.0556		1.5705	1.5705		1.5268	1.5268	0.0000	5,129.6190	5,129.6190	0.8223		5,150.1757
Total	**3.7950**	**31.2518**	**32.4049**	**0.0556**		**1.5705**	**1.5705**		**1.5268**	**1.5268**	**0.0000**	**5,129.6190**	**5,129.6190**	**0.8223**		**5,150.1757**

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	0.0365	1.1651	0.3046	3.0900e-003	0.0522	2.3800e-003	0.0546	0.0161	2.2800e-003	0.0184		329.8568	329.8568	0.0194		330.3426
Worker	0.1286	0.0884	1.2083	3.4300e-003	0.2041	2.7100e-003	0.2069	0.0567	2.5000e-003	0.0592		341.6310	341.6310	0.0101		341.8826
Total	**0.1651**	**1.2535**	**1.5129**	**6.5200e-003**	**0.2563**	**5.0900e-003**	**0.2614**	**0.0728**	**4.7800e-003**	**0.0776**		**671.4877**	**671.4877**	**0.0295**		**672.2252**

3.5 Architectural Coating - 2021

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	10.5413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**10.7602**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	0.0429	0.0295	0.4028	1.1400e-003	0.1118	9.0000e-004	0.1127	0.0296	8.3000e-004	0.0305		113.8770	113.8770	3.3600e-003		113.9609
Total	**0.0429**	**0.0295**	**0.4028**	**1.1400e-003**	**0.1118**	**9.0000e-004**	**0.1127**	**0.0296**	**8.3000e-004**	**0.0305**		**113.8770**	**113.8770**	**3.3600e-003**		**113.9609**

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	10.5413					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**10.7602**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

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	0.0429	0.0295	0.4028	1.1400e-003	0.0681	9.0000e-004	0.0690	0.0189	8.3000e-004	0.0197		113.8770	113.8770	3.3600e-003		113.9609
Total	**0.0429**	**0.0295**	**0.4028**	**1.1400e-003**	**0.0681**	**9.0000e-004**	**0.0690**	**0.0189**	**8.3000e-004**	**0.0197**		**113.8770**	**113.8770**	**3.3600e-003**		**113.9609**

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	1.2847	5.7391	13.8624	0.0476	3.7321	0.0391	3.7712	0.9988	0.0365	1.0352		4,849.4678	4,849.4678	0.2570		4,855.8937
Unmitigated	1.2847	5.7391	13.8624	0.0476	3.7321	0.0391	3.7712	0.9988	0.0365	1.0352		4,849.4678	4,849.4678	0.2570		4,855.8937

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	271.20	271.20	271.20	926,732	926,732
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	607.84	607.84	607.84	828,377	828,377
Total	879.04	879.04	879.04	1,755,109	1,755,109

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
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
High Turnover (Sit Down Restaurant)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

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	0.0663	0.5943	0.4432	3.6200e-003		0.0458	0.0458		0.0458	0.0458		723.5628	723.5628	0.0139	0.0133	727.8626

NaturalGas Unmitigated	0.0663	0.5943	0.4432	3.6200e-003		0.0458	0.0458		0.0458	0.0458		723.5628	723.5628	0.0139	0.0133	727.8626

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	1467.6	0.0158	0.1353	0.0576	8.6000e-004		0.0109	0.0109		0.0109	0.0109		172.6594	172.6594	3.3100e-003	3.1700e-003	173.6854
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
High Turnover (Sit Down Restaurant)	4682.68	0.0505	0.4591	0.3856	2.7500e-003		0.0349	0.0349		0.0349	0.0349		550.9035	550.9035	0.0106	0.0101	554.1772
Total		**0.0663**	**0.5943**	**0.4432**	**3.6100e-003**		**0.0458**	**0.0458**		**0.0458**	**0.0458**		**723.5628**	**723.5628**	**0.0139**	**0.0133**	**727.8626**

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	1.4676	0.0158	0.1353	0.0576	8.6000e-004		0.0109	0.0109		0.0109	0.0109		172.6594	172.6594	3.3100e-003	3.1700e-003	173.6854
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
High Turnover (Sit Down Restaurant)	4.68268	0.0505	0.4591	0.3856	2.7500e-003		0.0349	0.0349		0.0349	0.0349		550.9035	550.9035	0.0106	0.0101	554.1772
Total		**0.0663**	**0.5943**	**0.4432**	**3.6100e-003**		**0.0458**	**0.0458**		**0.0458**	**0.0458**		**723.5628**	**723.5628**	**0.0139**	**0.0133**	**727.8626**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	1.3334	0.0458	3.9687	2.1000e-004		0.0219	0.0219		0.0219	0.0219	0.0000	7.1399	7.1399	6.9000e-003	0.0000	7.3125
Unmitigated	1.3334	0.0458	3.9687	2.1000e-004		0.0219	0.0219		0.0219	0.0219	0.0000	7.1399	7.1399	6.9000e-003	0.0000	7.3125

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	0.1038					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1202	0.0458	3.9687	2.1000e-004		0.0219	0.0219		0.0219	0.0219		7.1399	7.1399	6.9000e-003		7.3125
Total	**1.3334**	**0.0458**	**3.9687**	**2.1000e-004**		**0.0219**	**0.0219**		**0.0219**	**0.0219**	**0.0000**	**7.1399**	**7.1399**	**6.9000e-003**	**0.0000**	**7.3125**

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	0.1038					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1094					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1202	0.0458	3.9687	2.1000e-004		0.0219	0.0219		0.0219	0.0219		7.1399	7.1399	6.9000e-003		7.3125
Total	**1.3334**	**0.0458**	**3.9687**	**2.1000e-004**		**0.0219**	**0.0219**		**0.0219**	**0.0219**	**0.0000**	**7.1399**	**7.1399**	**6.9000e-003**	**0.0000**	**7.3125**

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

8000 Beverly Boulevard Future

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	35.34	1000sqft	0.33	35,340.00	0
High Turnover (Sit Down Restaurant)	7.40	1000sqft	0.03	7,400.00	0
Apartments Mid Rise	48.00	Dwelling Unit	0.30	48,000.00	137

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
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 - Devleoper information

Land Use - Developer information

Construction Phase - Developer information

Off-road Equipment -

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Trips and VMT - Developer information. 32 mile haul to Azusa Land Reclamation

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Overland Traffic Consultants Inc. Traffic Study, November 2017, includes transit, mixed-use, pass by reduction factors

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	100.00	0.00
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	40	0
tblConstructionPhase	NumDays	5.00	35.00
tblConstructionPhase	NumDays	100.00	330.00
tblConstructionPhase	NumDays	10.00	16.00
tblConstructionPhase	NumDays	2.00	44.00
tblConstructionPhase	PhaseEndDate	6/16/2020	8/20/2021
tblConstructionPhase	PhaseEndDate	6/9/2020	7/2/2021
tblConstructionPhase	PhaseEndDate	1/17/2020	1/27/2020
tblConstructionPhase	PhaseEndDate	1/21/2020	3/27/2020
tblConstructionPhase	PhaseStartDate	6/10/2020	7/5/2021
tblConstructionPhase	PhaseStartDate	1/22/2020	3/30/2020
tblConstructionPhase	PhaseStartDate	1/18/2020	1/28/2020
tblFireplaces	NumberGas	40.80	0.00
tblFireplaces	NumberNoFireplace	4.80	48.00
tblFireplaces	NumberWood	2.40	0.00
tblGrading	AcresOfGrading	33.00	0.33
tblGrading	MaterialExported	0.00	20,000.00
tblLandUse	LotAcreage	0.81	0.33
tblLandUse	LotAcreage	0.17	0.03
tblLandUse	LotAcreage	1.26	0.30
tblOffRoadEquipment	HorsePower	63.00	46.00

tblOffRoadEquipment	HorsePower	221.00	187.00
tblOffRoadEquipment	HorsePower	212.00	81.00
tblOffRoadEquipment	HorsePower	212.00	247.00
tblOffRoadEquipment	HorsePower	203.00	247.00
tblOffRoadEquipment	LoadFactor	0.31	0.45
tblOffRoadEquipment	LoadFactor	0.50	0.41
tblOffRoadEquipment	LoadFactor	0.43	0.73
tblOffRoadEquipment	LoadFactor	0.43	0.40
tblOffRoadEquipment	LoadFactor	0.36	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	6.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	1.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblProjectCharacteristics	OperationalYear	2018	2022
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripLength	20.00	32.00
tblTripsAndVMT	HaulingTripNumber	51.00	1,112.00
tblTripsAndVMT	HaulingTripNumber	2,500.00	2,000.00
tblTripsAndVMT	WorkerTripNumber	20.00	5.00
tblTripsAndVMT	WorkerTripNumber	48.00	10.00
tblTripsAndVMT	WorkerTripNumber	53.00	30.00
tblTripsAndVMT	WorkerTripNumber	11.00	10.00
tblVehicleTrips	ST_TR	6.39	5.65
tblVehicleTrips	ST_TR	158.37	82.14
tblVehicleTrips	SU_TR	5.86	5.65

tblVehicleTrips	SU_TR	131.84	82.14
tblVehicleTrips	WD_TR	6.65	5.65
tblVehicleTrips	WD_TR	127.15	82.14
tblWoodstoves	NumberCatalytic	2.40	0.00
tblWoodstoves	NumberNoncatalytic	2.40	0.00

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					
2020	0.5695	5.3032	4.2515	9.5400e-003	0.1921	0.2390	0.4310	0.0790	0.2301	0.3091	0.0000	835.9303	835.9303	0.1256	0.0000	839.0696
2021	0.4485	2.1585	2.2563	4.1300e-003	0.0284	0.1049	0.1333	7.6600e-003	0.1020	0.1096	0.0000	349.8107	349.8107	0.0510	0.0000	351.0851
Maximum	**0.5695**	**5.3032**	**4.2515**	**9.5400e-003**	**0.1921**	**0.2390**	**0.4310**	**0.0790**	**0.2301**	**0.3091**	**0.0000**	**835.9303**	**835.9303**	**0.1256**	**0.0000**	**839.0696**

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					
2020	0.5695	5.3032	4.2515	9.5400e-003	0.0945	0.2390	0.3334	0.0364	0.2301	0.2665	0.0000	835.9296	835.9296	0.1256	0.0000	839.0689
2021	0.4485	2.1585	2.2563	4.1300e-003	0.0177	0.1049	0.1225	5.0300e-003	0.1020	0.1070	0.0000	349.8103	349.8103	0.0510	0.0000	351.0848

Maximum	**0.5695**	**5.3032**	**4.2515**	**9.5400e-003**	**0.0945**	**0.2390**	**0.3334**	**0.0364**	**0.2301**	**0.2665**	**0.0000**	**835.9296**	**835.9296**	**0.1256**	**0.0000**	**839.0689**

	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**	**49.14**	**0.00**	**19.20**	**52.16**	**0.00**	**10.80**	**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	**1-6-2020**	**4-5-2020**	1.9878	1.9878
2	**4-6-2020**	**7-5-2020**	1.2810	1.2810
3	**7-6-2020**	**10-5-2020**	1.2951	1.2951
4	**10-6-2020**	**1-5-2021**	1.2907	1.2907
5	**1-6-2021**	**4-5-2021**	1.1728	1.1728
6	**4-6-2021**	**7-5-2021**	1.1505	1.1505
7	**7-6-2021**	**9-30-2021**	0.2030	0.2030
		Highest	1.9878	1.9878

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	0.2364	5.7200e-003	0.4961	3.0000e-005		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	0.8097	0.8097	7.8000e-004	0.0000	0.8292
Energy	0.0121	0.1085	0.0809	6.6000e-004		8.3600e-003	8.3600e-003		8.3600e-003	8.3600e-003	0.0000	549.6789	549.6789	0.0125	4.3000e-003	551.2705
Mobile	0.2200	1.0778	2.4693	8.3600e-003	0.6661	7.1300e-003	0.6733	0.1786	6.6500e-003	0.1852	0.0000	772.6683	772.6683	0.0424	0.0000	773.7291
Waste						0.0000	0.0000		0.0000	0.0000	22.3574	0.0000	22.3574	1.3213	0.0000	55.3896
Water						0.0000	0.0000		0.0000	0.0000	1.7048	52.0572	53.7620	0.1763	4.3900e-003	59.4780
Total	**0.4685**	**1.1920**	**3.0463**	**9.0500e-003**	**0.6661**	**0.0182**	**0.6844**	**0.1786**	**0.0178**	**0.1963**	**24.0622**	**1,375.2141**	**1,399.2763**	**1.5533**	**8.6900e-003**	**1,440.6964**

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	0.2364	5.7200e-003	0.4961	3.0000e-005		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	0.8097	0.8097	7.8000e-004	0.0000	0.8292
Energy	0.0121	0.1085	0.0809	6.6000e-004		8.3600e-003	8.3600e-003		8.3600e-003	8.3600e-003	0.0000	549.6789	549.6789	0.0125	4.3000e-003	551.2705
Mobile	0.2200	1.0778	2.4693	8.3600e-003	0.6661	7.1300e-003	0.6733	0.1786	6.6500e-003	0.1852	0.0000	772.6683	772.6683	0.0424	0.0000	773.7291
Waste						0.0000	0.0000		0.0000	0.0000	22.3574	0.0000	22.3574	1.3213	0.0000	55.3896
Water						0.0000	0.0000		0.0000	0.0000	1.7048	52.0572	53.7620	0.1763	4.3900e-003	59.4780
Total	**0.4685**	**1.1920**	**3.0463**	**9.0500e-003**	**0.6661**	**0.0182**	**0.6844**	**0.1786**	**0.0178**	**0.1963**	**24.0622**	**1,375.2141**	**1,399.2763**	**1.5533**	**8.6900e-003**	**1,440.6964**

	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**

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	1/6/2020	1/27/2020	5	16	
2	Grading	Grading	1/28/2020	3/27/2020	5	44	
3	Building Construction	Building Construction	3/30/2020	7/2/2021	5	330	
4	Architectural Coating	Architectural Coating	7/5/2021	8/20/2021	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.33

Acres of Paving: 0.33

Residential Indoor: 97,200; Residential Outdoor: 32,400; Non-Residential Indoor: 11,100; Non-Residential Outdoor: 3,700; Striped Parking Area: 2,120

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	Crawler Tractors	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Rubber Tired Loaders	1	8.00	247	0.40
Demolition	Skid Steer Loaders	1	8.00	65	0.37
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Demolition	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Bore/Drill Rigs	1	6.00	187	0.41
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Crawler Tractors	1	6.00	247	0.40
Grading	Dumpers/Tenders	10	8.00	16	0.38
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Rubber Tired Loaders	1	8.00	203	0.36
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Aerial Lifts	2	8.00	46	0.45
Building Construction	Air Compressors	2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers	2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws	2	8.00	81	0.73
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Dumpers/Tenders	2	8.00	16	0.38
Building Construction	Forklifts	1	6.00	89	0.20

Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Plate Compactors	2	8.00	8	0.43
Building Construction	Pressure Washers	2	8.00	13	0.30
Building Construction	Skid Steer Loaders	2	8.00	65	0.37
Building Construction	Sweepers/Scrubbers	1	8.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	2	8.00	46	0.45
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	8	5.00	0.00	1,112.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Grading	19	10.00	0.00	2,000.00	14.70	6.90	32.00	LD_Mix	HDT_Mix	HHDT
Building Construction	23	30.00	12.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

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					5.5400e-003	0.0000	5.5400e-003	8.4000e-004	0.0000	8.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	0.0281	0.2757	0.1775	3.1000e-004		0.0158	0.0158		0.0146	0.0146	0.0000	27.4535	27.4535	7.7600e-003	0.0000	27.6475
Total	**0.0281**	**0.2757**	**0.1775**	**3.1000e-004**	**5.5400e-003**	**0.0158**	**0.0213**	**8.4000e-004**	**0.0146**	**0.0155**	**0.0000**	**27.4535**	**27.4535**	**7.7600e-003**	**0.0000**	**27.6475**

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	7.2600e-003	0.2326	0.0536	6.6000e-004	0.0153	8.1000e-004	0.0161	4.2000e-003	7.7000e-004	4.9700e-003	0.0000	65.2667	65.2667	4.2500e-003	0.0000	65.3730
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	1.8000e-004	1.5000e-004	1.6500e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4085	0.4085	1.0000e-005	0.0000	0.4089
Total	**7.4400e-003**	**0.2328**	**0.0552**	**6.6000e-004**	**0.0157**	**8.1000e-004**	**0.0165**	**4.3200e-003**	**7.7000e-004**	**5.0900e-003**	**0.0000**	**65.6753**	**65.6753**	**4.2600e-003**	**0.0000**	**65.7818**

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					2.0500e-003	0.0000	2.0500e-003	3.1000e-004	0.0000	3.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0281	0.2757	0.1775	3.1000e-004		0.0158	0.0158		0.0146	0.0146	0.0000	27.4534	27.4534	7.7600e-003	0.0000	27.6474
Total	**0.0281**	**0.2757**	**0.1775**	**3.1000e-004**	**2.0500e-003**	**0.0158**	**0.0178**	**3.1000e-004**	**0.0146**	**0.0150**	**0.0000**	**27.4534**	**27.4534**	**7.7600e-003**	**0.0000**	**27.6474**

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	7.2600e-003	0.2326	0.0536	6.6000e-004	0.0101	8.1000e-004	0.0109	2.9300e-003	7.7000e-004	3.7000e-003	0.0000	65.2667	65.2667	4.2500e-003	0.0000	65.3730
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	1.8000e-004	1.5000e-004	1.6500e-003	0.0000	2.7000e-004	0.0000	2.7000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.4085	0.4085	1.0000e-005	0.0000	0.4089
Total	**7.4400e-003**	**0.2328**	**0.0552**	**6.6000e-004**	**0.0104**	**8.1000e-004**	**0.0112**	**3.0000e-003**	**7.7000e-004**	**3.7800e-003**	**0.0000**	**65.6753**	**65.6753**	**4.2600e-003**	**0.0000**	**65.7818**

3.3 Grading - 2020

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					0.1007	0.0000	0.1007	0.0548	0.0000	0.0548	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0881	0.8815	0.4984	1.1700e-003		0.0394	0.0394		0.0369	0.0369	0.0000	100.0054	100.0054	0.0266	0.0000	100.6714
Total	**0.0881**	**0.8815**	**0.4984**	**1.1700e-003**	**0.1007**	**0.0394**	**0.1401**	**0.0548**	**0.0369**	**0.0917**	**0.0000**	**100.0054**	**100.0054**	**0.0266**	**0.0000**	**100.6714**

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	0.0131	0.4184	0.0963	1.1900e-003	0.0275	1.4500e-003	0.0289	7.5500e-003	1.3900e-003	8.9300e-003	0.0000	117.3862	117.3862	7.6400e-003	0.0000	117.5773
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	1.0200e-003	8.2000e-004	9.0600e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4300e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2470	2.2470	7.0000e-005	0.0000	2.2487
Total	**0.0141**	**0.4192**	**0.1054**	**1.2100e-003**	**0.0299**	**1.4700e-003**	**0.0314**	**8.1900e-003**	**1.4100e-003**	**9.5900e-003**	**0.0000**	**119.6331**	**119.6331**	**7.7100e-003**	**0.0000**	**119.8260**

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					0.0373	0.0000	0.0373	0.0203	0.0000	0.0203	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0881	0.8815	0.4984	1.1700e-003		0.0394	0.0394		0.0369	0.0369	0.0000	100.0053	100.0053	0.0266	0.0000	100.6713
Total	**0.0881**	**0.8815**	**0.4984**	**1.1700e-003**	**0.0373**	**0.0394**	**0.0767**	**0.0203**	**0.0369**	**0.0572**	**0.0000**	**100.0053**	**100.0053**	**0.0266**	**0.0000**	**100.6713**

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	0.0131	0.4184	0.0963	1.1900e-003	0.0182	1.4500e-003	0.0196	5.2600e-003	1.3900e-003	6.6500e-003	0.0000	117.3862	117.3862	7.6400e-003	0.0000	117.5773
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	1.0200e-003	8.2000e-004	9.0600e-003	2.0000e-005	1.4700e-003	2.0000e-005	1.4900e-003	4.1000e-004	2.0000e-005	4.3000e-004	0.0000	2.2470	2.2470	7.0000e-005	0.0000	2.2487
Total	**0.0141**	**0.4192**	**0.1054**	**1.2100e-003**	**0.0197**	**1.4700e-003**	**0.0211**	**5.6700e-003**	**1.4100e-003**	**7.0800e-003**	**0.0000**	**119.6331**	**119.6331**	**7.7100e-003**	**0.0000**	**119.8260**

3.4 Building Construction - 2020

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	0.4136	3.3536	3.2572	5.5300e-003		0.1806	0.1806		0.1755	0.1755	0.0000	463.0136	463.0136	0.0764	0.0000	464.9223
Total	**0.4136**	**3.3536**	**3.2572**	**5.5300e-003**		**0.1806**	**0.1806**		**0.1755**	**0.1755**	**0.0000**	**463.0136**	**463.0136**	**0.0764**	**0.0000**	**464.9223**

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	4.3300e-003	0.1294	0.0350	3.1000e-004	7.5200e-003	6.0000e-004	8.1200e-003	2.1700e-003	5.8000e-004	2.7500e-003	0.0000	29.6621	29.6621	1.8800e-003	0.0000	29.7092
Worker	0.0138	0.0111	0.1229	3.4000e-004	0.0327	2.8000e-004	0.0330	8.6900e-003	2.6000e-004	8.9400e-003	0.0000	30.4873	30.4873	9.6000e-004	0.0000	30.5113
Total	**0.0181**	**0.1405**	**0.1579**	**6.5000e-004**	**0.0402**	**8.8000e-004**	**0.0411**	**0.0109**	**8.4000e-004**	**0.0117**	**0.0000**	**60.1494**	**60.1494**	**2.8400e-003**	**0.0000**	**60.2205**

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	0.4136	3.3536	3.2572	5.5300e-003		0.1806	0.1806		0.1755	0.1755	0.0000	463.0131	463.0131	0.0764	0.0000	464.9218
Total	**0.4136**	**3.3536**	**3.2572**	**5.5300e-003**		**0.1806**	**0.1806**		**0.1755**	**0.1755**	**0.0000**	**463.0131**	**463.0131**	**0.0764**	**0.0000**	**464.9218**

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	4.3300e-003	0.1294	0.0350	3.1000e-004	5.1300e-003	6.0000e-004	5.7300e-003	1.5800e-003	5.8000e-004	2.1600e-003	0.0000	29.6621	29.6621	1.8800e-003	0.0000	29.7092
Worker	0.0138	0.0111	0.1229	3.4000e-004	0.0200	2.8000e-004	0.0202	5.5600e-003	2.6000e-004	5.8100e-003	0.0000	30.4873	30.4873	9.6000e-004	0.0000	30.5113
Total	**0.0181**	**0.1405**	**0.1579**	**6.5000e-004**	**0.0251**	**8.8000e-004**	**0.0260**	**7.1400e-003**	**8.4000e-004**	**7.9700e-003**	**0.0000**	**60.1494**	**60.1494**	**2.8400e-003**	**0.0000**	**60.2205**

3.4 Building Construction - 2021

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	0.2486	2.0470	2.1225	3.6400e-003		0.1029	0.1029		0.1000	0.1000	0.0000	304.8050	304.8050	0.0489	0.0000	306.0265
Total	**0.2486**	**2.0470**	**2.1225**	**3.6400e-003**		**0.1029**	**0.1029**		**0.1000**	**0.1000**	**0.0000**	**304.8050**	**304.8050**	**0.0489**	**0.0000**	**306.0265**

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	2.4400e-003	0.0776	0.0210	2.0000e-004	4.9500e-003	1.6000e-004	5.1100e-003	1.4300e-003	1.5000e-004	1.5800e-003	0.0000	19.3746	19.3746	1.1900e-003	0.0000	19.4043
Worker	8.4500e-003	6.5800e-003	0.0743	2.2000e-004	0.0215	1.8000e-004	0.0217	5.7200e-003	1.6000e-004	5.8800e-003	0.0000	19.4322	19.4322	5.7000e-004	0.0000	19.4465
Total	**0.0109**	**0.0842**	**0.0953**	**4.2000e-004**	**0.0265**	**3.4000e-004**	**0.0268**	**7.1500e-003**	**3.1000e-004**	**7.4600e-003**	**0.0000**	**38.8069**	**38.8069**	**1.7600e-003**	**0.0000**	**38.8509**

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	0.2486	2.0470	2.1225	3.6400e-003		0.1029	0.1029		0.1000	0.1000	0.0000	304.8047	304.8047	0.0489	0.0000	306.0262
Total	**0.2486**	**2.0470**	**2.1225**	**3.6400e-003**		**0.1029**	**0.1029**		**0.1000**	**0.1000**	**0.0000**	**304.8047**	**304.8047**	**0.0489**	**0.0000**	**306.0262**

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	2.4400e-003	0.0776	0.0210	2.0000e-004	3.3700e-003	1.6000e-004	3.5300e-003	1.0400e-003	1.5000e-004	1.1900e-003	0.0000	19.3746	19.3746	1.1900e-003	0.0000	19.4043
Worker	8.4500e-003	6.5800e-003	0.0743	2.2000e-004	0.0131	1.8000e-004	0.0133	3.6600e-003	1.6000e-004	3.8200e-003	0.0000	19.4322	19.4322	5.7000e-004	0.0000	19.4465
Total	**0.0109**	**0.0842**	**0.0953**	**4.2000e-004**	**0.0165**	**3.4000e-004**	**0.0168**	**4.7000e-003**	**3.1000e-004**	**5.0100e-003**	**0.0000**	**38.8069**	**38.8069**	**1.7600e-003**	**0.0000**	**38.8509**

3.5 Architectural Coating - 2021

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	0.1845					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8300e-003	0.0267	0.0318	5.0000e-005		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759
Total	**0.1883**	**0.0267**	**0.0318**	**5.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.6500e-003**	**1.6500e-003**	**0.0000**	**4.4682**	**4.4682**	**3.1000e-004**	**0.0000**	**4.4759**

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	7.5000e-004	5.9000e-004	6.6200e-003	2.0000e-005	1.9200e-003	2.0000e-005	1.9300e-003	5.1000e-004	1.0000e-005	5.2000e-004	0.0000	1.7306	1.7306	5.0000e-005	0.0000	1.7319
Total	**7.5000e-004**	**5.9000e-004**	**6.6200e-003**	**2.0000e-005**	**1.9200e-003**	**2.0000e-005**	**1.9300e-003**	**5.1000e-004**	**1.0000e-005**	**5.2000e-004**	**0.0000**	**1.7306**	**1.7306**	**5.0000e-005**	**0.0000**	**1.7319**

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	0.1845					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8300e-003	0.0267	0.0318	5.0000e-005		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759
Total	**0.1883**	**0.0267**	**0.0318**	**5.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.6500e-003**	**1.6500e-003**	**0.0000**	**4.4682**	**4.4682**	**3.1000e-004**	**0.0000**	**4.4759**

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	7.5000e-004	5.9000e-004	6.6200e-003	2.0000e-005	1.1700e-003	2.0000e-005	1.1900e-003	3.3000e-004	1.0000e-005	3.4000e-004	0.0000	1.7306	1.7306	5.0000e-005	0.0000	1.7319
Total	**7.5000e-004**	**5.9000e-004**	**6.6200e-003**	**2.0000e-005**	**1.1700e-003**	**2.0000e-005**	**1.1900e-003**	**3.3000e-004**	**1.0000e-005**	**3.4000e-004**	**0.0000**	**1.7306**	**1.7306**	**5.0000e-005**	**0.0000**	**1.7319**

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	0.2200	1.0778	2.4693	8.3600e-003	0.6661	7.1300e-003	0.6733	0.1786	6.6500e-003	0.1852	0.0000	772.6683	772.6683	0.0424	0.0000	773.7291
Unmitigated	0.2200	1.0778	2.4693	8.3600e-003	0.6661	7.1300e-003	0.6733	0.1786	6.6500e-003	0.1852	0.0000	772.6683	772.6683	0.0424	0.0000	773.7291

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	271.20	271.20	271.20	926,732	926,732
Enclosed Parking with Elevator	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	607.84	607.84	607.84	828,377	828,377
Total	879.04	879.04	879.04	1,755,109	1,755,109

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

High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
High Turnover (Sit Down Restaurant)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

5.0 Energy Detail

Historical Energy Use: N

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	429.8849	429.8849	0.0102	2.1000e-003	430.7647
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	429.8849	429.8849	0.0102	2.1000e-003	430.7647
NaturalGas Mitigated	0.0121	0.1085	0.0809	6.6000e-004		8.3600e-003	8.3600e-003		8.3600e-003	8.3600e-003	0.0000	119.7939	119.7939	2.3000e-003	2.2000e-003	120.5058
NaturalGas Unmitigated	0.0121	0.1085	0.0809	6.6000e-004		8.3600e-003	8.3600e-003		8.3600e-003	8.3600e-003	0.0000	119.7939	119.7939	2.3000e-003	2.2000e-003	120.5058

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	535676	2.8900e-003	0.0247	0.0105	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003	0.0000	28.5857	28.5857	5.5000e-004	5.2000e-004	28.7556
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
High Turnover (Sit Down Restaurant)	1.70918e+006	9.2200e-003	0.0838	0.0704	5.0000e-004		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	91.2083	91.2083	1.7500e-003	1.6700e-003	91.7503
Total		**0.0121**	**0.1085**	**0.0809**	**6.6000e-004**		**8.3700e-003**	**8.3700e-003**		**8.3700e-003**	**8.3700e-003**	**0.0000**	**119.7939**	**119.7939**	**2.3000e-003**	**2.1900e-003**	**120.5058**

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	535676	2.8900e-003	0.0247	0.0105	1.6000e-004		2.0000e-003	2.0000e-003		2.0000e-003	2.0000e-003	0.0000	28.5857	28.5857	5.5000e-004	5.2000e-004	28.7556
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
High Turnover (Sit Down Restaurant)	1.70918e+006	9.2200e-003	0.0838	0.0704	5.0000e-004		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	91.2083	91.2083	1.7500e-003	1.6700e-003	91.7503
Total		**0.0121**	**0.1085**	**0.0809**	**6.6000e-004**		**8.3700e-003**	**8.3700e-003**		**8.3700e-003**	**8.3700e-003**	**0.0000**	**119.7939**	**119.7939**	**2.3000e-003**	**2.1900e-003**	**120.5058**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	202202	112.6187	2.6600e-003	5.5000e-004	112.8492
Enclosed Parking with Elevator	238192	132.6636	3.1300e-003	6.5000e-004	132.9351

High Turnover (Sit Down Restaurant)	331446	184.6027	4.3600e-003	9.0000e-004	184.9805
Total		**429.8849**	**0.0102**	**2.1000e-003**	**430.7647**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	202202	112.6187	2.6600e-003	5.5000e-004	112.8492
Enclosed Parking with Elevator	238192	132.6636	3.1300e-003	6.5000e-004	132.9351
High Turnover (Sit Down Restaurant)	331446	184.6027	4.3600e-003	9.0000e-004	184.9805
Total		**429.8849**	**0.0102**	**2.1000e-003**	**430.7647**

6.0 Area Detail

6.1 Mitigation Measures Area

	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	0.2364	5.7200e-003	0.4961	3.0000e-005		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	0.8097	0.8097	7.8000e-004	0.0000	0.8292
Unmitigated	0.2364	5.7200e-003	0.4961	3.0000e-005		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	0.8097	0.8097	7.8000e-004	0.0000	0.8292

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	0.0189					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2025					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0150	5.7200e-003	0.4961	3.0000e-005		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	0.8097	0.8097	7.8000e-004	0.0000	0.8292
Total	**0.2364**	**5.7200e-003**	**0.4961**	**3.0000e-005**		**2.7400e-003**	**2.7400e-003**		**2.7400e-003**	**2.7400e-003**	**0.0000**	**0.8097**	**0.8097**	**7.8000e-004**	**0.0000**	**0.8292**

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	0.0189					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2025					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0150	5.7200e-003	0.4961	3.0000e-005		2.7400e-003	2.7400e-003		2.7400e-003	2.7400e-003	0.0000	0.8097	0.8097	7.8000e-004	0.0000	0.8292
Total	**0.2364**	**5.7200e-003**	**0.4961**	**3.0000e-005**		**2.7400e-003**	**2.7400e-003**		**2.7400e-003**	**2.7400e-003**	**0.0000**	**0.8097**	**0.8097**	**7.8000e-004**	**0.0000**	**0.8292**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	53.7620	0.1763	4.3900e-003	59.4780
Unmitigated	53.7620	0.1763	4.3900e-003	59.4780

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.12739 / 1.97162	35.8727	0.1027	2.5800e-003	39.2088
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	2.24615 / 0.143371	17.8893	0.0736	1.8100e-003	20.2692
Total		**53.7620**	**0.1763**	**4.3900e-003**	**59.4780**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.12739 / 1.97162	35.8727	0.1027	2.5800e-003	39.2088
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	2.24615 / 0.143371	17.8893	0.0736	1.8100e-003	20.2692
Total		**53.7620**	**0.1763**	**4.3900e-003**	**59.4780**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	22.3574	1.3213	0.0000	55.3896
Unmitigated	22.3574	1.3213	0.0000	55.3896

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	22.08	4.4820	0.2649	0.0000	11.1041
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	88.06	17.8754	1.0564	0.0000	44.2855
Total		**22.3574**	**1.3213**	**0.0000**	**55.3896**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	22.08	4.4820	0.2649	0.0000	11.1041
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	88.06	17.8754	1.0564	0.0000	44.2855
Total		**22.3574**	**1.3213**	**0.0000**	**55.3896**

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

WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

January 18, 2017

Ms. Rachel Zacuto, Assistant Environmental Planner
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Dear Ms. Zacuto:

8000 BEVERLY PROJECT-REQUEST FOR WASTEWATER SERVICE INFORMATION

This is in response to your December 20, 2016 letter requesting a review of your proposed mixed-use project located at 8000-8008 Beverly Blvd, Los Angeles, CA 90048. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Office	120 GPD/1000 SQ.FT	11,250 SQ.FT	(1,350)
Proposed			
Residential: Studio	75/DU	35	2,625
Residential: 1-BDRM	110/DU	13	1,430
Restaurant	300 GPD/1000 SQ.FT	1,145 SQ.FT	344
Retail	25 GPD/1000 SQ.FT	6,255 SQ.FT	156
GYM	200 GPD/1000 SQ.FT	970 SQ.FT	194
SPA	7.48GAL/CU.FT	224 CU.FT	1,676
Total			**5,075**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 30-inch line on Beverly Blvd. The sewage from the existing 30-inch line feeds into a 33-inch line on Sweetzer Ave before discharging into a 42-inch sewer line on La Cienega Blvd. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 30-inch line, 27-inch line, and 33-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
30	Beverly Blvd.	*	9.92 MGD
27	Sweetzer Ave.	*	10.68 MGD
33	Sweetzer Ave.	*	9.52 MGD
33	Schumacher Dr.	*	12.09 MGD
42	La Cienega Blvd.	39	17.08 MGD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will 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 Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Eduardo Perez of my staff at (323) 342-6207.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

The project requires implementation of stormwater mitigation measures. These requirements are based on Stormwater Low Impact Development (LID) requirements. The projects that are subject to LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lastormwater.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements.

CONSTRUCTION REQUIREMENTS

The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Floor, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require

various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

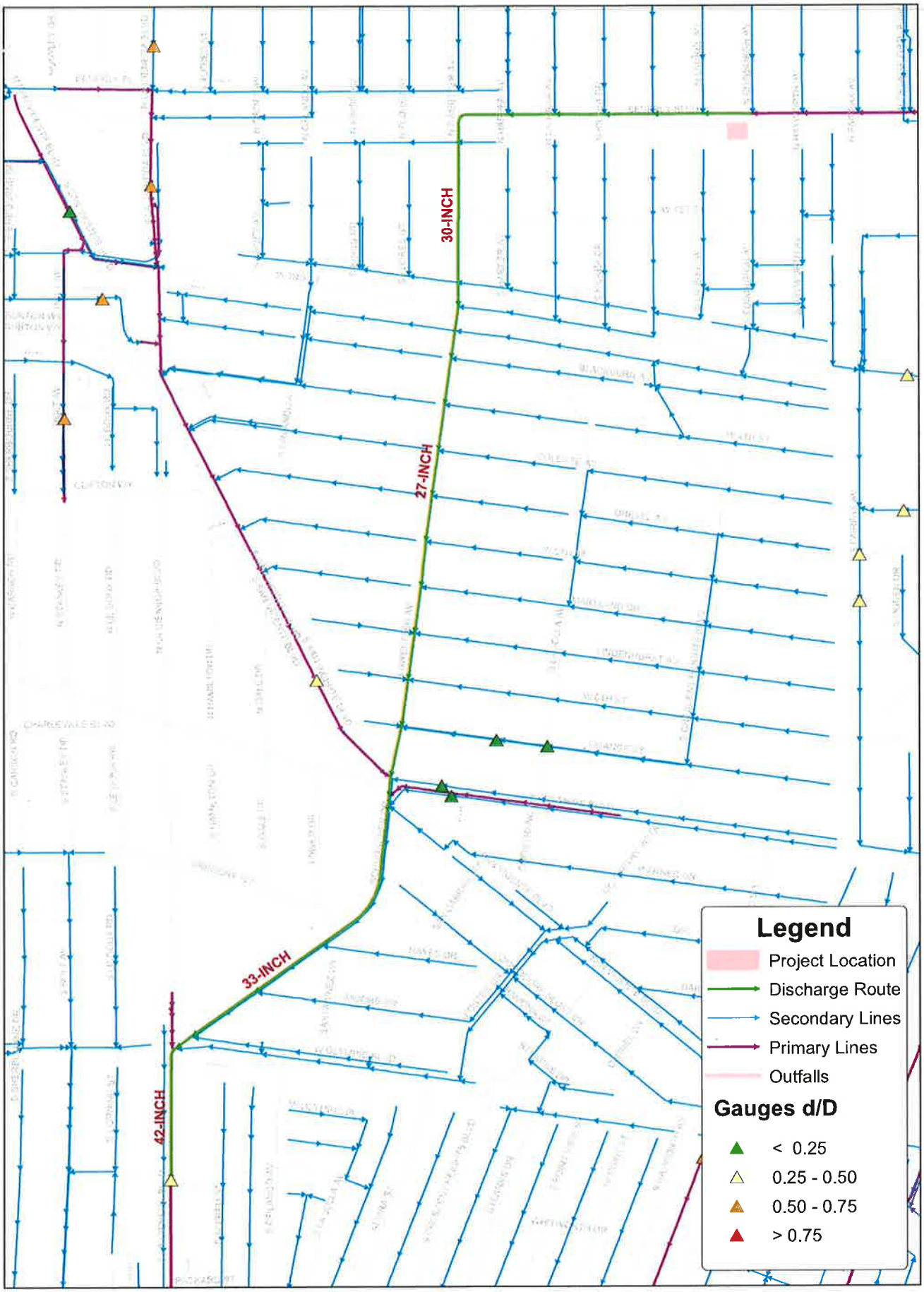
Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation

EP/AP:as

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Daniel Hackney, LASAN
Eduardo Perez, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
8000 Beverly Project
Sewer Map

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0 185 370 740 1,110 1,480
Feet

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

February 27, 2017

Ms. Rachel Zacuto, Assistant Environmental Planner
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Dear Ms. Rachel Zacuto,

Subject: Los Angeles Department of Water and Power
Water and Electricity Connection Services Request
8000 Beverly Boulevard Project

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated December 20, 2016 requesting LADWP's ability to provide water and electric services for the 8000 Beverly Boulevard Project (Thomas Brothers Maps, Page 633, B1).

The Project is the 8000 Beverly Boulevard Project, located on the southwest corner of Beverly Avenue at 8000-8008 West Beverly Boulevard, Los Angeles 90048. The Project site contains an existing 11,250 square-foot office building. The building will be removed as part of the Project. The Project would develop a 5-story mixed-use building with 48 residential apartment units (44 market and 4 very low income) over 7,400 square feet of ground floor commercial (1,145 square feet of restaurant and 6,255 square feet of retail). The 48 units include 35 studio units and 13 1-bedroom units. There will be a 970 square foot gym for the residents.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project. Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply. Depending on the Project scope, a WSA by the water supply agency may need to be requested by the CEQA Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report.

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.)

are such that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Mr. Richard Harasick
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan, at (213) 367-2166 or by e-mail at Delon.Kwan@ladwp.com,

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-2130 or by e-mail at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

The following responses are provided regarding impacts to water service.

1. Please describe sizes and capacities of existing water mains that would serve the Project Site.

   These are the following water mains in the Project site: Beverly Blvd – 6 inch CI pipe and Edinburgh Ave – 6 inch CL and AC pipes as shown on the attached water service maps 138, 140-177.

2. Are there any existing water service problems/deficiencies in the Project area?

   There are no known water service problems or deficiencies.

3. Would LADWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area? If not, what new infrastructure or upgrades to infrastructure would be needed?

   LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed.

4. How does the City anticipate and plan for future water service needs?

   The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands for the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 20-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG).

   See the following link to the 2015 UWMP:

   http://www.ladwp.com/docs/QOELLADWP005416

   In general, projects that conform to the demographic projection from RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts in the UWMP; therefore, projected water supplies would meet projected demands.

   The proposed Project may be required to comply with the California Water Code Sections 10910-10915, in accordance with adopted legislation (SB 901, SB 610, and SB 221) for a Water Supply Assessment (WSA). The CEQA lead agency, not LADWP, determines whether or not the proposed project parameters are subject to state law requiring a WSA, and a separate request must be made by the lead agency in writing and sent to LADWP.

5. In order to assess the proposed Project's future consumption of water, please provide your recommended rates. Land Use: ___ gallons / unit / day.

   For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the attached table displaying the current SGFs.

   For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link:

   http://www.water.ca.gov/wateruseefficiency/landscapeordinance/

   If the proposed project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.

   Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed project.

6. Please provide any recommendations that might reduce any potential water supply impacts that would be associated with the Project.

   In addition to compliance with city ordinances and permit requirements related to water conservation, including Ordinance No. 184248, effective June 6th 2016, applicants are also encouraged to implement voluntary conservation measures beyond those required by ordinance. Specific conservation measures may depend on project uses. Some measures may also include using more efficient faucets, shower heads, and appliances as well as implementing Best Management Practices that may include onsite capture and reuse of stormwater to displace potable water consumption.

   For more information, please see the conservation pages on LADWP's website:

   https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation?_adf.ctrl-state=6gx7kgl3j_4&_afrLoop=215674915771936

Power Needs

It should be noted that the Project Applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

1. Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the Project site and the surrounding. Please include a map illustrating your description.

   - **Underground 4.8-kV along Beverly Blvd adjacent to the Project site.**
   - **Overhead 4.8-kV along the alley behind the Project site.**
   - **Underground 34.5-kV along Beverly Blvd adjacent to the Project site.**
   - **LADWP does not release or provide electrical distribution maps.**

2. Are there any existing electricity service problems/deficiencies in the Project area?

   No, however, the cumulative effects of this and other projects in the area will require the Department to construct additional distribution facilities in the future.

3. Would the LADWP be able to accommodate the proposed Project's demand for electricity service with the existing infrastructure in the Project area? If not, what new infrastructure would be needed to meet the proposed Project's demand for electricity?

This cannot be answered without the review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other projects in the area will require the LADWP to construct additional distribution facilities in the future. This Project will require on-site transformation and may require underground line extension on public streets.

4. Would the LADWP be able to accommodate the proposed Project's demand for electricity with existing electricity supplies?

   Electric service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available on-line at https://www.ladwp.com under Commerical/ Customer Service/ Electric Services/ Codes & Specifications). The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

   LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.

5. In order to assess the proposed Project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour / unit / year.

   LADWP does not provide consumption rates.

   Please see enclosed document titled, "LADWP Water and Energy Conservation Measures," for information regarding mandatory and voluntary measures to reduce water and energy consumption.

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (WCTAP, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-cstm-wtr-prjct-tap?_adf.ctrl-state=h8fsat92s_4&_afrLoop=3392823718109) for commercial, industrial, institutional and multi-family residential customers up to $250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at

Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

Energy Efficiency

LADWP suggests consideration and incorporation of energy- efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. For further information please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or by e-mail at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-energyefficiencyandrebates

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Jason Rondou is the Solar Energy Program Manager and can be reached at (213) 367-3601 or by e-mail at Jason.Rondou@ladwp.com.

For more information about the Solar Incentive Program, please visit the LADWP website: www.ladwp.com/solar or www.ladwp.com/fit regarding the Feed-In Tariff Program.

For more information on other rebates and programs, please visit the LADWP website:https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient electric vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City of Los Angeles. Mr. Marvin D. Moon is the Power Engineering Manager in charge of this program and can be reached at (213) 367-1716 or via email at Marvin.Moon@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1-866-484-0433 or email us at PluginLA@ladwp.com.

Please include LADWP in your mailing list and address it to the attention of Mr. Charles C. Holloway in Room 1044 for review of the environmental document for the

proposed Project.

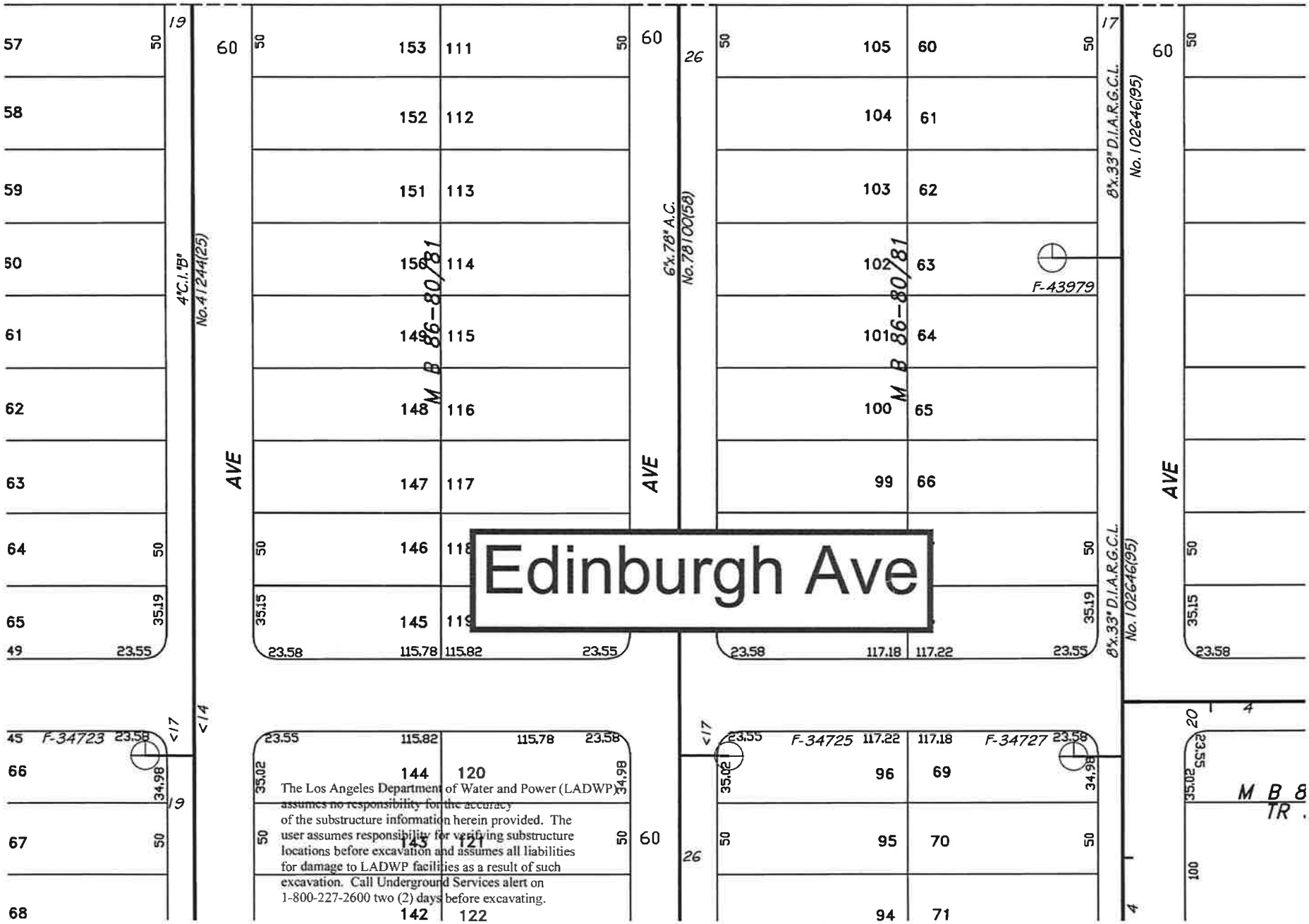
Mr. Charles C. Holloway
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

If there are any additional questions on this utility services request, please contact Mr. Aiden Leong of the Environmental Assessment Group at (213) 367-0706.

Sincerely,

Charles H. Holloway
Manager of Environmental Planning and Assessment

AL:vf
Enclosures
c/enc: Mr. Richard Harasick
Ms. Lucia Alvelais
Mr. Marvin D. Moon
Mr. Delon Kwan
Mr. Aiden Leong
Mr. Robert Estrada
Mr. Jason Rondou
Mr. Chuck Holloway



The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavation and assumes all liabilities for damage to LADWP facilities as a result of such excavation. Call Underground Services alert on 1-800-227-2600 two (2) days before excavating.

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
1	Acupuncture Office/Clinic	120/1,000 Gr SF	265	275
2	Arcade - Video Games	50/1,000 Gr SF	265	275
3	Auditorium (a)	3/Seat	265	275
4	Auto Parking (a)	20/1,000 Gr SF	265	275
5	Auto Mfg., Service Maintenance (b)	Actual	1,260	1,165
6	Bakery	280/1,000 Gr SF	3,020	2,540
7	Bank: Headquarters	120/1,000 Gr SF	265	275
8	Bank: Branch	50/1,000 Gr SF	265	275
9	Ballroom	350/1,000 Gr SF	265	275
10	Banquet Room	350/1,000 Gr SF	265	275
11	Bar: Cocktail, Fixed Set (a) (c)	15/Seat	265	275
12	Bar: Juice, No Baking Facilities (d)	720/1,000 Gr SF	265	275
13	Bar: Juice, with Baking Facilities (d)	720/1,000 Gr SF	265	275
14	Bar: Cocktail, Public Table Area (c)	720/1,000 Gr SF	265	275
15	Barber Shop	120/1,000 Gr SF	265	275
16	Barber Shop (s)	15/Stall	265	275
17	Beauty Parlor	425/1,000 Gr SF	265	275
18	Beauty Parlor (s)	50/Stall	265	275
19	Bldg. Const/Field Office (e)	120/Office	265	275
20	Bowling Alley: Alley, Lanes & Lobby Area	50/1,000 Gr SF	265	275
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total	Average	Average
22	Cafeteria: Fixed Seat	30/Seat	1,000	600
23	Car Wash: Automatic (b)	Actual	265	285
24	Car Wash: Coin Operated Bays (b)	Actual	265	285
25	Car Wash: Hand Wash (b)	Actual	265	285
26	Car Wash: Counter & Sales Area	50/1,000 Gr SF	265	275
27	Chapel: Fixed Seat	3/Seat	265	275
28	Chiropractic Office	120/1,000 Gr SF	265	275
29	Church: Fixed Seat	3/Seat	265	275
30	Church School: Day Care/Elem	9/Occupant	265	275
31	Church School: One Day Use (s)	9/Occupant	265	275
32	Cocktail Lounge: Fixed Seat (f)	15/Seat	265	275
33	Coffee House: No Food Preparation (d)	720/1,000 Gr SF	265	275
34	Coffee House: Pastry Baking Only (d)	720/1,000 Gr SF	265	275
35	Coffee House: Serves Prepared Food (d)	25/Seat	1,000	600
36	Cold Storage: No Sales (g)	30/1,000 Gr SF	265	275
37	Cold Storage: Retail Sales (g)	50/1,000 Gr SF	265	275
38	Comfort Station: Public	80/Fixture	265	275
39	Commercial Use (a)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
40	Community Center	3/Occupant	265	275
41	Conference Room of Office Bldg.	120/1,000 Gr SF	265	275
42	Counseling Center (h)	120/1,000 Gr SF	265	275
43	Credit Union	120/1,000 Gr SF	265	275
44	Dairy	Average Flow	1,510	325
45	Dairy: Barn	Average Flow	1,510	325
46	Dairy: Retail Area	50/1,000 Gr SF	265	275
47	Dancing Area (of Bars or Nightclub) (c)	350/1,000 Gr SF	265	275
48	Dance Studio (i)	50/1,000 Gr SF	265	275
49	Dental Office/Clinic	250/1,000 Gr SF	265	275
50	Doughnut Shop	280/1,000 Gr SF	1,000	600
51	Drug Rehabilitation Center (h)	120/1,000 Gr SF	265	275
52	Equipment Booth	30/1,000 Gr SF	265	275
53	Film Processing (Retail)	50/1,000 Gr SF	265	275
54	Film Processing (Industrial)	Actual	265	275
55	Food Processing Plant (b)	Actual	2,210	1,450
56	Gas Station: Self Service	100/W.C.	265	275
57	Gas Station: Four Bays Max	430/Station	1,950	1,175
58	Golf Course Facility: Lobby/Office/Restaurant/Bar	Total	700	450
59	Gymnasium: Basketball, Volleyball (k)	200/1,000 Gr SF	265	275
60	Hanger (Aircraft)	50/1,000 Gr SF	265	275
61	Health Club/Spa (k)	650/1,000 Gr SF	265	275
62	Homeless Shelter	70/Bed	265	275
63	Hospital	70/Bed	820	1,230
64	Hospital: Convalescent (a)	70/Bed	265	275
65	Hospital: Animal	300/1,000 Gr SF	820	1,230
66	Hospital: Psychiatric	70/Bed	265	275
67	Hospital: Surgical (a)	360/Bed	265	275
68	Hotel: Use Guest Rooms Only (a)	120/Room	265	275
69	Jail	85/Inmate	265	275
70	Kennel: Dog Kennel/Open	100/1,000 Gr SF	265	275
71	Laboratory: Commercial	250/1,000 Gr SF	265	275
72	Laboratory: Industrial	Actual	265	275
73	Laundromat	185/Machine	550	370
74	Library: Public Area	50/1,000 Gr SF	265	275
75	Library: Stacks, Storage	30/1,000 Gr SF	265	275
76	Lobby of Retail Area (l)	50/1,000 Gr SF	265	275
77	Lodge Hall	3/Seat	265	275
78	Lounge (l)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
79	Machine Shop (No Industrial Waste Permit Required) (b)	50/1,000 Gr SF	265	275
80	Machine Shop (Industrial)	Actual	265	275
81	Mfg or Industrial Facility (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
82	Mfg or Industrial Facility (Industrial)	Actual	265	275
83	Massage Parlor	250/1,000 Gr SF	265	275
84	Medical Building (a)	225/1,000 Gr SF	265	275
85	Medical: Lab in Hospital	250/1,000 Gr SF	340	275
86	Medical Office/Clinic	250/1,000 Gr SF	265	275
87	Mini-Mall (No Food)	50/1,000 Gr SF	265	275
88	Mortuary: Chapel	3/Seat	265	275
89	Mortuary: Embalming	300/1,000 Gr SF	800	800
90	Mortuary: Living Area	50/1,000 Gr SF	265	275
91	Motel: Use Guest Room Only (a)	120/Room	265	275
92	Museum: All Area	30/1,000 Gr SF	265	275
93	Museum: Office Over 15%	120/1,000 Gr SF	265	275
94	Museum: Sales Area	50/1,000 Gr SF	265	275
95	Office Building (a)	120/1,000 Gr SF	265	275
96	Office Bldg w/Cooling Tower	170/1,000 Gr SF	265	275
97	Plating Plant (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
98	Plating Plant (Industrial) (b)	Actual	265	275
99	Pool Hall (No Alcohol)	50/1,000 Gr SF	265	275
100	Post Office: Full Service (m)	120/1,000 Gr SF	265	275
101	Post Office: Private Mail Box Rental	50/1,000 Gr SF	265	275
102	Prisons	175/Inmate	265	275
103	Residential Dorm: College or Residential (n)	70/Student	265	275
104	Residential: Boarding House	70/Bed	265	275
105	Residential: Apt - Bachelor (a)	75/DU	265	275
106	Residential: Apt - 1 BDR (a) (o)	110/DU	265	275
107	Residential: Apt - 2 BDR (a) (o)	150/DU	265	275
108	Residential: Apt - 3 BDR (a) (o)	190/DU	265	275
109	Residential: Apt - >3 BDR (o)	40/BDR	265	275
110	Residential: Condo - 1 BDR (o)	110/DU	265	275
111	Residential: Condo - 2 BDR (o)	150/DU	265	275
112	Residential: Condo - 3 BDR (o)	190/DU	265	275
113	Residential: Condo - >3 BDR (o)	40/BDR	265	275
114	Residential: Duplex/Townhouse - 1 BR (o)	110/DU	265	275
115	Residential: Duplex/Townhouse - 2 BR (o)	150/DU	265	275
116	Residential: Duplex/Townhouse - 3 BR (o)	190/DU	265	275
117	Residential: Duplex/Townhouse - >3 BR (o)	40/BDR	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
118	Residential: SFD - 1 BR (o)	140/DU	265	275
119	Residential: SFD - 2 BR (o)	185/DU	265	275
120	Residential: SFD - 3 BR (o)	230/DU	265	275
121	Residential: SFD - >3 BR (o)	45/BDR	265	275
122	Residential Room Addition: Bedroom (o)	45/BDR	265	275
123	Residential Room Conversion: Into a Bedroom (o)	45/BDR	265	275
124	Residential: Mobile Home	Same as Apt	265	275
125	Residential: Artist (2/3 Area)	75/DU	265	275
126	Residential: Artist Residence	75/DU	265	275
127	Residential: Guest Home w/ Kitchen	Same as Apt	265	275
128	Residential: Guest Home w/o Kitchen	45/BDR	265	275
129	Rest Home	70/Bed	555	490
130	Restaurant: Drive-In	50/Stall	1000	600
131	Restaurant: Drive-In Seating Area	25/Seat	1000	600
132	Restaurant: Fast Food Indoor Seat	25/Seat	1000	600
133	Restaurant: Fast Food Outdoor Seat	25/Seat	1000	600
134	Restaurant: Full Service Indoor Seat (a)	30/Seat	1000	600
135	Restaurant: Full Service Outdoor Seat	30/Seat	1000	600
136	Restaurant: Take Out	300/1,000 Gr SF	1000	600
137	Retail Area (greater than 100,000 SF)	50/1,000 Gr SF	265	275
138	Retail Area (less than 100,000 SF)	25/1,000 Gr SF	265	275
139	Rifle Range: Shooting Stalls/Lanes, Lobby	50/1,000 Gr SF	265	275
140	Rifle Range Facility: Bar/Restaurant	Total	Average	Average
141	School: Arts/Dancing/Music (i)	11/Student	265	275
142	School: Elementary/Jr. High (a) (p)	9/Student	265	275
143	School: High School (a) (p)	11/Student	265	275
144	School: Kindergarten (s)	9/Student	265	275
145	School: Martial Arts (i)	9/Student	265	275
146	School: Nursery-Day Care (p)	9/Child	265	275
147	School: Special Class (p)	9/Student	265	275
148	School: Trade or Vocational (p)	11/Student	265	275
149	School: Training (p)	11/Student	265	275
150	School: University/College (a) (p)	16/Student	265	275
151	School: Dormitory (a) (n)	70/Student	265	275
152	School: Stadium, Pavilion	3/Seat	265	275
153	Spa/Jacuzzi (Commercial with backwash filters)	Total	265	275
154	Storage: Building/Warehouse	30/1,000 Gr SF	265	275
155	Storage: Self-Storage Bldg	30/1,000 Gr SF	265	275
156	Store: Ice Cream/Yogurt	25/1,000 Gr SF	1000	600

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
157	Store: Retail (l)	50/1,000 Gr SF	265	275
158	Studio: Film/TV - Audience Viewing Room (q)	3/Seat	265	275
159	Studio: Film/TV - Regular Use Indoor Filming Area (q)	50/1,000 Gr SF	265	275
160	Studio: Film/TV - Ind. Use Film Process/Machine Shop (q)	50/1,000 Gr SF	265	275
161	Studio: Film/TV - Ind. Use Film Process/Machine Shop	Total	265	275
162	Studio: Recording	50/1,000 Gr SF	265	275
163	Swimming Pool (Commercial with backwash filters)	Total	265	275
164	Tanning Salon: Independent, No Shower (r)	50/1,000 Gr SF	265	275
165	Tanning Salon: Within a Health Spa/Club	640/1,000 Gr SF	265	275
166	Theater: Drive-In	6/Vehicle	265	275
167	Theater: Live/Music/Opera	3/Seat	265	275
168	Theater: Cinema	3/Seat	265	275
169	Tract: Commercial/Residential	1/Acre	265	275
170	Trailer: Const/Field Office (e)	120/Office	265	275
171	Veterinary Clinic/Office	250/1,000 Gr SF	265	275
172	Warehouse	30/1,000 Gr SF	265	275
173	Warehouse w/ Office	Total	265	275
174	Waste Dump: Recreational	400/Station	2650	2750
175	Wine Tasting Room: Kitchen	200/1,000 Gr SF	265	275
176	Wine Tasting Room: All Area	50/1,000 Gr SF	265	275

FOOTNOTES TO SGFs TABLE

(a) SFC rates for these facilities have historically been published in SFC ordinances.

(b) Bureau of Sanitation will determine the flow based on the information given by applicants for facilities with industrial discharge. The flow will be redetermined by Sanitation inspectors annually based on water bills. If the actual flow exceeds the previous year's determined flow, the applicants will be charged for the difference.
If this type of facility is exempt from an industrial discharge permit, only the domestic SFC will be assessed.

(c) The SFC for a bar shall be the sum of SFC's for all areas based on the SGF for each area (ex. fixed seat area, public table area, dancing area).

(d) The determination of SGF for juice bars and coffee houses previously depended on the extent of the actual food preparation in house, not by the types of food provided. Food is assumed to be prepared offsite and as such, the three prior subcategories have been consolidated.

1) SGF for no pastry baking and no food preparation is 720 gpd/1000 gr.sq.ft.
2) SGF for pastry baking only and no food preparation is 720 gpd/1000 gr.sq.ft.
3) SGF for complete food preparation is 25 gpd/seat, the same as a fast food restaurant.

Juice bars and coffee houses do not serve any alcoholic drinks.

(e) Building construction includes trailers, field offices, etc.

(f) Cocktail lounge usually does not serve prepared food.

(g) Cold storage facilities are categorized as follow:

1) No Sales - the cold storage facility is used only for temporary storage, no selling is involved. For example, cold storage facilities at the harbor temporarily store seafood until it is distributed.
2) Cold storage w/ retail sales - the primary function of this facility is to support the wholesale/retail operation of a store, such as supermarket freezers, refrigerators, etc.

(h) Counseling centers include marriage counseling centers, alcohol/drug rehabilitation /dependency centers, nutrition centers, diet centers, etc.

(i) Part-time basis schools or dance studios should be charged as retail area - 50 gpd /1000 gr.sq.ft. Full-time basis schools should be charged by the number of students.

(j) Domestic waste is estimated at 50 gpd/1,000 square feet in addition to total process flow.

(k) Bureau of Sanitation will determine if an industrial permit is needed for health spas. The first year flow is based on 650 gpd/1000 gr.sq.ft., and the Sanitation inspectors will redetermine the flow annually based on water bill from the previous year. The applicants are responsible for paying the difference of SFC.
Health club/spa includes lobby area, workout floors, aerobic rooms, swimming pools, Jacuzzi, sauna, locker rooms, showers, and restrooms. If a health club/spa has a gymnasium type of facility, this portion should be charged separately at the gymnasium SFC rate.
Gymnasiums include basketball court, volleyball court, and any other large open space with low occupancy density.

(l) Lobby of retail includes lounges, holding rooms, or waiting area, etc.

(m) Full service post offices include U.S. Postal Service, UPS, Federal Express, DHL, and etc.

(n) The SGF for a college dormitory based on student capacity also includes the SGF for the dormitory cafeterias.

(o) A bedroom is defined as an enclosed subdivision with 50 sq.ft. or more floor area in a residential building commonly used for sleeping purpose, and is partitioned off to form a habitable room.

(p) The SGF for schools based on the student capacity, covers the following facilities:

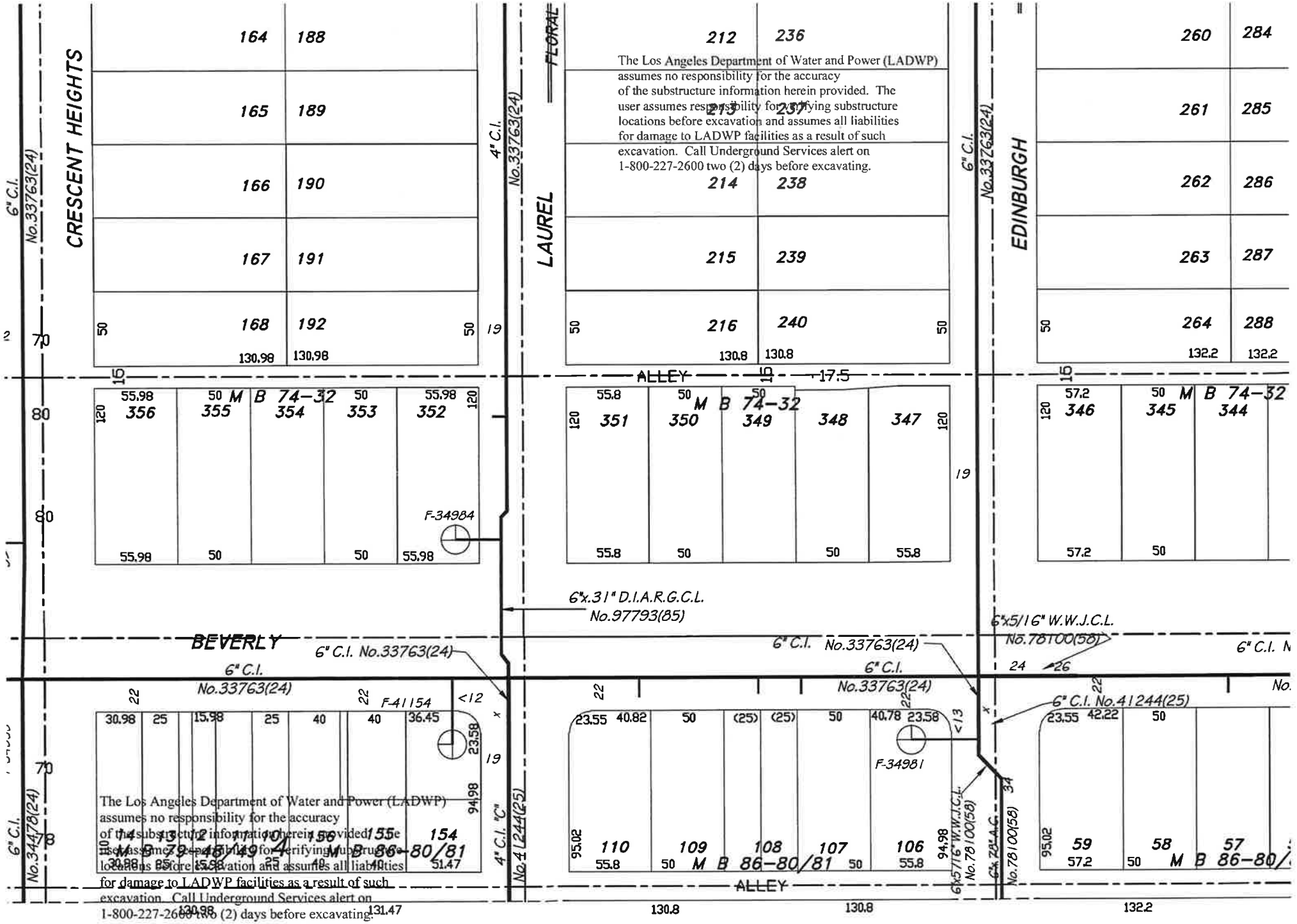
1) classrooms and lecture halls
2) professors' offices
3) administration offices
4) laboratories for classes or research
5) libraries
6) bookstores
7) student/professor lounges
8) school cafeterias
9) warehouses and storage areas
10) auditoriums
11) gymnasiums
12) restrooms

It does not include water used by schools for swimming pools. When a school files an application for addition of any of the foregoing facilities, the student population will be reassessed and the total gpd for the new facility will be based on the number of students increased since the last SFC was paid or when the City implemented the SFC for the first time. The SFC for any school facility (ex. stadium, dormitory, etc.) not listed above, will be based on the designated SGF for that category.

(q) The SFC for a TV or motion picture studio shall be the sum of SFC's for different facilities in the studio, based on the SGF for each facility. A studio may include one or more of the following facilities: audience viewing room, filming room, film processing, storage area, etc.

(r) No independent tanning salons with shower were encountered during 1996 survey.

(s) Alternative basis of charge for City's consideration. The prior square footage basis is also presented should the City decide to continue charging on that basis.


CRESCENT HEIGHTS
LAUREL
EDINBURGH
FLORAL
ALLEY
BEVERLY
M B 74-32
M B 86-80/81
6" C.I. No.33763(24)
4" C.I. No.33763(24)
6"x.31" D.I.A.R.G.C.L. No.97793(85)
6"x5/16" W.W.J.C.L. No.78100(58)
4" C.I. "C" No.41244(25)
6" C.I. No.41244(25)
F-34984
F-41154
F-34981
The Los Angeles Department of Water and Power (LADWP) assumes no responsibility for the accuracy of the substructure information herein provided. The user assumes responsibility for verifying substructure locations before excavation and assumes all liabilities for damage to LADWP facilities as a result of such excavation. Call Underground Services alert on 1-800-227-2600 two (2) days before excavating.

LADWP WATER & ENERGY CONSERVATION MEASURES

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations (available on-line at www.ladwp.com under Commercial/Customer Service/Water Services under the title, Rules Governing Water & Electric Service. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Below is a list of some of the water conservation requirements in Los Angeles for new construction and when fixtures are replaced in existing buildings. Also included are further voluntary recommendations to save water.

1. High efficiency water closets, high efficiency urinals, water-saving showerheads, and low flow faucets must be installed in new constructions and may be retrofitted in existing buildings. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184248 (http://clkrep.lacity.org/onlinedocs/2015/15-0458_ORD_184248_6-6-16.pdf), Los Angeles City Ordinance No. 180822 (http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf), the 2014 Los Angeles Plumbing Code and the 2013 California Green Building Standards Code (CALGreen), the 2014 Los Angeles Green Building Code.

2. Cooling towers in new residential buildings 25 stories or less and in all new non-residential buildings shall operate at a minimum of 6.0 cycles of concentration or operate at a minimum of 5.5 cycles of concertation with 50 percent of makeup water supply coming from non-potable water sources. Cooling towers in new residential buildings over 25 stories shall have a minimum of 6 cycles of concentration and 100 percent of makeup water supply shall come from non-potable water sources (see Los Angeles City Ordinance No. 184248 for exception). Single pass cooling systems are prohibited in most cases.

3. Energy Star rated dishwashers must be installed for new construction and when replacing existing units in most cases. Water conserving clothes washers are available from many manufacturers and should be selected. Water saved by these appliances also saves energy in that the water used by these appliances is typically heated.

4. The design of the hot water plumbing system should be such that it minimizes the delivery time for hot water. This may be accomplished through the use of a demand type or a timed and temperature control type hot water recirculation system, point-of-use water heaters, and/or a parallel piping system which all help reduce the pipe length between the fixture and the point of supply of the hot water.

5. Landscape areas utilize a significant volume of the water delivered by LADWP and represent a great potential for water conservation. The State adopted landscape regulations for landscape areas over 2,500 square feet that apply for new constructions and when existing landscapes are renovated. These regulations are addressed by Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines (http://cityplanning.lacity.org/Forms_Procedures/2405.pdf) and require submittal of a landscape document package prepared and signed by a licensed professional architect, engineer or contractor to the Department of Building and Safety for review. Please contact the Los Angeles City Planning Department for further information.

6. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns must be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

7. Automatic irrigation timers should be set to irrigate landscapes during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

8. The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (http://clkrep.lacity.org/onlinedocs/2009/09-0369-s9_ord_181288.pdf) also known as the Emergency Water Conservation Plan imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. When water rationing is in effect, it can be extremely difficult to establish certain types of new landscapes. The landscape architect must take this into consideration in selecting the plant type and the landscape design.

9. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of plant varieties with their irrigation requirements, refer to the State Guide for Landscape Irrigation which can be found at, (http://www.water.ca.gov/pubs/planning/guide_to_estimating_irrigation_water_needs_of_landscape_plantings_in_ca/wucols.pdf), or consult a landscape architect.

10. Graywater and other alternate water source systems are now addressed in the California Plumbing Code for residential and non-residential buildings. Graywater is semi clean wastewater generated and collected on-site by the building's plumbing system from showers, bathtubs, bathroom sinks and clothes washers but does not include wastewater from toilets, dishwashers or kitchen sinks. The collected graywater is then reused on-site for various beneficial uses. The Plumbing Code addresses the proper collection, handling, treatment and use of Alternate Water Sources.

    The use of graywater reduces the demand for potable water. Please see the attached link for information regarding the installation graywater systems in Los Angeles for residential properties: http://www.ladwp.com under Residential/Go Green.

11. The City continues to expand its purple pipe distribution system of recycled water. The availability of recycled water should be investigated as a source to irrigate large landscaped areas and for toilet and urinal flushing.

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (TAP). Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website:
https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Conservation and Sustainability Programs Section, regarding possible energy efficiency measures. The Conservation and Sustainability Programs Section encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum energy efficiency standards for: (1) Title 24, Part 6 of the California Code of Regulations (Title 24); (2) California Green Building Standards Code (CALGreen); (3) Los Angeles Green Building Code. In addition to energy efficiency technical assistance, the LADWP may offer financial incentives for energy designs that exceed minimum energy efficiency standards.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the Title 24.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

3. Consider the applicability of the use of thermal energy storage to handle cooling loads.

4. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

5. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

6. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

7. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

8. Building commissioning should be completed prior to issuance of the certificate of occupancy to verify that the building systems components meet the project requirements.

9. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

10. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat. The Los Angeles Municipal Code now mandates cool roof materials for all new and complete replacement roofs installed in the City of Los Angeles.

11. Install thermal insulation in walls and ceilings, which exceeds requirements established by Title 24.

12. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

13. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

14. Install LED lamps or fixtures, which give the highest light output per watt of electricity consumed, for all street and parking lot lighting to reduce electricity consumption. Install an astronomical time switch control to meet your projects design needs.

15. Install automatic daylighting controls and dimmable electronic ballasts, to light fixtures near windows and skylights, to maximize the use of natural daylight available and reduce artificial lighting load.

16. Install occupant-controlled thermostats to permit individual adjustment of heating, and cooling to avoid unnecessary energy consumption.

17. Install a lighting control system to automatically control interior and exterior lights in public areas and will also energize emergency egress lights when an emergency occurs.

18. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

19. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

20. Design project to focus pedestrian activity within sheltered outdoor areas.

21. Install individual occupant sensors indoors, where appropriate, to automatically turn lights off when an area is vacated.

22. Install the manufacturers recommended lamp and ballast combination for all fluorescent light fixtures to provide the most efficient light output. Use reflectors to direct maximum levels of light to work surfaces.

For additional information concerning these conservation measures, please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939. Also, please visit the Los Angeles Department of Building and Safety's website for information on CALGreen and the Los Angeles Green Building Code (http://ladbs.org/LADBSWeb/green-bldg.jsf). Additional water and energy code compliance tips as well as various useful Green Building links are available on the LADWP website at the following location: http://www.ladwp.com under Commercial/Go Green.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

DATE: January 24, 2017

TO: Rachel Zacuto
Assistant Environmental Planner
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***8000 BEVERLY PROJECT,*** *The project site is located on the southwest corner of Beverly Boulevard and Edinburgh Avenue at 8000-8008 West Beverly Boulevard, Los Angeles, CA 90048. The project would develop a 5-story mixed-use building with 48 residential apartment units over ground floor commercial, (restaurant and retail) space.*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools that may be impacted by the development project(s) in question. This report contains data on each school's current and projected capacities, enrollments, and school calendars, and is designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note that the data in this report *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools.

Additional information on LAUSD's Capital Improvement programs can be found on LAUSD's Facilities Services Division main webpage at www.laschools.org.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Question: 1 Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 2 Please refer to the Enrollments and Capacities Report for identification of any new schools planned to relieve known overcrowding.

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 for more information regarding fees and student generation rates.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Rena Perez, Director

Los Angeles Unified School District - Facilities Services Division: School Management Services, Master Planning and Demographics
333 S. Beaudry Ave., 23rd Floor, Los Angeles, CA 90017
Telephone (213) 241-8044 • Fax (213) 241-2077

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES

PROJECT SERVED: 8000 Beverly Project, the project site is located on the southwest corner of Beverly Boulevard and Edinburgh Avenue at 8000-8008 West Beverly Boulevard, Los Angeles, CA 90048. The project would develop a 5-story mixed-use building with 48 residential apartment units over ground floor commercial, (restaurant and retail) space.

SCHOOL YEAR: 2015-2016

(Current and projected enrollments/capacities reflect data from School Year (SY) 2015-2016.)

1	2	3	4	5	6	7	8	9	10	11	12
Cost Center Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1439701	HANCOCK PARK EL	1 TRK	842	759	729	83	**No**	758	833	(75)	**Yes**
1807501	BURROUGHS MS	1 TRK	1918	1426	1851	492	**No**	1784	1263	521	**No**
1862101	FAIRFAX SH	1 TRK	2455	1807	2051	648	**No**	2308	1717	591	**No**

Schools Planned to Relieve Known Overcrowding

NONE

DISCLAIMER: CURRENT AND PROJECTED DATA ARE UPDATED ANNUALLY AND WILL BECOME AVAILABLE AFTER MAY 1st OF EACH CALENDAR YEAR.

NOTES:

[1] School's ID code.

[2] School's name

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar. Excludes capacity allocated to charter co-locations. Includes capacity for magnet program.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

-Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.

-A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including magnet students.

[7] Current seating overage or (shortage): equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:

-School is currently on a multi-track calendar.

-There is currently a seating shortage.

-There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats.

[9] School planning capacity. Formulated from a baseline calculation of the number of eligible classrooms after implementing LAUSD operational goals and shifting to a 2-semester (1 TRK) calendar. Includes capacity allocated to by charter co-locations. Includes capacity for magnet programs.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes magnet students.

[11] Projected seating overage or (shortage): equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:

-School remains on a multi-track calendar.

-There is a seating shortage in the future.

-There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

* Independent Charter: Capacity and/or enrollment information may not be reported for some independent charters.

‡ Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected capacities and enrollments not reported.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Business **S**ervices **D**ivision

LOC. CODE: 4397 COST CENTER: 1439701

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HANCOCK PARK SCHOOL EFFECTIVE SEPTEMBER 1, 1977 (UPDATED 7-1-1994).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on September 1, 1977. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

BEVERLY BOULEVARD * ALTA VISTA BOULEVARD TO THIRD STREET * COCHRAN AVENUE * WILSHIRE BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * SAN VICENTE BOULEVARD * THIRD STREET * SWEETZER AVENUE.

For assistance, please call Demographic and Boundary Unit, Facilities Asset Management Division, at (213) 742-7596.

APPROVED: C. DOUGLAS BROWN, Interim Coordinator, Facilities Asset Management Division

DISTRIBUTION: School
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L.A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8075 **COST CENTER:** 1807501

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR JOHN BURROUGHS MIDDLE SCHOOL EFFECTIVE JULY 1, 2010 (UPDATED 7-1-2011).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2010. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

BEVERLY BOULEVARD * HIGHLAND AVENUE * OAKWOOD AVENUE AND EXTENSION * ROSEWOOD AVENUE AND EXTENSION * ROSSMORE AVENUE * BEVERLY BOULEVARD * WESTERN AVENUE * SAN MARINO STREET * WESTCHESTER PLACE * OLYMPIC BOULEVARD * RIMPAU BOULEVARD * PICO BOULEVARD * SAN VICENTE BOULEVARD * CURSON AVENUE * WILSHIRE BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * SAN VICENTE BOULEVARD * THIRD STREET * SWEETZER AVENUE.

(GRADES 7 – 8)

AREA I

MELROSE AVENUE * LA CIENEGA BOULEVARD * ROSEWOOD AVENUE * ORLANDO AVENUE * OAKWOOD AVENUE * CRESCENT HEIGHTS BOULEVARD * BEVERLY BOULEVARD * SWEETZER AVENUE * THIRD STREET * SAN VICENTE BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

AREA II

OAKWOOD AVENUE * HIGHLAND AVENUE * BEVERLY BOULEVARD * LA BREA AVENUE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: KELLY SCHMADER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities **S**ervices **D**ivision

LOC. CODE: 8621 **COST CENTER:** 1862101

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR FAIRFAX HIGH SCHOOL EFFECTIVE JULY 1, 2009.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective July 1, 2007 (updated 7-1-2008).

This is an official copy for your file.

(GRADES 9 – 12)

SUNSET BOULEVARD * FULLER AVENUE * FOUNTAIN AVENUE * GREENACRE AVENUE * SANTA MONICA BOULEVARD * VAN NESS AVENUE * MELROSE AVENUE * KINGSLEY DRIVE * BEVERLY BOULEVARD * WESTERN AVENUE * FIRST STREET * GRAMERCY PLACE * SECOND STREET * GRAMERCY PLACE * FIFTH STREET * IRVING BOULEVARD * WILSHIRE BOULEVARD * LA BREA AVENUE * REDONDO BOULEVARD * 21ST STREET * DUNSMUIR AVENUE * WASHINGTON BOULEVARD * HAUSER BOULEVARD * VENICE BOULEVARD * AIRDROME STREET * FAIRFAX AVENUE * PICO BOULEVARD * BEDFORD STREET * WHITWORTH DRIVE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY.

OPTIONAL: FAIRFAX AND HOLLYWOOD SENIOR HIGH SCHOOLS

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO THE INTERSECTION OF WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, TO AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * RUNYON CANYON ROAD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * SUNSET BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY EAST OF MEREDITH PLACE, ALTO CEDRO DRIVE, BRIARCREST ROAD AND BRIARCREST LANE TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:
School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF RECREATION AND PARKS

PLANNING, CONSTRUCTION, AND MAINTENANCE BRANCH
221 N. FIGUEROA STREET, STE 400
LOS ANGELES, CA 90012

TEL: (213) 202-2681

MICHAEL A. SHULL
GENERAL MANAGER

February 1, 2017

CAJA Environmental Services, LLC
Rachel Zacuto, Assistant Environmental Planner
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE 8000 BEVERLY PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Zacuto:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed 8000 Beverly Project. This project proposes the development of 48 residential units and 7,400 square feet of commercial space on a site located at 8000-8008 Beverly Boulevard in the Wilshire Community Plan Area of the City of Los Angeles.

1. Which parks and recreational facilities would serve the proposed project?

The following Department of Recreation and Parks facility is classified as a neighborhood park and is located within a two-mile radius of the project site:

- William S. Hart Park, located at 8341 De Longpre Avenue.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- Baldwin Hills Recreation Center, located at 5401 Highlight Place.
- Bellevue Recreation Center, located at 826 Lucille Avenue.
- Claude Pepper Senior Citizen Center, located at 1762 La Cienega Boulevard.
- Denker Recreation Center, 1550 W. 35th Place.
- Eleanor Green Roberts Aquatic Center, located at 4526 W. Pico Boulevard.
- Fairfax Senior Citizens Center, located at 7929 Melrose Avenue.
- Hollywood Recreation Center, located at 1122 Cole Avenue.
- Jim Gilliam Recreation Center, located at 4000 S. La Brea Avenue.
- Las Palmas Senior Citizen Center, located at 1820 N. Las Palmas Avenue.
- Lemon Grove Recreation Center, located at 4959 Lemon Grove Avenue.
- Loren Miller Recreation Center, located at 2717 Halldale Avenue.
- Los Angeles Center for Enriched Studies (LACES), located at Airdrome Street between Stearns Drive and Hayworth Avenue.
- MacArthur Park, located at 2230 W. 6th Street.
- Martin Luther King Jr. Park, located at 3934 S. Western Avenue.
- Normandie Recreation Center, located at 1550 S. Normandie Avenue.

- Lafayette Park, located at 2830 W. 6th Street.
- Los Angeles Center for Enriched Studies (LACES), located at Airdrome Street between Stearns Drive and Hayworth Avenue.
- Palms Recreation Center, located at 2950 Overland Avenue.
- Pan Pacific Park, located at 7600 Beverly Boulevard.
- Poinsettia Recreation Center, located at 7431 Willoughby Avenue.
- Queen Anne Recreation Center, located at 1240 West Boulevard.
- Rancho Cienega Sports Complex, located at 5001 Rodeo Road.
- Robertson Recreation Center, located at 1641 Pruess Road.
- Ross Snyder Recreation Center, located at 1501 E. 41st Street.
- Seoul International Park, located at 3250 San Marino Street.
- Shatto Recreation Center, located at 3191 W. 4th Street.
- South Seas House Park, located at 2301 W. 24th Street.
- Vineyard Recreation Center, located at 2942 Vineyard Avenue.
- Weddington Park North, located at 10844 Acama Street.
- Weddington Park South, located at 10800 Valley Heart Drive.
- Westwood Park, located at 1350 S. Sepulveda Boulevard.
- Yucca Community Center, located at 6671 W. Yucca Street.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Armand Hammer Golf Course, located at 601 Club View Drive.
- Ascot Hills Park, located at 4371 Multnomah Street.
- Balboa Golf Course, located at 16821 Burbank Boulevard.
- Barnsdall Park, located at 4800 Hollywood Boulevard.
- Bronson Canyon, located at 3200 Canyon Drive.
- Campo de Cahuenga, located at 3919 Lankershim Boulevard.
- Charles F. Lummis Home, located at 200 E. Avenue 43.
- Cheviot Hills Park, located at 2551 Motor Avenue.
- Coldwater Canyon Park, located at 12601 Mulholland Drive.
- Deervale-Stone Canyon Park, located at 14890 Valley Vista Boulevard.
- Elysian Park, located at 1800 Riverside Drive.
- Encino Golf Course, located at 16821 Burbank Boulevard.
- Ernest E. Debs Regional Park, located at 1010 Everett Street.
- Exposition Park Rose Garden, located at 7929 Melrose Avenue.
- Griffith Park, located at 4730 Crystal Springs Drive.
- Heritage Square, located at 3800 Homer Street.
- Holmby Park, located at 601 Club View Drive.
- Isodore B. Dockweiler State Beach, located at 8255 Vista Del Mar.
- Los Feliz Golf Course, located at 3207 Los Feliz Boulevard.
- Mandeville Canyon Park, located at 2660 Westridge Road.
- Rivas Canyon Park, located at East end of Oracle Highway.
- Penmar Golf Course, located at 1233 Rose Avenue.
- Rancho Park Golf Course, located at 10460 Pico Boulevard.
- Runyon Canyon Park, located at 2000 N. Fuller Avenue.
- Rustic Canyon Park, located at SW of Sullivan Fire Road.
- San Vicente Mountain Park, located at 17500 Mulholland Drive.

- Sepulveda Basin Recreation Area, located at 17017 Burbank Boulevard.
- Sepulveda Basin Wildlife Reserve, located at 6335 Woodley Avenue.
- Sherman Oaks Castle Park, located at 4989 N. Sepulveda Boulevard.
- South L.A. Wetlands Park, located at 5413 S. Avalon Boulevard.
- Sullivan Canyon Park, located at NE of Sullivan Fire Road.
- Venice Beach, located at 2300 Ocean Front Walk.
- Verdugo Mountain Park, located at 9999 Edmore Place.
- Villa Cabrini Park, located at 9401 Villa Cabrini Drive.
- Wattles Garden Park, located at 1824 N. Curson Avenue.
- Will Rogers State Beach, located at 17600 Pacific Coast Highway.
- Woodley Lakes Golf Course, located at 1840 Yosemite Drive.

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?

While the Department is currently in the process of implementing the 50 Parks Initiative, these are small pocket parks typically less than half an acre, often only one tenth of an acre, and have a service radius of one-half mile. None of these planned parks will be sited within a half mile of the project site.

3. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?

The Wilshire Community Plan Area, within which the project is located, has a parkland acres-to-population ratio of neighborhood and community parks of 0.23 acres per 1,000 residents. The Public Recreation Plan, a portion of the Service Element of the City's General Plan, sets a goal of a parkland acres-to-population ratio of neighborhood and community parks of 4.0 acres per 1,000 residents.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. If you have any questions or comments regarding this information please contact Melinda Gejer, of my staff, at (213) 202-2657 or melinda.gejer@lacity.org.

Sincerely,

MICHAEL A. SHULL
General Manager

DARRY FORD
Senior Management Analyst I
Planning, Construction, and Maintenance Branch

RB/MG:ar

cc: Reading File

EXHIBIT D

Public Letters

Support

Jordann Turner <jordann.turner@lacity.org>

8000 W. Beverly Blvd. - CPC-2017-880-DB-CU

1 message

Aviv Kleinman <aviv.kleinman@lacity.org> Tue, Mar 20, 2018 at 10:22 PM
To: Faisal Alserri <faisal.alserri@lacity.org>, Jeffrey Ebenstein <jeffrey.ebenstein@lacity.org>, Jordann Turner <jordann.turner@lacity.org>

The Office of Councilmember Paul Koretz supports the proposed project at 8000 W. Beverly Blvd. (CPC-2017-880-DB-CU).

Please submit to the hearing officer and send confirmation when submitted to the record.

Thank you,

Aviv Kleinman

Aviv Kleinman, M.U.R.P.

Planning Deputy
Councilmember Paul Koretz - Council District 5
Valley District Office:
15760 Ventura Blvd Suite 600
Encino, CA 91436
(818) 971-3088
City Hall Office - 213-473-7005
Wilshire District Office - 323-866-1828
Email: Aviv.Kleinman@lacity.org

If you would like to sign up to receive the Fifth Council District e-newsletter, click here

--

Aviv Kleinman, M.U.R.P.
Planning Deputy
Councilmember Paul Koretz - Council District 5
15760 Ventura Blvd Suite 600
Encino, CA 91436
(818) 971-3088
Email: Aviv.Kleinman@lacity.org

any copies.

****

MID CITY WEST
COMMUNITY COUNCIL

December 20, 2017

Jordann Turner (via email jordann.turner@lacity.org)
City Planning Associate
Department of City Planning
City of Los Angeles
200 North Spring Street

Subject: **8000 Beverly Blvd**
Case No. ENV-2017-881-CE; CPC-2017-880-DB

Dear Mr. Turner,

We appreciate the opportunity to comment on this application as the certified neighborhood council serving the area in which the project is located.

The Mid City West Community Council (MCW) Board of Directors approved the following motion (14 yeas, 7 nays, 3 abstentions) at the Tuesday, December 12, 2017 board meeting:

> MCW supports the project consisting of 58 units including six (6) very low income units as required by SB1818 as well as two (2) additional moderate income units. In addition, the project shall:
>
> 1. Covenant an adjoining R1 lot that the owner owns as a parking lot (its current use) and develop a privately owned open space on part of the lot fronting the public right of way;
> 2. Explore the activation of the 5' rear yard setback between the project and the existing Beverly Laurel Motel to the west of the proposed project, and;
> 3. Covenant not to permit short term rentals of residential units as per lease.

At the December 12th meeting of our full board, the applicant informed us that they had explored the activation of the 5' rear yard setback between the project and the existing Beverly Laurel Motel, and that it was infeasible to activate the space that they control, as it did not exist—the ground floor of the proposed project will go up to the lot line, with the setback occurring on the upper stories. We would still look forward to the applicant possibly looking into either activating the space on the Beverly Laurel Motel parcel, or better securing it, in partnership with the ownership of said parcel, but consider item (2) from our motion satisfied.

Lastly, the applicant informed our full board at our December 12th meeting that they will be sharing the cost of an upgraded pedestrian/bike signal across Beverly at Edinburgh with the Edin Park project on the north side of Beverly. While not a condition of approval, we look forward to working with the applicant, the City of Los Angeles Department of Transportation, and Council District 5 to help improve the crossing and make it safer for people walking and biking.

Thank you for your attention to this matter. Please feel free to contact us via email at knakata@midcitywest.org or mberker@midcitywest.org as needed.

Sincerely,

Keith Nakata and Mehmet Berker
Planning and Land Use Committee, Co-Chairs
Mid City West Community Council

Cc:	Office of Council District No. 5, Hon. Paul Koretz	(via Email)
	Office of Council District No. 5, Faisal Alserri	"
	Office of Council District No. 5, Robert Oliver	"
	David Ravanshenas, South Park Group	"

Abundant Housing **LA**

March 9, 2018

Jordann Turner, City Planner
Department of City Planning
City of Los Angeles
200 N Spring St, Room 750
Los Angeles, CA 90012

To whom it may concern,

We are writing to you to in support of the proposed 58-unit apartment development, including 6 dedicated very low income units and 2 dedicated moderate income units, at 8000 W Beverly Blvd, case CPC-2017-880-DB-CU. We urge the city to grant the Density Bonus Off-Menu Incentives for 4.05 FAR in lieu of 1.5, 6 stories and 72' height in lieu of 3 stories and 45' height, and 5' rear yard in lieu of 18'; and find the project Categorically Exempt from the provisions of CEQA. We previously wrote in support of this project when it was proposed as 48 units with 4 dedicated affordable units, and are pleased to see it has increased in size and added more affordable housing.

The greater Los Angeles region is facing a severe housing shortage. This project will provide much needed housing. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

This project is a good project for Los Angeles and for the region. Again, we urge the city to please grant the Density Bonus On-Menu and Off-Menu Incentives, and find the project Categorically Exempt from CEQA.

Best Regards,

The Abundant Housing LA Steering Committee:

Matt Dixon
620 W Wilson Ave, Unit H
Glendale 91203

Mark Vallianatos
3591 Canada St
Los Angeles 90065

Brent Gaisford
3236 Hutchison Ave
Los Angeles 90034

Leonora Yetter
1013 16th St, Unit 102
Santa Monica 90403

Mark Edwards
1174 N Curson Ave, #8
West Hollywood 90046

Gabe Rose

Chelsea Byers

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Sherin Bennett <sherinbennett@everyactioncustom.com> Tue, Jun 27, 2017 at 12:05 PM
Reply-To: sherinbennett@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly-needed affordable units. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units, and the city should consider requiring this developer to include even more affordable units in this project.

For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Sherin Bennett
Los Angeles, CA 90027
sherinbennett@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Kevin Reevers <kreevers@everyactioncustom.com> Thu, Jun 22, 2017 at 9:51 PM
Reply-To: kreevers@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly-needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Kevin Reevers
1900 Clyde Ave Los Angeles, CA 90019-5004
kreevers@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Joshua Blumenkopf <jblumenkopf@everyactioncustom.com> Wed, Jun 21, 2017 at 9:59 PM
Reply-To: jblumenkopf@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly-needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Joshua Blumenkopf
215 S Madison Ave Pasadena, CA 91101-2874
jblumenkopf@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Nicholas Burns III <nkburns3@everyactioncustom.com> Wed, Jun 21, 2017 at 5:58 PM
Reply-To: nkburns3@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly-needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Nicholas Burns III
2120 S Bentley Ave Apt 306 Los Angeles, CA 90025-5763
nkburns3@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Partho Kalyani <Parthokalyani@everyactioncustom.com> Wed, Jun 21, 2017 at 4:42 PM
Reply-To: Parthokalyani@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly-needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Partho Kalyani
Los Angeles, CA 90025
Parthokalyani@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Andrew May <andymay@everyactioncustom.com> Wed, Jun 21, 2017 at 1:22 PM
Reply-To: andymay@yahoo.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

It is especially encouraging to see the developer taking advantage of the density bonus to provide badly-needed affordable units in the city. The density bonus helps create both additional market rate units and additional affordable units, making it one of the city's best tools in addressing the housing crisis. The city should consider expanding the density bonus program to provide even more incentive for developers to create affordable units.

For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Andrew May
1901 N New Hampshire Ave Los Angeles, CA 90027-1818
andymay@yahoo.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Richard Bourne <rpbourne@everyactioncustom.com> Wed, Jun 21, 2017 at 1:09 PM
Reply-To: rpbourne@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

This project is in a great location for housing. It is only two blocks from frequent Metro bus service in all directions and the intersection of Beverly and Fairfax (Routes 14/37 on Beverly, Routes 217, 218, & 780 on Fairfax). It is only one mile from the Purple Line station currently under construction at Wilshire/Fairfax. It is close to employment centers near Cedars Sinai and Beverly Hills, and provides good transit access to employment centers in Koreatown, Hollywood, and downtown LA. In addition, many desirable neighborhood amenities like retail and restaurants are in easy walking and cycling distance, including the Beverly Center, The Grove, and many others. By creating new housing in a desirable neighborhood, it will help to reduce issues of gentrification and displacement in other parts of the region.

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For these reasons, I believe this is a a good project for Los Angeles, and I respectfully urge the city to move forward with it at the hearing on June 28, 2017.

Sincerely,
Richard Bourne
363 S Berendo St Los Angeles, CA 90020-2006
rpbourne@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Kevin Wilen <kwilen@everyactioncustom.com> Wed, Jun 21, 2017 at 12:36 PM
Reply-To: kwilen@defymedia.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Kevin Wilen
5757 Wilshire Blvd Los Angeles, CA 90036-5810
kwilen@defymedia.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Babak Mozaffari <bm@everyactioncustom.com> Wed, Jun 21, 2017 at 11:54 AM
Reply-To: bm@contactbm.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Babak Mozaffari
Santa Monica, CA 90401
bm@contactbm.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Asher Meyers <anm39@everyactioncustom.com> Wed, Jun 21, 2017 at 11:10 AM
Reply-To: anm39@cornell.edu
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Asher Meyers
7000 Earldom Ave Playa Del Rey, CA 90293-7722
anm39@cornell.edu

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Guy Penini <gpenini@everyactioncustom.com> Wed, Jun 21, 2017 at 11:03 AM
Reply-To: gpenini@yahoo.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Guy Penini
Los Angeles, CA 90048
gpenini@yahoo.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Ariel Simons <levisimons@everyactioncustom.com> Tue, Jun 20, 2017 at 5:48 PM
Reply-To: levisimons@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Ariel Simons
358 S Gramercy Pl Apt 103 Los Angeles, CA 90020-4547
levisimons@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Marvin Bojorquez <nofxdude55@everyactioncustom.com> Tue, Jun 20, 2017 at 4:36 PM
Reply-To: nofxdude55@sbcglobal.net
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Marvin Bojorquez
Los Angeles, CA 90062
nofxdude55@sbcglobal.net

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Tracy Green <POSTCASELAW@everyactioncustom.com> Tue, Jun 20, 2017 at 3:00 PM
Reply-To: POSTCASELAW@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Tracy Green
PO Box 2491 Beverly Hills, CA 90213-2491
POSTCASELAW@GMAIL.COM

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Tracy Green <POSTCASELAW@everyactioncustom.com> Tue, Jun 20, 2017 at 3:00 PM
Reply-To: POSTCASELAW@gmail.com
To: Jordann.Turner@lacity.org

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Sincerely,
Tracy Green
PO Box 2491 Beverly Hills, CA 90213-2491
POSTCASELAW@GMAIL.COM

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Andy Freeland <andy@everyactioncustom.com> Tue, Jun 20, 2017 at 2:53 PM
Reply-To: andy@andyfreeland.net
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Andy Freeland
645 W 9th St Apt 233 Los Angeles, CA 90015-1642
andy@andyfreeland.net

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

John Gregorchuk <jmgregorchuk@everyactioncustom.com> Tue, Jun 20, 2017 at 2:52 PM
Reply-To: jmgregorchuk@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
John Gregorchuk
1935 W 36th Pl Los Angeles, CA 90018-4331
jmgregorchuk@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Ryan welch <ry@everyactioncustom.com> Tue, Jun 20, 2017 at 2:10 PM
Reply-To: ry@rywelch.com
To: Jordann.Turner@lacity.org

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Sincerely,
Ryan welch
416 N Doheny Dr Apt 4 West Hollywood, CA 90048-1745
ry@rywelch.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Daniel Schreiner <dan000419@everyactioncustom.com> Tue, Jun 20, 2017 at 1:05 PM
Reply-To: dan000419@aol.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

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Sincerely,
Daniel Schreiner
4827 Bonvue Ave Los Angeles, CA 90027-1104
dan000419@aol.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Will Wright <willrobwright@everyactioncustom.com> Tue, Jun 20, 2017 at 1:01 PM
Reply-To: willrobwright@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

I am writing to you in support of the proposed 48-unit mixed-use development, including 4 dedicated very-low-income units, at 8000 W Beverly Blvd (case #: CPC-2017-880-DB). This project will provide much-needed housing for the greater Los Angeles region, which is facing a severe housing shortage.

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Sincerely,
Will Wright
734 E Kensington Rd Los Angeles, CA 90026-4427
willrobwright@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Gene Chen <gene.c.chen@everyactioncustom.com> Tue, Jun 20, 2017 at 12:48 PM
Reply-To: gene.c.chen@gmail.com
To: Jordann.Turner@lacity.org

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Sincerely,
Gene Chen
Los Angeles, CA 90035
gene.c.chen@gmail.com

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

Support for mixed-use development project at 8000 W Beverly Blvd

1 message

Leonora Yetter <leonorasc@everyactioncustom.com> Tue, Jun 20, 2017 at 11:26 AM
Reply-To: leonorasc@gmail.com
To: Jordann.Turner@lacity.org

Dear Planning Associate Jordann Turner,

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Sincerely,
Leonora Yetter
Santa Monica, CA 90403
leonorasc@gmail.com

EXHIBIT D

Public Letters

Opposition

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

8000 West Beverly Blvd.

1 message

Jay Linwick <submit3c@aol.com>
To: Jordann.Turner@lacity.org

Wed, Mar 21, 2018 at 1:04 PM

Project Site : 8000 West Beverly Blvd.
Case No: CPC-2017-880-DB-CU
CEQA No :ENV-2017-881-CE

Mr. Turner ,

I was unable to be present at the above mentioned meeting . In your decision will you please consider what I was concerned about below ?

My name is Jay Linwick and I live less than 500 feet from 8000 West Beverly Blvd.
I have great concern with the well being and safety of this area with the proposed construction of this property .
Our neighborhood already suffers from a high degree of density . Most of the community is Hasidic with probably 90% being Orthodox , a neighborhood which moves at a different pace than the surrounding community . A high rise such as this with no structure or concern as to it's affects on this neighborhood will only create create danger and unsafe situations .

I am not against development or the creation of jobs . I realize the city needs this , but this area was zoned for single family dwellings . Parking is already a problem with most of it used by the surrounding businesses . Many who unknowingly bought homes here now feel they have no control over their futures .

The Grove has already burdened us with traffic congestion , attracting indigents as well as a much higher crime rate . Overpopulation and increased density have already had it's affects . Another project such as this will create an even more dangerous and unsafe atmosphere for this community . It's like a shopping bag , if you keep cramming more in , it's eventually going to tear .

Please consider this when you review this project . I am sure you would feel the same way if it was just outside your front door .

Thank you for your attention and consideration .

Jay Linwick
321 N. Laurel Ave.
Los Angeles , CA , 90048
(323) 333-1787

Connect Create Collaborate

Jordann Turner <jordann.turner@lacity.org>

58 unit apartment building at Edinburgh Ave & Beverly Blvd case CPC 2017-880-DB

1 message

Jim Caccavo <greylockjc@aol.com> Wed, Jan 3, 2018 at 3:04 AM
To: jordann.turner@lacity.org

Dear Jordann:

You were referred to me by Blair Smith with whom I work as Chairman of the South Carthay HPOZ. I am writing out of concern for the 58 unit apartment building being proposed at 8000 W. Beverly Blvd. I have a single family resisdence at 118 South Edinburgh Ave - one & a half blocks south of the proposed project.

No one on North or South Edinburgh was advised of the previous public hearings on this project. I just - by chance - caught a small story about the project announcing the Mid City West Community Council meeting December 12. I and another home owner attended that meeting. She was quite angry over the secrecy of the whole prject and that this meeting was scheduled for the first night of Hanuka - which is significant because most of the single family home owners affected by this project are Jewish.

She expressed the hell life has been on our - once quite residential street - now flooded with traffic and constant noise from on going McMansions replacing once distinctive single story homes. Our Councilman had assurred us at earlier meetings that these obscene structures would be curtailed. They have not. They have multiplied and are larger than ever. They have included crimes of arson, kidknapping and attempted murder to get possession of local property for development. In 2008, my elderly neighbor of 40 years had to move out of her house after a fire. Shortly after that her house was sold out from her by people who also kidnapped & held her for 4 years. When she was discoveerd alive & abandoned in a rural Maine cabin in 2012, it made front page news around thew world. Her property was bought by a developer to build a MacMansion.

When I spoke to the Mid City West Committee, I introduced myself as an HPOZ chairman where I own an apartment complex and a single family residence on South Edinbugh. I was more mild mannered than my neighbor, but I did express concern over the increased traffic - both during and after the construction, as well just general congestion. The developer's reply to my concerns was that " We would just have to suck it up!" I was not given an opportunity to reply, but it would have been for him to suck it up and take his 58 unit building elsewhere where he & his partner will gross over $100,000 a month with a rent control free building.

Please contact me and other property owners on North & South Edinburgh Ave regarding the next hearing We need to be heard.

I have attached one of the many stories regarding my neighbor who lost her home to developers.

Thank you,

Jim Caccavo